



Planning Justification Report

16 Steven Street &
Part of 436 King William Street
Hamilton, Ontario

January 2022

Prepared For:

The Pearl (Not for Profit Housing) Corporation
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1.0 Introduction

T. Johns Consulting Group Ltd. (“T. Johns”) was retained by the applicant, The Pearl (Not For Profit Housing) Corporation (“The Pearl”), in May 2020, to prepare a Planning Justification Report in support of a Zoning By-law Amendment for lands municipally known as 16 Steven Street in the City of Hamilton. The Zoning By-law Amendment is required to readapt the existing building for a multiple dwelling use consisting of 15 units. Sacajawea Non-Profit Housing intends to purchase the property. The organization provides housing units for low to moderate income Indigenous families and individuals.

The following report includes an overview of the subject lands in context with surrounding land uses, a detailed description of the proposed development and supporting studies, and a detailed review of the applicable planning framework and professional planning opinion in support of the required approvals.

First, we hold space and recognize the traditional territory of the subject lands.

Land Acknowledgement for the City of Hamilton

The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. We further acknowledge that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation.

Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.

1.1 Site Description

The Pearl, known municipally as 16 Steven Street (“subject lands”), is located in the City of Hamilton’s Landsdale neighbourhood. The subject lands are immediately north of King Street East (Major Arterial) and west of Wentworth Street North (Minor Arterial). The subject lands are legally referred to as all of Lot 28 and Part of Lot 27, Registered Plan No. 43, in the City of Hamilton, Regional Municipality of Hamilton-Wentworth.

The subject lands are located within an established community in proximity to a variety of land uses including , community uses (i.e. Norman Pink Lewis Recreation Centre), institutional uses including elementary and secondary schools, multi-unit and single family residential forms and, weekly and daily commercial uses and transit (**refer to Figure 1 - Location Map and Figure 2- Aerial Map**). The subject lands are surrounded by:

North: Low density residential neighbourhood;

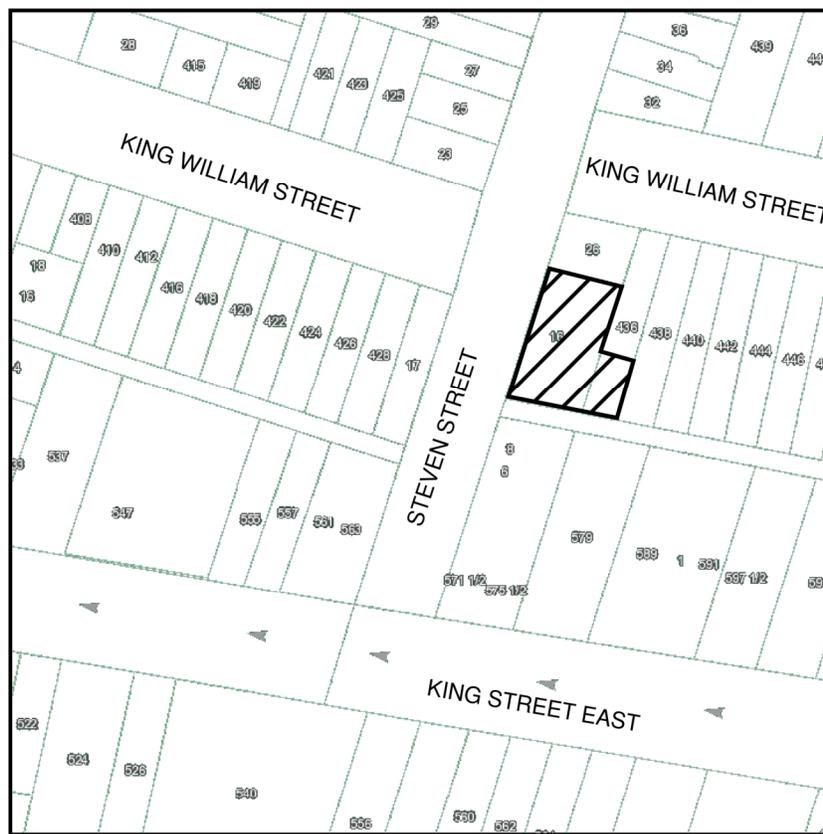
East: Low density residential neighbourhood, Cathedral High School;

South: Public Laneway, Medium Density Residential/Commercial Mixed Use, King Street East (Primary Corridor);

West: Mix of low and high density residential forms, commercial.

16 Steven Street is rectangular in shape with an approximate area of 0.037 ha (0.09ac) with approximately 25.8 metres of frontage on Steven Street and a depth of approximately 14.53 metres abutting a publicly assumed laneway to the south. The lands are currently occupied by one (1) existing three-storey building, commonly referred to as “The Pearl Company” which has an existing building coverage of approximately 95% with 0.0 metre setbacks to existing lot lines. There is no existing on-site parking. The building has a history of industrial and commercial uses. The building is listed on *Hamilton’s Heritage Volume 2 - Inventory of Buildings of Architectural and/or Historical Interest*. The lands to the rear of 436 King William (to be merged with 16 Steven Street) as approved through the Committee of Adjustment (File No. HM/B-21:45) encompasses and approximate area of 0.016 ha (0.04ac) and approximately 7.24 metres of frontage and a depth of 15.51m.

Figure 1- Location Map




SUBJECT PROPERTY
 16 Steven Street &
 Part of 436 King William Street
 Hamilton, ON

Figure 2- Aerial Map



SUBJECT PROPERTY



16 Steven Street &
Part of 436 King William Street
Hamilton, ON

2.0 Proposed Development

The following section will provide a detailed description of the proposed redevelopment and the planning approvals that are required.

2.1 Proposed Development

The subject lands are proposed to be redeveloped for a Multiple Dwelling use. The redevelopment includes the re-adapted use of the existing three-storey, red brick building on 16 Steven Street to a fifteen (15) unit multiple dwelling. The conversion to residential is to be completed by internal renovations. Minimal changes are proposed to the exterior building, save and except an addition at the rear of the building to accommodate a second staircase which is required to meet the Ontario Building Code.

