SUBJECT: Application for Approval of a Draft Plan of Subdivision, “Fairgrounds East”, and Amendments to the Glanbrook Official Plan and Zoning By-law No. 464, for Lands Located Within Part of Lots 2 and 3, Block 4, Concession 3, Binbrook Road, in the Former Township of Glanbrook (Binbrook) (PED07199) (Ward 11)

RECOMMENDATION:

(a) That approval be given to Draft Plan of Subdivision Application 25T-200615 by Losani Homes, owners, to establish a Draft Plan of Subdivision known as “Fairgrounds East”, on lands located within Part of Lots 2 and 3, Block 4, Concession 3, Binbrook Road, (Binbrook), as shown on Appendix “A” to Report PED07199, subject to the following conditions:

(i) That this approval apply to “Fairgrounds East”, as red-line revised, prepared by Armstrong Hunter and Associates, and certified by Barry Clarke, OLS, dated June 11, 2007, showing 247 lots (Lots 1-29 and 31-248) for single detached dwellings, 8 blocks (Blocks 260, and 273-279) for a maximum of 58 street townhouse dwelling units, four blocks (Blocks 258, 263, 271, and 280) for a maximum of 113 townhouse dwelling units, one block (Block 281) for an Elementary School, one block (Block 271) for a woodlot, 13 blocks (Blocks 30, 248-253, 256, 261, 265, 266, 268 and 269) for future development, 5 blocks (Blocks 254, 262, 264, 267, and 270) for 0.3 metre reserves, and the creation of ten new streets (Streets “A” to “J”), attached as Appendix “B” to Report PED07199, subject to the owner entering into a Standard Form Subdivision Agreement, as approved by City Council, and with the Special Conditions attached as Appendix “E”.

(ii) Acknowledgement by the City of Hamilton of its responsibility for cost-sharing paid from the City’s Development Charge Reserve with respect to this development for the following items (1) and (2):
SUBJECT: Application for Approval of a Draft Plan of Subdivision, “Fairgrounds East”, and Amendments to the Glanbrook Official Plan and Zoning By-law No. 464, for Lands Located Within Part of Lots 2 and 3, Block 4, Concession 3, Binbrook Road, in the Former Township of Glanbrook (Binbrook) (PED07199) (Ward 11) - Page 2 of 14

(1) Any pavement widths greater than 8.0 metres within the subdivision limits.

(2) Any watermain oversizing greater than 300 millimetres.

(3) That the City will cost share 50% for the equivalent of a 1.5m high galvanized fence that abuts City owned park lands (Block 272, Woodlot), to be paid from the City’s Park Trust Fund Reserve.

all in accordance with the Financial Policies for Development, as approved by Council.

(iii) That the City shall purchase Block 272, Woodlot, at market value from the City’s Parkland Trust Reserve, representing an over-dedication of parkland by the Subdivider.

(b) That approval be given to Official Plan Amendment Application OPA-06-21, by Losani Homes, owners, for Official Plan Amendment No.___, to amend Schedule “B”, Binbrook Village Secondary Plan Land Use Plan, from “Medium Density Residential” to “Low Density Residential”, from “Low Density Residential” to “Medium Density Residential”, from “High Density Residential” to “Low Density Residential”, from “High Density Residential” to “Medium Density Residential”, from “Parkette” to “Low Density Residential”, from “Medium Density Residential” to “Elementary School”, and to revise the local road pattern, of the Official Plan for the Township of Glanbrook, on lands located within Part of Lots 2 and 3, Block 4, Concession 3, Binbrook Road, (Binbrook), on the following basis:

(i) That the draft Official Plan Amendment, attached as Appendix “F” to Report PED07199, be adopted by City Council.

(c) That approval be given to Zoning Application ZAC-06-75, by Losani Homes, owners, for changes in zoning from the Residential Multiple “RM2-161” Zone to the Residential “R4-222” Zone (Block 1), from the Residential Multiple “RM3-161” Zone to the Residential “R4-222” Zone (Block 2), from the Residential “R4-161” Zone to the Residential Multiple “RM3-223” Zone (Block 3), from the Residential Multiple “RM4-161” Zone to the Residential “R4-222” Zone (Block 4), from the Residential Multiple “RM4-161” Zone to the Residential Multiple “RM3-223” Zone (Block 5), from the Residential Multiple “RM2-161” Zone to the Residential “R4-222” Zone (Block 6), from the Residential Multiple “RM3-161” Zone to the Residential Multiple “RM2-224” Zone (Block 7), from the Residential Multiple “RM2-161” Zone to the Residential Multiple “RM3-223” Zone (Block 8), from the Residential “R4-161” Zone to the Residential Multiple “R4-222” Zone (Block 9), from the Residential Multiple “RM2-161” Zone to the Residential Multiple “RM2-224” Zone (Block 10), and from the Residential Multiple “RM3-161” Zone to the Residential Multiple “RM3-223” Zone (Block 11) to permit single detached dwellings, street
and block townhouse dwellings, on lands located within Part of Lots 2 and 3, Block 4, Concession 3, Binbrook Road, as shown on Schedule “A” of Appendix “D” to Report PED07199, on the following basis:

(i) That the draft By-law, attached as Appendix “D” to Report PED07199, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council.

(ii) That the amending By-law be added to Schedule “H”, of Zoning By-law No. 464.

(iii) That the proposed changes in zoning are in conformity with the Hamilton-Wentworth Official Plan, and will be in conformity with the Official Plan for the Township of Glanbrook upon finalization of Official Plan Amendment No.__.

EXECUTIVE SUMMARY:

The purpose of these applications is to amend the Official Plan and Zoning By-law, and for approval of a draft plan of subdivision known as “Fairgrounds East” (see Appendix “B”), to permit the development of the lands for approximately 247 single detached dwellings, 113 block townhouse dwellings, 58 street townhouse dwellings, an elementary school block, and a woodlot block.

The proposal has merit and can be supported since the Official Plan Amendment, changes in zoning and draft plan of subdivision are consistent with the Provincial Policy Statement, and conform with the Hamilton-Wentworth Official Plan. The proposed development is considered to be compatible with and complementary to the existing and planned development in the immediate area.