The fifteen (15) dwelling units are proposed to be comprised of nine (9) one-bedroom units and six (6) two-bedroom units. As the existing conditions of the site are to be maintained, limited parking is feasible. Two (2) parking spaces are proposed on lands severed from 436 King William Street and merged with 16 Steven Street, accessed by the existing Assumed Public Laneway. The lands severed from 436 King William Street are also intended to provide an outdoor common amenity area for the future residents (**Refer to Appendix A - Concept Plan**).

Associated Planning Approvals:

436 King William Street is an existing lot of record abutting the subject lands to the east. 436 King William Street is subject to separate planning approvals through the Committee of Adjustment for a Consent to Sever (HM/B:21-045) to allocate ± 106 square metres of lands to 16 Steven Street and Minor Variances (HM/A:21-207) to facilitate the construction of a two-family dwelling (i.e. duplex) on the retained lands.

Proposed Tenure:

The Pearl is the landowner of both 16 Steven Street and 436 King William Street. The Pearl is a non-profit affordable housing provider. The proposed redevelopment(s) are intended to be purchased by Sacajawea Non-Profit Housing to provide affordable housing options.

2.2 Planning Applications

A Formal Consultation process was completed, and a Formal Consultation Document was provided and dated on April 1, 2020, with respect to a twelve (12) unit multiple dwelling on 16 Steven Street and the ultimate use of 436 King William Street was not identified at that time.

The Formal Consultation Document confirmed that a Complex Zoning By-law Amendment is required to facilitate the proposal. Since the time of issuance of the Formal Consultation document, the ultimate use of 436 King William Street has been determined and has been subject to separate planning applications through the Committee of Adjustment. The ZBA is applicable to 16 Steven Street and part of lands formerly part of 436 King William Street that will be merged

with 16 Steven Street. At the time of Formal Consultation, the existing building was proposed for 12 units, but the architectural floor plans achieved a total of 15 units to consist of nine (9) 1-bedroom units and six (6) 2-bedroom units.

A Zoning By-law Amendment (“ZBA”) is required to rezone the subject lands from “D” (Urban Protected Residential - One and Two Family Dwellings, etc.) District of the former City of Hamilton Zoning By-law No. 6593 to DE-3/S-XX (Multiple Dwellings) District, Modified within Zoning By-law No. 6593.

The Formal Consultation Waiver identifies the studies and plans to be completed in support of the ZBA application. A copy of each of the following has been included within the submission package:

- Survey Plan;
- Concept Plan;
- Planning Justification Report (*including Draft Amending Zoning By-laws, Urban Design Brief and Public Consultation*);
- Cultural Heritage Impact Assessment;
- Landscape Plan;
- Tree Management Plan;
- Record of Site Condition (RSC);
- Functional Servicing Report/Stormwater Management Report (including Water and Wastewater Servicing Study);
- Servicing Plan;
- Dust Impact Analysis;
- Noise Impact Study; and
- Parking Analysis;

Note that a Pest Control Plan was listed as a requirement in the Formal Consultation Document but in correspondence with City staff, it was verified that pest control plans are no longer being reviewed by City staff and are, therefore, no longer required to be submitted.

3.0 Supporting Studies

The studies identified in the Formal Consultation Document and subsequent waivers were completed in support of the proposed development. This section provides a brief summary of the findings for each study.

3.1 Cultural Heritage Impact Assessment

A Cultural Heritage Impact Assessment was prepared by Megan Hobson dated May 28 2021, in support of the proposed development. The report confirms that the existing building was constructed circa 1910 for the Reid Paper Box Company. The building is representative example of an early 20th century factory building with brick construction. The report concludes that the proposed residential conversion of 16 Steven Street is appropriate for the neighbourhood context. Recommendations that are provided so that the proposed alterations can be done sensitively with minimal impact include:

- Elevation drawings
- Photo documentation of the interior
- Retain original masonry features
- Retain original wood windows but if not possible, replacement windows should match the style and configuration of the original windows.
- Parisian sign should be preserved
- New masonry work to be compatible with existing masonry
- Remove ivy
- Add to Municipal Heritage Register

Ultimately, the report concludes that the residential conversion will require minor alterations to the building including the relocation of the front entrance door and existing tripartite window and accessibility ramp will not have an adverse impact of its cultural heritage value.

3.2 Parking Study

A Parking Study was prepared by Paradigm Transportation Solutions Limited dated December 2021, in support of the proposed redevelopment. The Parking Study recognizes that the zoning by-law does not differentiate between a market rental multiple dwelling and an affordable rental multiple dwelling. Therefore, the parking rate applied through zoning which requires 1.25 spaces per unit for a total of 19 parking spaces for 15 dwelling units is not an adequate portrayal of the development's needs in terms of on-site parking. The parking study acknowledges that the demands of the end-user (i.e. Sacajawea) are closer to 0.22 spaces per unit based on one other proxy site in Hamilton, however, parking will be unbundled from the unit rental and there is demand for units with no on-site parking, especially in context that the subject lands benefit from a number of transit and alternative transportation networks. The parking study states and considers the site constraints including the fact that the existing building will be conserved.

Overall, the report concludes that two (2) on-site parking spaces is appropriate for the proposed development.

3.3 Tree Management Plan/Landscape Plan

A Tree Management Plan was prepared by adesso design inc. dated January 18, 2022, in support of the application. The plan identifies that there are no private trees on 16 Steven Street. Four (4) private trees are located on 436 King William Street which are proposed to be removed due to either poor condition or within proximity to the demolition of 436 King William Street or parking. A conceptual landscape plan demonstrates that the removed trees will be compensated for by way of new plantings including trees, shrubs and perennials.

3.4 Functional Servicing & Stormwater Management Report

A Functional Servicing & Stormwater Management Report was prepared by MTE Consultants dated January 21, 2022, in support of the application. The report concludes that there is sufficient pressure and capacity to service the proposed 15-unit multiple dwelling. Further, under proposed conditions, there will be no significant increase in impervious cover. Therefore, volume and peak flow rates will not be impacted, and stormwater quantity controls are not being proposed. The proposed building addition will provide roof area that produces inherently clean stormwater runoff, and the proposed pathways will be used for foot traffic only, contributing minimal contaminants to the stormwater flowing over it. Therefore, stormwater quality controls are not being proposed. Additionally, it is recommended that Erosion and sediment controls, sanitary servicing and water servicing for the development be installed per recommendations outlined in the report.

3.5 Noise Impact Study

A Noise Impact Study was prepared by dBA Acoustical Consulting Inc. dated December 2021, in support of this application. As a result of the study, ventilation and warning clauses requirements are not required; however, an existing rooftop HVAC unit will provide central air conditioning for all residential units. Ontario Building Code (OBC) is required for all windows throughout the building.

3.6 Public Consultation Strategy

In addition to the City of Hamilton's Notice of Application to landowners within 120 metres of the subject lands and the Notice of Application sign posting, T. Johns Consulting Group Ltd. will prepare and mail out a letter to residents within 120 metres with a description of the proposed development within 30 days of the application being deemed complete with relevant contact information (See Appendix B - Public Consultation Strategy).

4.0 Planning Framework

This section reviews the planning documents applicable to the subject lands, which include the Provincial Policy Statement, Places to Grow - Growth Plan for the Greater Golden Horseshoe, the Urban Hamilton Official Plan, and the former City of Hamilton Zoning By-law No. 6593.

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (“PPS”), issued under the Planning Act, came into effect on May 1st, 2020, as a policy-led regulating document that provides direction on provincial interest related to managing land use planning and development. The *Planning Act* requires that, “decisions affecting planning matters shall be consistent with” the PPS.

The subject lands are located within an existing “*Settlement Area*” known as the City of Hamilton. Applicable policies have been reviewed below.

1.1.3.1 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;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

Planning Comment:

The proposed readaptive use of the existing building is intended to repurpose an existing underutilized heritage resource to create a new multi-residential building intended for affordable rental tenure in an established area that is well serviced by transit, local commercial and

community facilities. The proposed redevelopment can be supported by existing infrastructure, as confirmed in the Functional Servicing and Stormwater Management Report (MTE, 2022).

1.1.3.1 *Settlement areas* shall be the focus of growth and development.

1.1.3.2 Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:

- 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, 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.

1.1.3.5 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Planning Comment

The subject lands are within a settlement area known as the City of Hamilton. The proposed redevelopment will intensify the existing, underutilized building for a multi-unit residential use. As such, the proposed development makes efficient use of the land while maintaining the integrity and compatibility of the neighbourhood. The subject lands are located within proximity of major arterial roads, with both planned higher order transit and existing transit, which is subject to existing frequent public transit services making it an appropriate location for intensification with limited on-site parking. The existing building will continue to be serviced by municipal infrastructure. The ZBA intends to recognize the existing conditions of the subject

lands, which includes a high percentage of lot coverage in addition to improving conditions by assembling lands to provide two (2) on-site parking spaces and outdoor open space for common amenity area.

2.6 Cultural Heritage and Archaeology

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

Planning Comment

The existing building on 16 Steven Street is listed in the City of Hamilton's Heritage Register Volume 2 for its historical and/or architectural interest. The building is proposed to be readapted for a residential use completed internal renovations and minor exterior changes including the relocation of the existing front entrance to be more centered on the building's façade. The heritage of the building has been evaluated and it has been demonstrated that the proposed development will not adversely impact the heritage value of the property or adjacent lands (Hobson, 2021).

In conclusion, the proposal is consistent with the Provincial Policy Statement, 2020.

4.2 Growth Plan for Greater Golden Horseshoe, 2020

The Places to Grow - Growth Plan for the Greater Horseshoe ("Growth Plan") is a comprehensive strategy that works with municipal plans to manage growth patterns, maximize land use policy and manage quality of life. The Growth Plan came into effect May 16, 2019, and Amendment 1 (2020) was approved August 28, 2020. The subject lands are located within the "*Delineated Built-Up Area*" of the Growth Plan.

Applicable policies have been reviewed below:

2.2.1 Managing Growth

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*;

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) provide for a more *compact built form* and a vibrant *public realm*, including public open spaces;
 - f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
 - g) integrate *green infrastructure* and appropriate *low impact development*.

1.2.2 Delineated Built-up Areas

- a) By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:
 - a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area.

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 designations, updated zoning and other supporting documents.

2.2.6 Housing

1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province and other appropriate stakeholders, will:
 - a) support housing choice through the achievement of 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) identifies mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);
 - c) aligns with applicable housing and homelessness plans required under the Housing Services Act, 2011; and
 - d) will be implemented through official plan policies and designations and zoning by-laws.

Planning Comment

The subject lands are within the delineated built boundary of the City of Hamilton that will continue to be serviced by existing municipal water and wastewater systems. The proposed redevelopment will contribute to a more complete community within proximity to a Transit Oriented Corridor and public service facilities.

The proposed readapted use for affordable rental housing will improve equity, access and quality of life for Urban Indigenous Persons. The proposed redevelopment provides a sustainable solution to current market demands by promoting the re-adapted use of existing building stock in a location with a high degree of access to transit and alternative transportation networks. Active transportation will be supported by providing on-site, secured bicycle parking.

Overall, the proposed redevelopment will contribute to the City achieving intensification targets set out by the Province with a social and environmentally sustainable mission to provide secure, long-term housing and utilizing existing municipal infrastructure and public facilities.

Therefore, the proposed development **conforms** to the Growth Plan.

4.3 Urban Hamilton Official Plan

The City of Hamilton’s Urban Hamilton Official Plan (“UHOP”) was adopted in 2009 and declared in force and effect on August 16, 2013, as a replacement to the seven former Official Plans representing the former municipalities in the former region. One of the objectives of the UHOP is to manage community growth, land use changes and the physical development of the City of Hamilton over the next 30 years.