BACKGROUND:

History

The subject lands were rezoned through the approval of Zoning By-law No. 464-70-00 in November 2000 and form part of the “Woodview Estates” draft plan of subdivision, File # 25T-200016 (see Appendix “G”) which was draft plan approved in July 2002. Phase One of “Woodview Estates” was registered on December 21, 2006 as Registered
Plan No. 62M-1078 (see Appendix “H”). The “Fairgrounds East” draft plan of subdivision application represents the portion of the “Woodview Estates” draft plan approval that was not registered.

Parkland dedication was satisfied at the time of the original approval for “Woodview Estates” Subdivision, including the subject lands, in 2000 with the dedication of Block 92, Registered Plan No. 62M-1078 (see Appendix “H”). Block 92 represented an over-dedication of land as it serves as both parkland and a woodlot. As a condition of draft plan approval, the former Township of Glanbrook was required to purchase the woodlot that contributed to the over-dedication of land by the applicant at that time.

Proposal

The applicant has submitted a draft plan of subdivision application to change the lotting fabric and to make minor adjustments in the road pattern of the current draft approved plan of subdivision known as “Woodview Estates” (see Appendix “G”). Corresponding applications to amend the Official Plan and Zoning By-law are also required to implement the new draft plan of subdivision application (see Appendix “B”). The applicant is proposing the following:

- 247 Single-detached dwelling units (Lots 1 to 29 and 31 to 248).
- Approximately 113 townhouse dwelling units (Blocks 258, 263, 271, and 280).
- 58 Street Townhouse dwelling units (Blocks 260, and 273-279).
- Institutional/Elementary School (Block 281).
- Open Space/Woodlot (Block 272).

The proposed lots for single-detached dwellings range in size from a minimum lot frontage of 10.0 metres, to a maximum lot frontage of 16.0 metres. Lot areas range from a minimum of 280 square metres to a maximum area of approximately 640 square metres.

The applicant proposes modifications to the existing zoning to implement the new draft plan. Specifically, the applicant has requested that the minimum side yard for single detached dwellings be revised to a minimum flankage yard of 3.0 metres instead of the minimum flankage yard of 4.5 metres.

The applicant has also requested modifications that are similar to those approved for the “Summerlea West” draft plan of subdivision, including reduced parking space sizes, encroachments for stairs into the garage, porch and other architectural feature encroachments, reduced front yard for block townhouses, and a reduced landscaped strip adjacent to a street for block townhouses. In addition to these, a modification has been requested to reduce the distance separation between buildings in a townhouse development.
Finally, the applicant has requested an amendment to the Official Plan (Binbrook Village Secondary Plan) (see Appendix “F”) to redesignate a portion of the lands to implement the proposed subdivision. The local road pattern is also required to be amended.

**Details of Submitted Applications**

**Location:** Part of Lots 2 and 3, Block 4, Concession 3, Binbrook  
**Owners:** Losani Homes  
**Agent:** Armstrong Hunter & Associates Ltd. (Stephen Armstrong)

**Property Size:**  
Area: 23.58 hectares  
Frontage: 124.2 metres (Binbrook Road)  
Depth: 579.9 metres

**Servicing:** Full Municipal Servicing

**Existing Land Use and Zoning:**

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ANALYSIS/RATIONALE:

1. The proposed official plan amendment, changes in zoning, and draft plan of subdivision have merit and can be supported for the following reasons:

   (i) They are consistent with the Provincial Policy Statement, as they represent an opportunity for growth in settlement areas.

   (ii) They conform to the Hamilton-Wentworth Official Plan.

   (iii) The proposed development is considered to be compatible with the existing and planned development in the immediate area.

   (iv) The proposed development represents good planning by providing a compact urban form.

2. The applicant has applied for an amendment to the Binbrook Village Secondary Plan in order to change the land use designations on part of the subject lands as follows:

   • Change from “Medium Density Residential” to “Low Density Residential”, the lands shown on Schedule “B1” to Appendix “F”.

   • Change from “Low Density Residential” to “Medium Density Residential”, the lands shown on Schedule “B1” to Appendix “F”.

   • Change from “High Density Residential” to “Low Density Residential”, the lands shown on Schedule “B1” to Appendix “F”.

   • Change from “High Density Residential” to “Medium Density Residential”, the lands shown on Schedule “B1” to Appendix “F”.

   • Change from “Parkette” to “Low Density Residential”, the lands shown on Schedule “B1” to Appendix “F”.

   • Change from “Medium Density Residential” to “Elementary School”, the lands shown on Schedule “B1” to Appendix “F”.

   • To reorganize the local road pattern, as shown on Schedule “B1” to Appendix “F”.

   • Change from “Medium Density Residential” to “Elementary School”, the lands shown on Schedule “B1” to Appendix “F”.

   • To reorganize the local road pattern, as shown on Schedule “B1” to Appendix “F”.
Staff supports these proposed changes as they provide for a mixture of housing types, and the creation of a more balanced land use arrangement throughout the subject lands.

3. The applicant has requested amendments to the Township of Glanbrook Zoning By-law No. 464 in order to implement the draft plan of subdivision known as “Fairgrounds East”. The requested amendments include additional modifications to the existing zoning. Since the existing zoning also applies to other lands outside of this draft plan, staff is recommending that new site specific exemptions be created to incorporate the existing zoning with the modifications requested.

The modifications to be incorporated into the existing zoning are as follows:

- Reducing the minimum flankage side yard for single detached dwellings from 4.5 metres to 3.0 metres.

- Permitting Common Elements Condominiums as an additional permitted use in the “RM3” Zone.

- Reducing the parking space size from 3.0 metres by 6.0 metres to 2.6 metres by 5.5. metres (same size as the Hamilton Downtown Zoning By-law).

- Allowing steps to encroach into the interior garage parking space.

- Removing the minimum distance separation between buildings in a block townhouse development so they are regulated by the minimum required yards.

It is noted that these modifications are similar to those recently approved for the Empire Homes applications to the immediate south (“Summerlea” and “Summerlea West”). Staff supports these modifications as they will permit a form of development that is compact, complementary, and compatible with the existing and planned development in the immediate area.