The UHOP, Volume 1 has an established urban structure that directs community growth based on key elements of land use. The subject lands are immediately north of King Street East, a primary mixed-use corridor in the City’s fabric and make up part of Hamilton’s “*Neighbourhoods*” (Schedule “E”). The subject lands are designated “*Neighbourhoods*” (Schedule “E-1”) and are within Hamilton’s Central Area boundaries (Appendix G).

Applicable UHOP policies have been reviewed in the Table 1 below.

Table 1

UHOP VOLUME 1 POLICY	PLANNING COMMENT
<p>Policy E.2.6.2 Neighbourhoods shall primarily consist of residential uses and complementary facilities and services intended to serve the residents. These facilities and services may include parks, schools, trails, recreation centres, places of worship, small retail stores, offices restaurants, and personal and government services.</p>	<p>A multiple dwelling is a permitted use for lands designated “Neighbourhoods” when integrated in a compatible manner. The subject property has frontage on one (1) local street, Steven Street. The subject lands are within 41m of the intersection of Steven St and King St E, a major arterial and primary corridor. There are two (2) existing semi-detached dwellings and mixed use commercial and residential buildings between the subject lands and King St E. As such, there are minimal existing low density residential</p>
<p>Policy E.2.6.4 The Neighbourhoods element of the urban structure shall permit and provide the</p>	

<p>opportunity for a full range of housing forms, types and tenure, including affordable housing with supports.</p> <p>Policy E.2.6.7 Neighbourhoods shall generally be regarded as physically stable areas with each neighbourhood having a unique scale and character. Changes compatible with the existing character or function of the neighbourhood shall be permitted. Applications for development and residential intensification within Neighbourhoods shall be reviewed in consideration of local context and shall be permitted in accordance with Section B.2.4 - Residential Intensification, E.3.0 - Neighbourhoods Designation....”</p> <p>Policy E.3.2.3 The following uses shall be permitted on lands designated Neighbourhoods on Schedule E-1 - Urban Land Use Designations:</p> <p>a) Residential dwellings, including second dwelling units and housing with supports;</p> <p>Policy E.3.2.4 The existing character of established Neighbourhoods designated areas shall be maintained. Residential intensification within these areas shall enhance and be compatible with the scale and character of the existing residential neighbourhoods in accordance with Section B.2.4 - Residential Intensification and other applicable policies of this Plan.”</p> <p>Policy E.3.6.1 High Density residential areas are characterized by multiple dwelling forms on the periphery of neighbourhoods in proximity to major or minor arterial roads.</p> <p>Policy E.3.6.2 Uses permitted in high density residential areas include multiple dwellings, except street townhouses.</p> <p>Policy E.3.6.6 In high density residential areas, the permitted net residential densities, identified on Appendix “G” - Boundaries Map shall be:</p>	<p>dwellings from the proposed high density multi-residential building and a major arterial. The proposed high density residential development is within an existing 3-storey building and is therefore not a departure from the existing building form of the neighbourhood and not a “high profile” building. The proposed fifteen (15) unit multiple dwelling will have a density of approximately 348 units per hectare (uph) which conforms with the minimum density of 100 uph and maximum density of 500 uph for lands within “Central Hamilton”.</p> <p>The proposed readapted building of 16 Steven Street for a multiple dwelling will conserve the existing heritage value the building contributes to the neighbourhood’s identity.</p> <p>The proposed change of use within the existing building on 16 Steven St. means that the existing site conditions are to be maintained. As the severed portion off the rear of 436 King William St. is to support the multiple dwelling use, minor modifications to the rear yard are proposed. However, the site’s existing function of parking spaces at the rear accessed from the publicly assumed laneway and landscaped open space for private amenity is maintained.</p>
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<p>a) Greater than 100 units per hectare and not greater than 500 units per hectare in Central Hamilton.”</p> <p>Policy E.3.6.7 Development within the high density residential category shall be evaluated on the basis of the following criteria:</p> <p>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 be permitted indirect access to a collector or major or minor arterial roads from a local road upon which only a small number of low density residential dwellings are fronting on the local road.</p> <p>d) Development shall:</p> <ul style="list-style-type: none"> i. Provide adequate landscaping, amenity features, on-site parking, and buffering where required; ii. Be compatible with existing and future uses in the surrounding area in terms of heights, massing, and an arrangement of buildings and structures; and, iii. Provide adequate access to the property, designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets. 	
<p>Policy B.2.4.3 Residential Intensification and Cultural Heritage Resources</p> <p>Policy B.2.4.3.1 Residential intensification involving cultural heritage resources shall be in accordance with Section B.3.4 - Cultural Heritage Resources Policies</p> <p>Policy B.3.4.2.1</p>	<p>16 Steven St is a listed building on the City of Hamilton’s Heritage Register Volume 2 for historical and/or architectural interest. The building and site were previously used for an industrial use circa. 1910.</p> <p>436 King William St and 16 Steven St are within the Landsdale Established Historical Neighbourhood.</p>

<p>The City of Hamilton shall, in partnership with others where appropriate:</p> <ul style="list-style-type: none"> a) Protect and conserve the tangible cultural heritage resources of the City, including archaeological resources, built heritage resources, and cultural heritage landscapes for present and future generations. g) Ensure the conservation and protection of <i>cultural heritage resources</i> in planning and development matters subject to the <i>Planning Act</i> either through appropriate planning and design measures or as conditions of development approvals. and, <p>Policy B.3.4.3.6 The City shall protect <i>established historical neighbourhoods</i>, as identified in the cultural heritage landscape inventory, secondary plans and other City initiatives, by ensuring that new construction and <i>development</i> are sympathetic and complementary to existing cultural <i>heritage attributes</i> of the neighbourhood, including lotting and street patterns, building setbacks and building mass, height, and materials.</p> <p>Policy B.3.4.3.8 The City shall encourage the intensification and adaptive reuse of commercial and industrial heritage properties. Any permitted redevelopment shall ensure, where possible, that the original building fabric and architectural features are retained and that any new additions will complement the existing building in accordance with the policies of this Plan.</p> <p>Policy B.3.4.3.9 To facilitate the intensification and adaptive reuse of such properties, the City may allow reduced parking or other site and amenity requirements.</p>	<p>The proposed readapted use of the existing building on 16 Steven St. will provide residential intensification on the subject lands. The existing detached dwelling on 436 King William Street is to be demolished as it is not habitable and will be replaced with a two-family, duplex dwelling as approved by Minor Variance Application HM/A:21-207 and Conditionally Approved Consent to Sever HM/B:21-45. The rear of 436 King William Street is included in the rezoning as it will be merged with 16 Steven St.</p> <p>The former Pearl Company building is to be maintained to conserve the heritage value it contributes to the Landsdale Neighbourhood's built form and history. The subject lands do not currently have any on-site parking or amenity area as the building covers approximately 95% of the lot area. As the existing development fabric is to be maintained, there are limited opportunities for on-site parking and amenity area. The proposed site design maximizes the functionality of the subject lands. The reduction of parking has been reviewed and supported in the Parking Study prepared by Paradigm Transportation Solutions Limited dated January, 2022. Further, Transportation Demand Management strategies have been identified to manage the parking reduction which includes recommendations of promoting transit ridership and supplying bicycle parking options.</p>
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The following reviews the proposed development in context with the applicable urban design policies and shall be considered to be an Urban Design Brief.

Urban Design - General Policies	
Policy	Planning Comment
<p>3.3.2.3 Urban design should foster a sense of community pride and identity by:</p> <ul style="list-style-type: none"> a) respecting existing character, development patterns, built form, and landscape; c) recognizing and protecting the cultural history of the City and its communities; d) conserving and respecting the existing built heritage features of the City and its communities; g) contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas; 	<p>The development will foster a sense of community pride and identity by contributing to redeveloping the streetscape by adaptively reusing a building that is iconic to the neighbourhood and Hamilton and therefore, the subject lands are appropriate for redevelopment. The proposal will be aligned with the existing neighbourhood residential character by providing affordable apartment units within a stable neighbourhood that is experiencing new residential growth in proximity to a transit oriented corridor.</p>
<p>B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by using the following design applications, where appropriate:</p> <ul style="list-style-type: none"> d) integrating conveniently located public transit and cycling infrastructure with existing and new development; 	<p>The building will continue to have a primary entrance from Steven Street. The intensification of the subject lands and building is appropriate due to the site's access to public transit and cycling infrastructure. Sustainable methods of transportation will be promoted by providing on-site bicycle parking and educational documents regarding the City's available transit options.</p>
<p>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:</p> <ul style="list-style-type: none"> b) respecting the existing cultural and natural heritage features of the existing environment by re-using, 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; 	<p>The existing cultural heritage building that has co-existed within the neighbourhood fabric will be maintained. The existing building will be minimally modified to accommodate the proposed residential use. The proposed parking and open space area will maintain the existing function of 436 King William Street.</p>

<p>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.</p>	
<p>3.3.2.7 Places that are adaptable in accommodating future change are desirable and should be created by:</p> <p>a) designing buildings, sites, and public spaces that can be used for a variety of uses in the future in response to changing social, economic, and technological conditions;</p>	<p>The proposed redevelopment and intensification will contribute to the housing stock in Hamilton’s market, in an area with existing infrastructure and supports. The proposed redevelopment will allow for a more efficient use of the subject lands and building to provide affordable rental housing.</p>
<p>B.3.3.2.8 Urban design should promote environmental sustainability by:</p> <p>e) encouraging the reduction of resource consumption in building and site development and avoiding the release of contaminants into the environment; and,</p>	<p>Environmental sustainability is promoted by utilizing existing urban lands, building stock and infrastructure. Energy efficient features will be considered in the dwelling design and sustainable transportation methods will be promoted.</p>

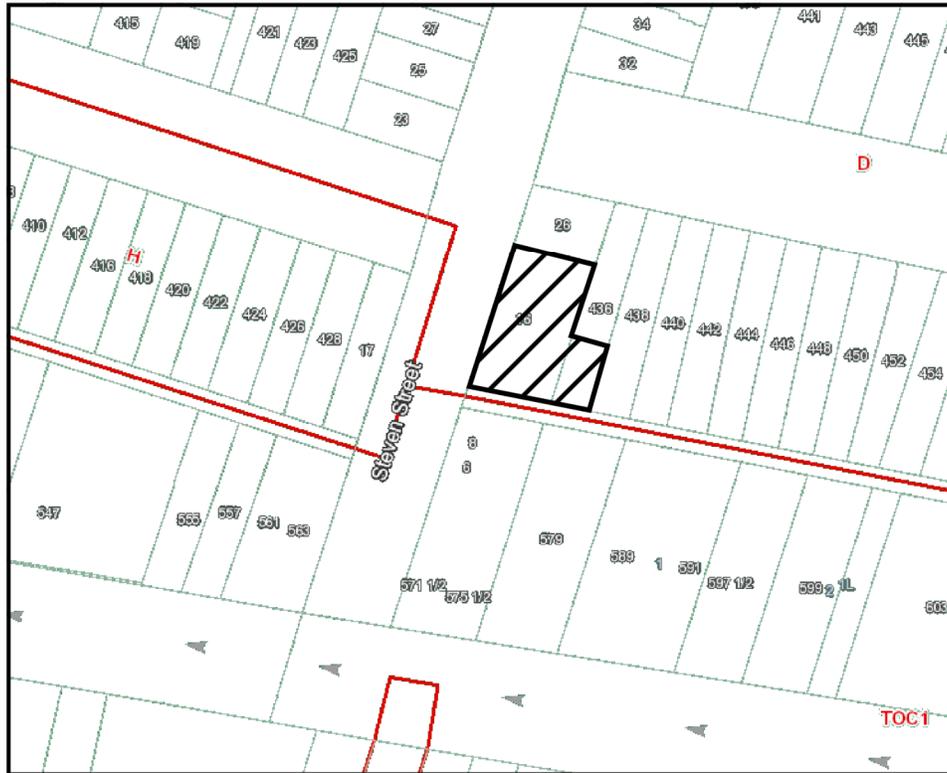
In conclusion, the development conforms to the Neighbourhoods, Cultural Heritage Resources, Residential Intensification and Urban Design policies of the Urban Hamilton Official Plan.