4. The balance of the “Woodview Estates” draft approved plan of subdivision, (see Appendix “G”) which applied to the subject lands, consisted of 156 lots for single-detached dwellings, 14 blocks for street townhouses, 4 blocks for block townhouses, and 1 block for stacked townhouses. The revised plan proposes 247 lots for single-detached dwellings, approximately 58 street townhouse dwellings and approximately 113 block townhouse dwellings.

The number of single-detached dwellings has increased by 91 lots, and the amount of land for medium density blocks has decreased. However, the arrangement of the medium density blocks has been improved as the large
concentration of the blocks has been dispersed creating a more aesthetically pleasing streetscape. Overall, population projections, and density provisions have been maintained as the lot frontages for the single detached dwellings has decreased generally from 15 metres to 10 metres.

5. It is noted that the applicant has satisfied their 5% parkland dedication requirement by dedicating a portion of Block 92, Registered Plan No. 62M-1078 (see Appendix “H”) to the City of Hamilton with the registration of Phase 1 of the original “Woodview Estates” draft plan in 2006. Since parkland dedication has already been satisfied, no additional dedication of land or cash-in-lieu of parkland is required with the approval of these applications.

It is noted that the former Township of Glanbrook agreed to purchase the entire woodlot (part of Blocks 248 and 249 on Appendix “G”) through a draft plan of subdivision condition with their parkland reserve funds. The City is committed to purchasing the remainder of the woodlot, (Block 272 on Appendix “C”, formerly Block 249 on Appendix “G”) and has been in discussion with the applicant, and has already made financial arrangements to purchase the over-dedication of Block 248 in Phase 1.

6. The Traffic Department has requested that as a draft plan condition (Condition No. 8 on Appendix “E”), the plan not be registered until such time as the proposed roundabout at the intersection of Fall Fair Way and Highway No. 56 is completed and operational. Neighbourhood roundabouts are also required to be constructed at the intersections of Street “E” and “C”, and “E” and “A”. This requirement is addressed as Condition No. 11 of Appendix “E”.

7. It is noted that Street “C”, (see Appendix “B”) is shown as having a right-of-way width of 18.0 metres. This street is shown on the Binbrook Village Secondary Plan as a collector road with a right-of-way width of 20.0 metres. The applicant owns lands to the immediate west and in that plan (Fairgrounds West); the collector road pattern is proposed to be altered. As a result, the applicant is required to seek the approval of an amendment to the Binbrook Village Traffic Master Plan. Should the amendment not be approved, the draft plan will be required to increase the right-of-way width to 20.0 metres. This is addressed as Condition No. 7 in Appendix “E”.

8. The applicant has proposed to outlet stormwater from Street “C”, southerly to Binbrook Road. Development Engineering staff have advised that an outlet does not exist on Binbrook Road to accommodate this stormwater, and that the outlet would be through the Summerlea West draft plan of subdivision located to the immediate south of these lands. The applicant has advised that an alternative method can be designed to accommodate this stormwater. Condition No. 40 of Appendix “E” addresses this issue.
SUBJECT: Application for Approval of a Draft Plan of Subdivision, “Fairgrounds East”, and Amendments to the Glenbrook Official Plan and Zoning By-law No. 464, for Lands Located Within Part of Lots 2 and 3, Block 4, Concession 3, Binbrook Road, in the Former Township of Glenbrook (Binbrook) (PED07199) (Ward 11) - Page 9 of 14

9. It is noted that the draft plan of subdivision has been red-line revised (see Appendix “C”) to remove two landlocked blocks (Blocks 255 and 257), and to rename the looped portion of Street “F” to Street “J”.

Block 255 has been added to Lot 30 and renumbered as Block 30 in the red-line revised plan. Block 257 has been added to Block 248 in the red-line revised plan and renumbered as Block 248. Both Block 30 and Block 248 will now have frontage on public streets. Once the “Fairgrounds East” draft plan has been registered, these blocks can be further subdivided through an application to remove Part Lot Control once they have been merged with adjacent lands outside of the draft plan.

10. Appendix “E” identifies other special draft plan conditions including the submission of Architectural Guidelines, sidewalk locations for each street, a warning clause related to the Enbridge Pipeline located to the immediate north of the subject lands, and dedication of lands for daylight visibility triangles on corner lots.

ALTERNATIVES FOR CONSIDERATION:

It is noted that these lands are currently draft plan approved and zoned for residential development. The applicant could proceed to develop these lands in accordance with those previous approvals.

The subject lands do not contain a commercial component and, therefore, a mixed residential/commercial building is not proposed. Mixed use opportunities exist elsewhere in the Binbrook Village.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial - The City’s financial share of this development is identified in Recommendation (a) (ii) and (iii).

Staffing - N/A.

Legal - As required by the Planning Act, Council shall hold at least one (1) Public Meeting to consider applications for Amendments to the Official Plan, and Zoning By-law, and for approval of a Draft Plan of Subdivision.
POLICIES AFFECTING PROPOSAL:

Provincial Policy Statement:

These applications have been reviewed with respect to the Provincial Policy Statement (PPS). Staff recognizes that the application is consistent with policies that focus growth in Settlement Areas 1.1.3.1.

Policy 2.6.2 outlines that development and site alteration may be permitted on lands containing archaeological resources or areas of archaeological potential if significant archaeological resources have been conserved by removal and documentation, or preservation on site. Where significant archaeological resource must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted. The applicant will be required to submit an archaeological assessment for the entire property as provided for in the New Standard Form Subdivision Agreement.

Policy 1.7.1 (e) outlines that long term economic prosperity will be supported by planning so that major facilities (such as transportation corridors) and sensitive land uses are appropriately designed, buffered and separated from each other to prevent adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety. Due to the proximity of the subject lands to Binbrook Road, a noise assessment is required to address this concern. The applicant will be required to submit a Noise Study as provided for in the New Standard Form Subdivision Agreement.

Hamilton-Wentworth Official Plan:

The subject property is designated as “Urban Area” in the Hamilton-Wentworth Official Plan. Policy C-3.1 outlines that a wide range of urban uses, defined through Area Municipal Official Plans and based on full municipal services, will be concentrated in the Urban Areas.

Policy B-9.2 requires that the City consider protection and preservation of regionally significant historical and cultural resources, including recognized archaeological sites, in the review of proposals for development and redevelopment. Where possible these attributes are to be incorporated into the overall design in a manner which minimizes adverse impacts and encourages maintenance and protection.