4.4 City of Hamilton Zoning By-law No. 6593

The former City of Hamilton Zoning By-law No. 6593, as amended (“ZBL”) is in force and effect and zones the subject lands zones the subject lands “D” (Urban Protected One- and Two-Family Residential) District. Permitted residential uses include one and two-family dwellings (refer to Figure 4 - Existing Zoning Map). As noted, the rear of 436 King William Street is within the subject lands of the rezoning but was subject to approved Minor Variance HM/A:21-207 to permit a new duplex dwelling on the front of the property.

A multiple dwelling use is not permitted within the “D” District. As such, 16 Steven Street and the rear severed portion of 436 King William Street (HM/B-21:45) require a Zoning By-law Amendment to permit the proposed redevelopment. A site-specific “DE-3.XX” (Multiple Dwellings) District, Modified, is proposed to permit the existing building to be re-adapted for a Multiple Dwelling use and for the severed rear portion of 436 William Street to provide parking and amenity area that supports the multiple dwelling use.

Figure 4- Existing Zoning Map



Excerpt from The City of Hamilton Zoning By-law No. 6593
 Sampled from Hamilton Interactive Mapping

Legend		
D	Urban Protected Residential - One & Two Family Dwellings, etc.	 SUBJECT PROPERTY 16 Steven Street & Part of 436 King William Street Hamilton, ON
H	Community Shopping & Commercial, etc.	
TOC1	Mixed Use	

Table 2, below, is an overview of the proposed use in context of the proposed “DE-3.XX” District. Highlights are provided to reflect site specific regulations to reflect the proposed details of the Concept Plan. **Refer to Appendix C - Draft Amending By-law.**

Table 2

Zoning By-law No. 6593 "DE-3.XX" (Multiple Dwellings) District, Modified			
Provision	Required	Proposed	Conformity
Permitted Use 10C.(1).(vi)	Multiple Dwelling, with not more than 3 lodgers in each Class A unit	Multiple Dwelling, with not more than 3 lodgers in each Class A unit.	Yes
Max. Building Height 10C.(3)	3-storeys and 11.0m	3 storeys and 11m*	Existing Condition
Min. Front Yard (Multiple Dwelling) 10C.(3).(i).(b)	1/120 of building height X building width, but no such front yard shall have a depth less than 4.5m and more than 7.5m	0.0m*	No-Existing Condition
Min. Side Yard (Multiple Dwelling) 10C.(3).(ii).(b)	1/120 of building height X building width less 1.5m up to 9.0m but plus 3.0m where any balcony, sunroom or window of a habitable room does overlook such side yard, but no such side yard shall have a width of less than 4.5m and more than 13.5m.	0.0m*	No-Existing Condition
Min. Rear Yard (Multiple Dwelling) 10C.(3).(iii).(b)	1/120 of building height X building width less 1.5m up to 9.0m but plus 3.0m where any balcony, sunroom or window of a habitable room does overlook such side yard, but no such side yard shall have a width of less than 4.5m and more than 13.5m.	0.0m*	No
Intensity of Use (Multiple Dwelling) 10C.(4).(iv)	Min. Lot Width: 21.0m Min. Lot Area: 630m ²	Lot Width:25.879m Lot Area: 435sqm	No- lot area
Floor Area Ratio 10C.(5)	0.90 (Max)	0.74	Yes
Landscaped Area 10C.(6)	25%	0m	No-Existing Condition
Parking (Multiple Dwelling) 18A.Table 2	1.25 spaces/unit (includes 0.25 visitor parking spaces) 1.25 X 13 units = 17 spaces	2 spaces	No
Loading Space	1 Loading Space 4.0m X 9.0m X XX	0 spaces	No

[*] denotes an existing condition.

Refer to Section 5.0: Planning Analysis for discussion of the proposed site specific provisions for a multiple dwelling within an existing building footprint.

5.0 Planning Analysis

This Planning Analysis is presented in three (3) sections. The first part of the discussion summarizes conformity with Provincial interest and policies (Section 5 followed by conformity with the Urban Hamilton Official Plan (Section 5.2). The latter part will provide a planning discussion in support of the Zoning By-law Amendment (Section 5.3)

5.1 PROVINCIAL INTERESTS

The *Planning Act* requires that, “decisions affecting planning matters shall be consistent with” the Provincial Policy Statement (PPS). The subject lands are located within an existing “*Settlement Area*” known as the City of Hamilton. The proposed redevelopment of 16 Steven Street for a multiple dwelling use will provide land use intensification that will contribute towards an efficient use of urban lands. The proposed land uses will contribute to the overall viability of the settlement area by providing a high-density residential use while protecting heritage resources. The proposed ZBA is consistent with the PPS, 2020.

The subject lands are located within the “*Delineated Built-Up Area*” of the Growth Plan in which there are existing and planned municipal water and wastewater systems. The development of fifteen (15) new dwelling units will provide residential intensification that will facilitate the opportunity for affordable housing. The subject lands have convenient access to existing transit networks, including higher order transit, and active transportation networks and community services. The proposed ZBA conforms to the Growth Plan, 2020.

5.2 URBAN HAMILTON OFFICIAL PLAN

The subject lands are located on a local road; however, the lands are within proximity of a Primary Corridor (i.e. King Street East) with planned higher order transit. Access to King Street East (Major Arterial) is convenient and there are a minimal number of existing low density dwellings fronting Steven Street between the subject lands and King St E. The subject lands are designated “*Neighbourhoods*” and are within “Central Hamilton.” The subject property is within the Landsdale Established Historic Neighbourhood. 16 Steven Street is a former industrial building, namely “The Pearl Company”, and the building is listed for historical and/or architectural interest. The subject lands have historically not provided on-site parking. As such, a reduction in parking is requested through the ZBA to protect and conserve the culturally significant building and the existing on-site conditions.

As reviewed in this Planning Justification Report in Section 4.3: Planning Framework of the Urban Hamilton Official Plan, the proposed redevelopment of 16 Steven Street to a high density residential use conforms to the Neighbourhoods - General and High Density Residential Policies, Residential Intensification and Cultural Heritage Resource Policies and achieves the Urban Design Policies. As such, the proposed ZBA to permit a multiple dwelling use with limited on-site parking conforms to the UHOP.

5.3 ZONING BY-LAW AMENDMENT

The ZBA proposes to rezone the subject lands from “D” District to a “DE-3/S-XX” District to permit the readapted use of the existing building for fifteen (15) multiple dwelling units.

Existing Condition

The proposed reduced setbacks recognize the existing placement of the building on 16 Steven Street and are therefore appropriate. The existing building height conforms to the maximum three-storey building height of DE-3 District and will continue to conform through the proposed readapted use. The proposed use is to be supported by two (2) on-site parking spaces on lands severed from 436 King William Street and merged with 16 Steven Street, therefore, improving the existing situation of 16 Steven Street which, currently, has no on-site parking.

Proposed Parking

As noted under *Residential Intensification of Cultural Heritage Resource*, Policy B.3.4.3.9 of the Official Plan; to facilitate the intensification and adaptive reuse of industrial heritage properties, the City may allow reduced parking or other site and amenity requirements. The proposed readapted use of the building requires a parking reduction from the required nineteen (19) parking spaces to two (2) parking spaces.

The City of Hamilton is implementing Comprehensive Zoning By-law No. 05-200 in phases and residential zoning is currently being reviewed, therefore, regulations of ZBL 05-200 are not applicable to the subject lands. However, for the purposes of guiding appropriate urban land use, it is appropriate to review the merits of the proposed parking reduction with consideration to standards of ZBL 05-200.

ZBL 05-200 implements UHOP policy B.3.4.3.9 with Section 5.6.g. by allowing any use, except a Medical Clinic, located within an existing building, not provide any additional parking than what is existing. Therefore, a readapted building for Multiple Dwelling use, which has no existing parking on-site, no parking would be required to be provided. In this context, the proposed two (2) parking spaces is improving the existing situation of zero (0) parking spaces. A Parking Study dated January 2022, prepared by Paradigm Transportation Solutions Limited, has been submitted with the application in support of the parking reduction in context of the affordable housing tenure, access to transit and other transportation demand management strategies.

Residential Intensification and Compatibility of a Cultural Heritage Resource

The proposed change of use to permit a multiple dwelling within the existing 3-storey building with heritage interest is appropriate and will protect a heritage resource. The built form of the subject lands or neighbourhood will not be adversely impacted. The proposed site alterations are minimal. Therefore, the proposed adapted re-use is contextually appropriate and maintain the integrity of the heritage resource (Hobson, 2021). The proposed development conforms to the City's UHOP Established Historical Neighbourhoods policies by intensifying and converting the existing built heritage resources and maintaining the original building fabric, where appropriate.

Supporting reports such as a Functional Servicing and Stormwater Management Report, Cultural Heritage Impact Assessment, Tree Protection and Landscape Plan, Noise Impact Study and Parking Study have been completed to ensure the requested Zoning By-law Amendment is supportable and conforms to Provincial policy. In conclusion, the proposed redevelopment and implementing Zoning By-law Amendment are consistent with the PPS, the Growth Plan and conforms to the Urban Hamilton Official Plan.

6.0 Implementation

This proposal is to be implemented through the Zoning By-law Amendment process in addition to the Conditionally Approved Consent to Sever HM/B:21-045 and Approved Minor Variance (HM/A:21-207) on 436 King William Street to allow the multiple dwelling readaptive use for residential redevelopment and provide affordable rental housing.

A Draft amending Zoning By-law has been prepared and can be found as **Appendix C** to this report.

7.0 Conclusions

A Zoning By-law Amendment is required to rezone the subject lands from the “D” (Urban Protected - One & Two Family Dwellings, etc.) to DE-3/S-XXX (Multiple Dwelling) District, Modified. The proposed changes are consistent with and conform to the applicable policy framework as follows:

- They are consistent with the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe, in that growth is within a delineated built-up boundary, in adjacent to existing development and in proximity to a planned higher order transit corridor;
- Adequate municipal services are available to service the site without the need for extension or expansion of municipal resources;
- Represents good planning by providing affordable residential redevelopment in an established neighbourhood while maintaining key cultural heritage features of that neighbourhood by promoting sustainable practices, compact development and maximizing the efficiency of urban lands;
- The proposed residential redevelopment and associated amendment to the former City of Hamilton Zoning By-law No. 6593 is appropriate, desirable and reflects good land use planning for the subject lands.

Respectfully Submitted,
T. Johns Consulting Group Ltd.



Diana Morris, MCIP, RPP
Senior Planner

Appendix A:

Conceptual Site Plan

Appendix B:

Public Consultation Strategy

Public Consultation Strategy

	Explanation
Target audience of the consultation	The target audience of the consultation includes the residents and land owners within 120 metres of the Subject Lands
If done, record of consultation efforts made before the application was submitted.	Not applicable.
List the stakeholders and how they are impacted	Owners/Tenants of dwellings to the north, south, east and west of the subject lands. Residents immediately adjacent to the laneway may be impacted by vehicular traffic in the laneway although existing and future fencing along property lines will mitigate privacy and safety concerns.
Tools to be used to consult/engage the public	A letter with explanation of the redevelopment will be mailed out with applicants contact information
Timing of consultation	Letters will be mailed out within 30 days when the submitted application is deemed complete. A Virtual Neighbourhood Open House may be hosted subject to neighbourhood feedback after receiving the mail out.
Method to receive and document comments	The mailed out letter will provide the Consultant Planner's contact information including email and address. All comments will be recorded and filed per our internal filing policies. Once the consultation process has concluded, a summary memo will be prepared and submitted to the City. All stakeholders are within 120 metres of the Subject Lands and will therefore be captured in the City's public circulation of the Notice of Complete Application.
Proposed participants in consultation and their role	The Applicant/Developer will be involved in the Public Consultation process and will attend Open House meetings if required. T. Johns Consulting Group Ltd: Agents T. Johns Consulting Group (T. Johns) will coordinate and document the public consultation process. T.