Therefore, as the nature of the applications is for amendments to the Official Plan and Zoning By-law to permit the development of a draft plan of subdivision, the proposal conforms to the general intent of the Hamilton-Wentworth Official Plan.
Township of Glanbrook Official Plan:


The applicant has applied to change some of the land use designations as previously noted in this report, and to reconfigure the local road pattern.

The proposed amendments will still maintain the general intent of the Secondary Plan and will permit a form of development that it is consistent with and complimentary to the planned and existing development in the immediate area.

RELEVANT CONSULTATION:

Agencies/Departments Having no Concern or Objections

- Public Works Department (Forestry and Horticulture Section, and Capital Planning and Implementation Division).
- Corporate Services Department, Budgets, Taxation & Policy Section.
- Corporate Services Department (Budgets Section).
- Hydro One.
- Horizon Utilities.

Hamilton Street Railway

HSR does not provide service to this area with no current plans to do so. These lands are not located within the urban transit area. If in the future, Council decides to include Binbrook in the UTA, and tax property owners for transit service, the inclusion of sidewalks on both sides of all streets to Highway #56 and Binbrook Road West would serve to ensure access to transit for future residents.

Bell Canada

A telecommunications facility easement will be required to service these lands. This is addressed in the Standard form Subdivision Agreement.

Public Works Department (Open Space Development and Park Planning Section)

The owner agrees to provide and implement, at their own expense, a Streetscape Plan detailing any enhanced boulevard landscaping treatment, fencing and street lighting for the required streets, prepared by a full member of the Ontario Landscape Architects
SUBJECT: Application for Approval of a Draft Plan of Subdivision, “Fairgrounds East”, and Amendments to the Glanbrook Official Plan and Zoning By-law No. 464, for Lands Located Within Part of Lots 2 and 3, Block 4, Concession 3, Binbrook Road, in the Former Township of Glanbrook (Binbrook) (PED07199) (Ward 11) - Page 12 of 14

Association (OALA) and to the satisfaction of the Director of Capital Planning and Implementation. (Addressed in the New Standard Form Subdivision Agreement).

Public Works Department (Traffic Engineering and Operations Section)

The Binbrook Village Transportation Master Plan recommends that prior to completion of 50% of Phase 1 development that the community collector road (Fall Fair Way), and the intersection of Fall Fair Way at RR 56 be constructed and operational. We, therefore, recommend that additional development beyond Phase 1 not be permitted until the construction of Fall Fair Way and the intersection of Fall Fair Way at RR 56 has been completed. It is noted that Draft Plan Condition No. 8 of Appendix “E” addresses this comment by not permitting registration of the draft plan until this traffic issue is satisfied.

Should construction of the intersection of Binbrook Road and Street “E” proceed prior to urbanization of Binbrook Road, the applicant must provide a centreline profile of Binbrook Road on either side of the intersection with Street “E” extending as far to the west as required to ensure required sightline standards have been met. The applicant must determine from that profile what sightlines are for motorists turning from and to Street “E”. This is addressed as Condition No. 10 of Appendix “E”.

As a condition of draft plan approval, the applicant must construct an eastbound left turn lane on Binbrook Road at Street “E”, minimum storage length to be determined through the Traffic Impact Study by Read, Voorhees & Associates Ltd. A storage length review must also be provided on the east leg of the new intersection for the future south leg collector road construction. Tapers must conform to TAC standards based on a design speed of 10 km/h over the posted rate and will be reviewed at the engineering stage. This is addressed as Condition No. 9 of Appendix “E”.

As a condition of draft plan approval, we recommend the construction of neighbourhood roundabouts at the intersections of Street “E” at Street “C” and Street “E” at Street “A”. The applicant must submit engineering drawings prior to finalization of the frontage requirements and driveway locations of adjacent lots. The drawings must demonstrate that the proposed roundabout designs accommodate all road users and provide the necessary road allowance area for utilities, pedestrian crossings and access locations, to the satisfaction of Manager of Traffic Engineering and Operations. This is addressed as Condition No. 11 of Appendix “E”.

As a condition of draft plan approval we recommend that the applicant dedicate to the City minimum 12.0 metre by 12.0 metre daylight triangle dedications from the intersections of Street “E” at Street “C” and Street “E” at Street “A” to facilitate neighbourhood roundabout construction. This is addressed as Condition No. 12 of Appendix “E”.

As a condition of draft plan approval, Street “E” at the intersection of the future collector road on the south side of Binbrook Road must align centreline to centreline. This is addressed as Condition No. 13 of Appendix “E”.

**Hamilton-Wentworth District School Board**

The Hamilton-Wentworth District School Board has no objection to the Official Plan, Rezoning and Draft Plan of subdivision applications as submitted. However, the Board has the following recommendations concerning the Draft Plan of Subdivision:

Schools within the surrounding area are at or exceed current enrolment capacity. As a result, should the City of Hamilton proceed with such a development, the Hamilton-Wentworth District School Board requires that the developer agree to having included as conditions of draft approval:

**Condition 1** The Developer, at their expense, place adequate signage on the site, based on Board specifications, advising that “Students from this development are likely to be directed to schools outside of the area with available capacity and that students may be transported as governed by the Board Transportation Policy.” This is addressed as Condition No. 4 of Appendix “E”.

**Condition 2** The Developer is required to include, in all agreements of purchase and sale, notice to purchasers advising that “Students from this development are likely to be directed to schools outside of the area with available capacity and that students may be transported as governed by the Board Transportation Policy.” This is addressed as Condition No. 5 of Appendix “E”.

**Condition 3** That any rental or lease agreement required for occupancy include, in all agreements to renters or leasers, a clause advising that “Students from this development are likely to be directed to schools outside of the area with available capacity and that students may be transported as governed by the Board Transportation Policy.” This is addressed as Condition No. 6 of Appendix “E”.

**PUBLIC CONSULTATION**

In accordance with the Public Participation Policy that was approved by Council on May 29, 2003, this application was pre-circulated to all property owners within 120 metres of the subject property. A total of 21 notices were circulated and one additional notice was requested by a landowner outside of the 120 metres. A Public Notice Sign was also posted on the subject lands and Notice of the Public Meeting was given in accordance with the requirements of the Planning Act. As a result of this notice, staff did not receive any correspondence from the public on these applications.
CITY STRATEGIC COMMITMENT:

By evaluating the “Triple Bottom Line”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced. ☑ Yes ☐ No
Shelter, care and satisfying employment are accessible to all Hamiltonians.

Environmental Well-Being is enhanced. ☑ Yes ☐ No
Consumption of all natural resources is reduced.

Economic Well-Being is enhanced. ☑ Yes ☐ No
Hamilton's high-quality environmental amenities are maintained and enhanced.

Does the option you are recommending create value across all three bottom lines? ☑ Yes ☐ No

Do the options you are recommending make Hamilton a City of choice for high performance public servants? ☐ Yes ☑ No

:PM
Attachs. (8)
Appendix "D" to Report PED07199
Page 1 of 8

Authority: Item [ ], Economic Development and Planning Committee
Report 07- [ ] (PED07199)
CM:

Bill No.

CITY OF HAMILTON

BY-LAW NO. _________

To Amend Zoning By-law No. 464 (Glanbrook)
Respecting Lands Located within Part of Lots 2 and 3, Block 4, Concession 3, Binbrook Road

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 Township of Glanbrook" 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 of the former area municipalities 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. 464 (Glanbrook) was enacted on the 16th day of March, 1992, and approved by the Ontario Municipal Board on the 31st day of May, 1993;

AND WHEREAS the Council of the City of Hamilton in adopting Section [ ] of Report of the Economic Development and Planning Committee at its meeting held on the day of [ ], 2007, recommended that Zoning By-law No. 464 (Glanbrook), be amended as hereinafter provided;

AND WHEREAS this by-law will be in conformity with the Official Plan of the City of Hamilton (formerly the Township of Glanbrook Official Plan), upon approval of Official Plan Amendment No. [ ].

NOW THEREFORE the Council of the City of Hamilton enacts as follows:
1. That Schedule “H”, appended to and forming part of By-law No. 464 (Glanbrook) is hereby amended as follows:

(a) by changing from the Residential Multiple “RM2-161” Zone to the Residential “R4-222” Zone, the lands comprised of Block 1;
(b) by changing from the Residential Multiple “RM3-161” Zone to the Residential “R4-222” Zone, the lands comprised of Block 2;
(c) by changing from the Residential “R4-161” Zone to the Residential Multiple “RM3-223” Zone, the lands comprised of Block 3;
(d) by changing from the Residential Multiple “RM4-161” Zone to the Residential “R4-222” Zone, the lands comprised of Block 4;
(e) by changing from the Residential Multiple “RM4-161” Zone to the Residential Multiple “RM3-223” Zone, the lands comprised of Block 5;
(f) by changing from the Residential Multiple “RM2-161” Zone to the Residential “R4-222” Zone, the lands comprised of Block 6;
(g) by changing from the Residential Multiple “RM3-161” Zone to the Residential Multiple “RM2-224” Zone, the lands comprised of Block 7;
(h) by changing from the Residential Multiple “RM2-161” Zone to the Residential Multiple “RM3-223” Zone, the lands comprised of Block 8;
(i) by changing from the Residential “R4-161” Zone to the Residential “R4-222” Zone, the lands comprised of Block 9;
(j) by changing from the Residential Multiple “RM2-161” Zone to the Residential Multiple “RM2-224” Zone, the lands comprised of Block 10; and,
(k) by changing from the Residential Multiple “RM3-161” Zone to the Residential Multiple “RM3-223” Zone, the lands comprised of Block 11;

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

2. That Section 44, "Exceptions to the Provisions of this By-law", of Zoning By-law No. 464, be amended by adding the following new special provisions:

“R4-222"
Notwithstanding the regulations of Subsection 16.2 REGULATIONS FOR USES PERMITTED IN PARAGRAPH (a) OF SUBSECTION 16.1 (SINGLE DETACHED DWELLING) of SECTION 16: RESIDENTIAL “R4” ZONE, for those lands zoned “R4-222”, the following regulations shall apply:

(a) Minimum Lot Frontage: 10 metres, except 11.8 metres for a corner lot

(b) Minimum Lot Area: 280 square metres, except 330 square metres for a corner lot

(c) Maximum Lot Coverage: N/A

(d) Minimum Front Yard: 4.5 metres to the dwelling, except 6.0 metres to the attached garage

(e) Minimum Side Yard: 1.2 metres on one side and 0.6 metres on the other side, except:

(i) On a corner lot the minimum side yard abutting the flankage street shall be 3.0 metres, except that an attached garage which fronts on the flankage street shall not be located within 6.0 metres of the flankage street line.

(f) Minimum Rear Yard: 7 metres

(g) Maximum Height: 10.7 metres

(h) Minimum Parking Requirements:
Pursuant to the provisions of Subsections 7.35, 11.5 and 11.6 of this By-law. In addition, the parking space size shall have a minimum width of 2.6 metres and have a minimum length of 5.5 metres. Stairs, to a maximum of 3 risers, and a door swing shall be permitted to encroach into the interior garage parking space.

In addition to the provisions of paragraphs (a) and (b) of Subsection 7.26 ENCROACHMENT INTO YARDS, on those lands zoned “R4-222”, the following regulations shall apply:

(i) Covered porches may project into any required front yard a distance of not more than 3.0 metres.
(ii) Bay windows either with or without foundations may project into any required front, rear, or flankage yards a distance of not more than 0.9 metres.

(iii) Stairs may project into any required front yard a distance of not more than 4.5 metres.

(iv) A covered porch may encroach into a required flankage yard a distance of not more than 1.8 metres.

In addition to the definition of “Daylight Triangle” in SECTION 4, DEFINITIONS, the following shall apply:

For the purposes of determining FRONT LOT LINE, and EXTERIOR SIDE LOT LINE abutting a street, a daylight triangle is deemed not to exist, provided that the minimum distance of the prescribed setbacks, in the By-law, is maintained”.

“RM3-223

In addition to the Uses Permitted in Subsection 19.1 PERMITTED USES of SECTION 19: RESIDENTIAL MULTIPLE “RM3” ZONE, for those lands zoned “RM3-223”, Townhouses on a Common Elements Condominium Road shall be permitted.