Public Consultation Strategy

	<p>Johns will prepare and mail out the letter that describes the reasons for the applications. T. Johns can provide general information on the planning process and policy framework and will update the City accordingly.</p> <p>Invizij: Architects</p> <p>Invizij wishes to be involved in the Public Consultation process and will attend Open House meetings, if applicable.</p> <p>Other consultants:</p> <p>Depending on the issues raised by Staff and through the initial City circulation of the Notice of Complete Application, other members of the project team may be included as subject-specific matters arise.</p> <p>Should there be a need for an open house, City Planning Staff and the Ward Councilor will be invited.</p>
Requested City Resources	Not applicable.
Expected/Potential Issues	<p>It is anticipated that the applications will be well-received by the surrounding community given that the redevelopment is maintaining the integrity of the existing site and building design with improvements to the public realm. However, an anticipated concern is the proposed number of parking spaces. Further discussion with neighbours abutting the entrance/exit from the public laneway may be required to understand how impacts, if any, can be mitigated.</p>

This Public Consultation Strategy is flexible and subject to change pending discussions with staff and the Ward Councilor regarding the target stakeholders and the most appropriate consultation methods.

Appendix C:

Draft Amending Zoning By-law

**CITY OF HAMILTON
BY-LAW NO. - ____**

To Amend Zoning By-law No. 6593 (City of Hamilton)
Respecting Lands located at 16 Steven Street and Part of 436 King William Street
in the City of Hamilton.

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 City of Hamilton” 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 Plan 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 the Council of The Corporation of the City of Hamilton passed Zoning By-law No. 6593 (Hamilton) on the 25th day of July 1950, which by-law was approved by the Ontario Municipal Board by Order dated the 7th day of December 1951, (File No. P.F.C 3821);

AND WHEREAS the Council of the City of Hamilton, in adopting item ____ of Report __ - ____ of the Planning Committee, at its meeting held on the _____ day of _____, 20__, recommended that Zoning By-law No. 6593 (Hamilton), be amended as hereinafter provided;

AND WHEREAS this By-law is in conformity with the Urban Hamilton Official Plan, in accordance with the provisions of the Planning Act.

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

1. That Sheet No. ____ of the District Maps, appended to and forming part of By-law No. 6593 (Hamilton), is amended by changing the following:
 - a. By changing the zoning from the “D” (Urban Protected Residential - One and Two Family Dwellings, etc.) District, to the “DE-3/S - XXX” (Multiple Dwellings) District, Modified

on the lands of the extent and boundaries of which are shown of the plan hereto annexed as Schedule “A”.

2. That Section Nineteen B Special Requirements of Zoning By-law No. 6593 (Hamilton), be amended, is hereby further amended by adding a new special requirement, “DE-3 - ___”, as follows:

“DE-3,___”

That the “DE-3” (Multiple Dwellings) District regulations, as contained in Section 10C of Zoning By-law No. 6593, applicable to the subject lands, as detailed in Section 1 of this By-law, be modified to include the following special requirements:

- a) That in addition to Section 10C(1), a multiple dwelling shall be permitted within the building existing on the date of the passing of this By-law;
- b) That Section 10C (2) shall not apply to the building existing on the date of the passing of this By-law.
- c) That Section 10C (3) (i) (b) shall not apply for the building existing on the date of the passing of this By-law.
- d) That Section 10C (3) (ii) (b) shall not apply for the building existing on the date of the passing of this By-law.
- e) That Section 10C (3) (iii) (b) shall not apply for the building existing on the date of the passing of this By-law.
- f) Notwithstanding Section 10C (4) (iv) the minimum lot width shall be 25.0 metres and a minimum lot area of 367 square metres.
- g) That Section 10C.(5) Floor Area Ratio shall not apply for the building existing on the date of the passing of this By-law;
- h) Notwithstanding Section 10C.(6) shall not apply for the building existing on the date of the passing of this By-law.
- i) That notwithstanding Section 18 (3) (vi) (b), the existing encroachment of any eaves or gutters of the building existing on the date of the passing of this By-law shall be permitted.
- j) That notwithstanding Section 18 (3) (vi) (e), the encroachment of any uncovered porch and associated stairs of the building existing on the date of the passing of this By-law shall be permitted.

- k) That notwithstanding Section 18 (4) (v) (b), an air conditioner shall be permitted within the westerly side yard provided such equipment has a minimum setback of 0.0 metres from any lot line.
 - l) That Section 18A (1) (c), (32) and (33) shall not apply.
 - m) That Section 18A (1) (f), (9) and (10), shall not apply.
 - n) That notwithstanding Section 18A (24) (a), access shall be provided by way of a Public Assumed laneway,.
 - o) That notwithstanding 18A (1) (a) and (b), Table 1 and Table 2, a minimum of two (2) parking spaces shall be required for a Multiple Dwelling.
3. That no building or structure shall be erected, altered, extended or enlarged, nor shall any building or structure or part thereof be used, nor shall any land be used, except in accordance with the "DE-3" (Multiple Dwellings) District provisions, subject to the special provisions referred to in Section 2, respectively.
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 _____, 20__.

Mayor

ZAC-__-_____

Clerk

Schedule A

This Schedule "A" to By-law No. ____ - ____ Passed the ____ day of ____, 20 ____		_____ Mayor _____ Clerk
<p style="text-align: center;">Schedule "A"</p> Mapping Forming Part of By-law No. ____ - ____ To Amend By-law No. 6593		<p>Subject Property</p> 16 Steven Street and Part of 436 King William Street, Hamilton
Scale: N.T.S.	Planner/Technician:	
Date:	File Name/Number: ZAC-____-____	
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT		

Change in Zoning from the "D" (Urban Protected One and Two-Family Dwelling, etc.) District to the "DE-3/S-XX" (Multiple Dwellings) District, Modified.