Notwithstanding the regulations of paragraphs (c), (d), (e), (f), (g), (h), and (n) of Subsection 19.2 REGULATIONS FOR USES PERMITTED IN PARAGRAPH (a) and (b) OF SUBSECTION 19.1 (BLOCK TOWNHOUSE DWELLINGS) of SECTION 19: RESIDENTIAL MULTIPLE “RM3” ZONE, for those lands zoned “RM3-223”, the following regulations shall apply:

(a) Maximum Lot Coverage: N/A
(b) Maximum Density: N/A
(c) Minimum Front Yard: 4.5 metres
(d) Minimum Side Yard: 1.2 metres, except

(i) On a corner lot the minimum side yard abutting the flankage street shall be 2.4 metres, except that an attached garage which fronts on the flankage street shall not be located within 6.0 metres of the flankage street line.
(e) Minimum Rear Yard: 7.0 metres
(f) Minimum Floor Area per Dwelling Unit: N/A
(g) Minimum Separation Distance: N/A
(h) Minimum Parking Requirements:

Pursuant to the provisions of Subsections 7.35, 11.5 and 11.6 of this By-law. In addition, the parking space size shall have a minimum width of 2.6 metres and have a minimum length of 5.5 metres. Stairs, to a maximum of 3 risers, and a door swing shall be permitted to encroach into the interior garage parking space.

Purging spaces in driveways shall be permitted within 6.0 metres of a street line.

Notwithstanding the definition of STREET in SECTION 4, DEFINITIONS, a common elements condominium road shall be deemed to be a public street for the purposes of creating freehold lots”.

“RM2-224

Notwithstanding the regulations of paragraphs (a), (b), (c), (d), (e), (f), and (l) of Subsection 18.2 REGULATIONS FOR USES PERMITTED IN PARAGRAPH (a) OF SUBSECTION 18.1 (STREET TOWNHOUSE DWELLING) of SECTION 18: RESIDENTIAL “RM2” ZONE, for those lands zoned “RM2-224”, the following regulations shall apply:

(a) Minimum Lot Frontage: 6 metres, except 7.25 metres for a corner lot
(b) Minimum Lot Area: 160 square metres, except 200 square metres for a corner lot
(c) Maximum Lot Coverage: N/A
(d) Minimum Front Yard: 6.0 metres
(e) Minimum Side Yard: 1.2 metres, except:

(i) On a corner lot the minimum side yard abutting the flankage street shall be 3.0 metres, except that an attached garage which fronts on the
flankage street shall not be located within 6.0 metres of the flankage street line.

(f) Minimum Parking Requirements:
Pursuant to the provisions of Subsections 7.35, 11.5 and 11.6 of this By-law. In addition, the parking space size shall have a minimum width of 2.6 metres and have a minimum length of 5.5 metres. Stairs, to a maximum of 3 risers, and a door swing shall be permitted to encroach into the interior garage parking space.

In addition to the provisions of paragraphs (a) and (b) of Subsection 7.26 ENCROACHMENT INTO YARDS, on those lands zoned “RM2-224”, the following regulations shall apply:

(i) Covered porches may project into any required front yard a distance of not more than 3.0 metres.
(ii) Bay windows either with or without foundations may project into any required front, rear, or flankage yards a distance of not more than 0.9 metres.
(iii) Stairs may project into any required front yard a distance of not more than 4.5 metres.
(iv) A covered porch may encroach into a required flankage yard a distance of not more than 1.8 metres.

In addition to the definition of “Daylight Triangle” in SECTION 4, DEFINITIONS, the following shall apply:

For the purposes of determining FRONT LOT LINE, and EXTERIOR SIDE LOT LINE abutting a street, a daylight triangle is deemed not to exist, provided that the minimum distance of the prescribed setbacks, in the By-law, is maintained.”

3. 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 ______, 2007.
Schedule "A"

Map Forming Part of
By-Law No. 07-_____ to Amend By-law No.464

This is Schedule "A" to By-Law No. 07-
Passed the .......... day of ................., 2007

Clerk

Mayor

Subject Lands
- - - Losani Homes Fairgrounds East

1. Change from the Residential Multiple "RM2-161" Zone to the Residential "R4-222" Zone
2. Change from the Residential Multiple "RM3-161" Zone to the Residential "R4-222" Zone
3. Change from the Residential "R4-161" Zone to the Residential Multiple "RM3-223" Zone
4. Change from the Residential Multiple "RM4-161" Zone to the Residential "R4-222" Zone
5. Change from the Residential Multiple "RM4-161" Zone to the Residential Multiple "RM3-223" Zone
6. Change from the Residential Multiple "RM2-161" Zone to the Residential Multiple "RM2-224" Zone
7. Change from the Residential Multiple "RM2-161" Zone to the Residential Multiple "RM3-223" Zone
8. Change from the Residential Multiple "RM2-161" Zone to the Residential "R4-222" Zone
9. Change from the Residential Multiple "RM2-161" Zone to the Residential Multiple "RM3-223" Zone
10. Change from the Residential Multiple "RM2-161" Zone to the Residential Multiple "RM2-224" Zone
11. Change from the Residential Multiple "RM3-161" Zone to the Residential Multiple "RM3-223" Zone

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Special Conditions of Draft Plan of Subdivision Approval for “Fairgrounds East”

1. That the final plan of subdivision include a final lotting design for all blocks within the draft plan in which single-detached lots are permitted by the City’s Zoning By-law at a density not to exceed the maximum density approved by the City for this draft plan to the satisfaction of the Director of Planning;

2. That the owner agree that prior to the registration of the draft plan of subdivision, that Urban Design/Architectural Guidelines be approved for the draft plan and included as an Appendix to the Subdivision Agreement, to the satisfaction of the Director of Planning;

3. That the owner agrees to retain a qualified Urban Designer/Architect, to administer architectural development standards for those lots subject to architectural control prior to the issuance of building permits to the satisfaction of the Director of Planning. Furthermore, the owner agree to adhere to those lots identified in the Urban Design/Architectural Guidelines and submit building plans for the lots to the City’s Urban Designer/Architect for review and approval prior to the issuance of a building permit;

4. That the owner, at their expense, place adequate signage on site based on Hamilton-Wentworth District School Board specifications advising that “Students from this development are likely to be redirected to schools outside of the area with available capacity and that students may be transported as governed by the Board’s Transportation Policy”;

5. That the owner include, in all agreements of purchase and sale, notice to purchasers advising that “Students from this development are likely to be directed to schools outside of the area with available capacity and that students may be transported as governed by the Board Transportation Policy.”;

6. That the owner agree that any rental or lease agreement required for occupancy include, in all agreements to renters or leasers, a clause advising that “Students from this development are likely to be directed to schools outside of the area with available capacity and that students may be transported as governed by the Board Transportation Policy.”

7. That the owner agrees to increase the right-of-way width of Street “C” from 18.0 metres to 20.0 metres should the applicant be unsuccessful at modifying the Binbrook Village Traffic Master Plan.

8. That the owner agree that the draft plan of subdivision not be registered until such time as the roundabout at Fall Fair Way and Highway No. 56 has been constructed, and fully operational, or the plan is phased in
accordance with a traffic impact study, to the satisfaction of the Manager of Traffic Engineering and Operations, Public Works Department;

9. That the owner agree to construct an eastbound left turn lane on Binbrook Road at Street “E”, minimum storage length to be determined through the Traffic Impact Study by Read, Voorhees & Associates Ltd. A storage length review must also be provided on the east leg of the new intersection for the future south leg collector road construction. Tapers must conform to TAC standards based on a design speed of 10 km/h over the posted rate and will be reviewed at the engineering stage to the satisfaction of the Manager of Traffic Engineering and Operations, Public Works Department;

10. That the owner agree should construction of the intersection of Binbrook Road and Street “E” proceed prior to urbanization of Binbrook Road, the applicant must provide a centreline profile of Binbrook Road on either side of the intersection with Street “E” extending as far to the west as required to ensure required sightline standards have been met. The applicant must determine from that profile what sightlines are for motorists turning from and to Street “E” to the satisfaction of the Manager of Traffic Engineering and Operations, Public Works Department;

11. That the owner agree to construct neighbourhood roundabouts at the intersections of Street “E” at Street “C” and, Street “E” at Street “A”. The applicant must submit engineering drawings prior to finalization of the frontage requirements and driveway locations of adjacent lots. The drawings must demonstrate that the proposed roundabout designs accommodate all road users and provide the necessary road allowance area for utilities, pedestrian crossings and access locations, to the satisfaction of Manager of Traffic Engineering and Operations;

12. That the owner agree to dedicate a minimum of 12 metre by 12 metre daylight triangle from the intersections of Street “E” at Street “C” and Street “E” at Street “A” to facilitate neighbourhood roundabout construction, all to the satisfaction of the Manager of Traffic Engineering and Operations, Public Works Department;

13. That the owner agree to submit engineering drawings identifying that Street “E” aligns centreline to centreline with the Voyager Pass, located to the immediate south, to the satisfaction of the Manager of Development Engineering, and the Manager of Traffic Engineering and Operations, Public Works Department;

14. That the owner agree to register on title of Lots 1 to 29, and Blocks 30 and 261, a warning clause stating “Purchasers/Tenants are advised that an Enbridge Pipeline Easement is located to the north of the subject properties. The parcel of land is to remain as open space, green space or park space and must be accessible at all times for maintenance,
inspection, and alteration of the pipelines. No fill, grading, or landscaping is to occur on Enbridge’s right-of-way without prior approval from Enbridge. There are to be no permanent structures permitted within the easement area, and in accordance with the regulations of the National Energy Board Act any excavation within 30 metres of the pipeline right-of-way and any crossings of the right-of-way will require approval from Enbridge;

15. That the Owner submit a plan for review and approval by the Director of Development Engineering, prepared by a qualified professional engineer in accordance with the “Erosion & Sediment Control Guidelines for Urban Construction December 2006” manual, showing the design and location of siltation and erosion control devices on the lands of the draft plan;

16. That the final plan of subdivision not be registered until sanitary sewers, storm sewers, watermains and road access are available to service the lands of the draft plan to the satisfaction of the Director of Development Engineering;

17. That the final plan of subdivision for any phase of the draft approved plan not be registered until adequate storm and sanitary sewer outlets have been provided to the limit of each phase proposed for registration, to the satisfaction of the Director of Development Engineering;

18. That the owner agree to install a 1.5m high galvanized chain link fence along the rear of Lots 188 to 200 inclusive and the side yard and rear of Lot 75 which rear and side yards abut City parkland. That the owner agree to install a 1.5m high galvanized chain link fence along the rear of Block 271 which rear yards abut the City parkland (Block 272). The owner agrees to erect this fence prior to the issuance of building permits for any of said Lots or Block;

19. That the owner agree to install a minimum 1.5m high galvanized chain link fence along the rear of Lots 200 to 203 inclusive, the rear of Blocks 278 and 279 and the flankage of Lot 159 inclusive which rear and side yards abut Block 281. The owner agrees to erect this fence prior to the issuance of building permits for any of said Lots or Blocks;

20. That the owner agree to install a minimum 1.5m high galvanized chain link fence along the rear yards of Blocks 255 and 261 and Lots 1 to 30 inclusive which rear yards abut the easement (PIN 17384-1028) which is in favour of the Interprovincial Pipeline Company. The owner agrees to erect this fence prior to the issuance of building permits for any of said Lots or Blocks;

21. That the owner agree to remove all dead or diseased trees within the City’s road allowance as required by reconstruction on existing streets and pay all costs for replacement of such street trees;
22. That the owner shall prepare a Groundwater Study which shall assess the impact that the proposed development would have on the water supply and the sewage disposal systems on the adjacent properties. Pending the outcome of the Study, the owner shall propose appropriate mitigative measures to address the concerns to the satisfaction of the Director of Development Engineering;

23. The owner agree that in the event groundwater is encountered during any construction within the subdivision, including but not limited to house construction, the owner will submit a Hydrogeological report to the City, prepared by a qualified professional, to assess impacts, to identify any significant recharge and discharge zone, to provide recommendations to mitigate the groundwater impacts and to undertake the works as recommended including monitoring, all to the satisfaction on the Director of Development Engineering;

24. That the owner, through a soil consultant or other qualified consultant, shall: check existing wells which provide potable water supply to other properties located within a reasonable distance of the subject lands to establish the existing depth of water within wells prior to the commencement of construction; monitor these wells during construction; and check wells for a period of one year after the completion of construction. Where in the opinion of the City, if any problems arise, they must be appropriately addressed by the owner to the satisfaction of the Director of Development Engineering;

25. That 4.5 metre x 4.5 metre daylight triangles be established on the final plan of subdivision at the intersections of Street “A” and Streets “F”, “G”, “H” and “I” respectively. That 4.5 metre x 4.5 metre daylight triangles be established on the final plan of subdivision at the intersections of Street “C” and Streets “J”, “G”, “H” and “I” respectively. That 4.5 metre x 4.5 metre daylight triangles be established on the final plan of subdivision at the intersections of Street “E” and Streets “B”, “D” and “F” respectively;

26. That 4.5 metre x 4.5 metre daylight triangles be established on the final plan of subdivision at the corners of Lots 187 and 215, Blocks 275, 276, 277 and 280 at the internal intersections and the “L” shaped bends on Street “J”;

27. That 12.0 metre x 12.0 metre daylight triangles be established on the final plan of subdivision at the intersection of Streets “A” and “E” and the intersection of Streets “C” and “E”;

28. That 15.0 metre x 15.0 metre daylight triangles be established on the final plan of subdivision at the widened intersection of Binbrook Road West and Street “E”;

29. That Part 4, 62R-14280 be dedicated to the City Of Hamilton as public highway, by the Owner’s certificate on the final plan of subdivision for
road widening on Binbrook Road West to the satisfaction of the Director of Development Engineering;

30. That the Owner agree to secure their proportionate share, less over sizing, of the estimated cost of future sanitary and storm sewers and urbanization including sidewalks and street lighting of Binbrook Road West adjacent to Block 272 of the draft plan to the satisfaction of the Director of Development Engineering;

31. That the Owner pay to the City any outstanding commutation charges assessed against the lands in the draft plan, which amount represents the Owner’s share of the Binbrook Village Stormwater Management Pond in accordance with a sewer rate established by the City for the Binbrook Village Urban Drainage Area under By-law No. 607-00 to the satisfaction of the Director of Development Engineering;

32. That the owner installs 2.0m wide sidewalks in accordance with City policy on the both sides of Street “C” and Street “E”. That the owner installs 1.5m wide sidewalks in accordance with City policy on the both sides of Street “A”. That the owner installs 1.5m wide sidewalks in accordance with City policy on the east side of Streets “F”, “G”, “H” and “I” (between Streets “A” and Streets “C”). That the owner installs 1.5m wide sidewalks in accordance with City policy on the outer loop of Street “J” (between Streets “C” and “E”). That the owner installs sidewalks in accordance with City policy on the south side of Streets “B”, “C” and “D”;

33. That the owner will indicate the driveway locations for Lots 199 to 201 inclusive, and Lots 202 to 204 inclusive on the engineering drawings all to the satisfaction of the Manager of Traffic Engineering & Operations and the Director of Development Engineering;

34. That the owner shall, at his expense construct a temporary turning circles with minimum asphalt radius R=13.0m, minimum outside radius R=18.0 at the west limits of Streets “A”, “B”, “C” and “D”. Any lots affected by these temporary turning circles shall be declared unsuitable for building until such time as Streets “A”, “B”, “C” and “D” are extended westerly as a public road allowance, to the satisfaction of the Director of Development Engineering;

35. That the owner agree that Blocks 30, Blocks 248 to 253 inclusive, Block 261, Blocks 265, 266 and Blocks 268, 269 be declared unsuitable for development until such time as they are merged with the adjacent lands, to the satisfaction of the Director of Development Engineering;
36. That the owner agree that a maximum of 100 residential units of the final plan shall be permitted to be constructed with only one (1) public road access to service each phase of the development. A second public road access to the subject lands is required prior to development beyond the initial 100 residential units to the satisfaction of the Director of Development Engineering;

37. That the owner agree that Street “C” will be constructed from the east limits of the subdivision to Street “E” and Street “E” will be constructed from Street “C” to Binbrook Road West in conjunction with Phase 1 to the satisfaction of the Director of Development Engineering;

38. That the owner prepares and implements a stormwater management plan for the subject lands to the satisfaction of the City of Hamilton. This plan must indicate how stormwater is to be accommodated on and off the subject lands to an adequate outlet, including erosion and siltation control. The report should address the design and requirements of the approved Binbrook Village Master Stormwater Management Report dated January 2000;

39. That the Owner implements the final recommendations of the Binbrook Village Transportation Master Plan as they relate to this draft plan;

40. That the owner agrees that the final plan of subdivision cannot be released for registration until such time as a storm sewer outlet is constructed south of Binbrook Road West to service the first phase of the subdivision plan, or a temporary alternative arrangement is designed, to the satisfaction of the Director of Development Engineering.

41. That the owner shall convey Block 272 to the City for parkland purposes at the time of registration of the subdivision plan. The City agrees to compensate the owner, at market value, for Block 272 representing an over-dedication of parkland.
Amendment No. xx

to the

Official Plan for the former Township of Glanbrook

The following text together with Schedule “A” - Land Use Plan, Schedule “B”-Binbrook Village Secondary Plan, and Schedule “B1” – Land Use Changes, attached hereto, constitute Official Plan Amendment No.xx to the Official Plan of the former Township of Glanbrook.

Purpose

The purpose of the Amendment is to redesignate portions of Schedule “B” – Binbrook Village Secondary Plan - to reflect the following changes for lands located on Part of Lots 2 and 3 - Block 4, Concession 3:

1. redesignation of one small parcel of land in the centre of the site, one parcel in the south of the site, a parcel at the north west corner of the site and a parcel on the western side of the subject lands from “Medium Density Residential” to “Low Density Residential”; and,

2. redesignation of a portion of land at the north west section of the subject site and a portion in the centre from “Low Density Residential” to “Medium Density Residential”; and,

3. redesignation of a portion of land on the western side of the subject lands from “High Density Residential” to “Low Density Residential” and “Medium Density Residential”; and,

4. redesignation of a portion of the subject lands from “Parkette” to “Low Density Residential” and “Medium Density Residential”;

5. redesignation of portion of the subject lands from “Medium Density Residential” to “Elementary Schools”; and,

6. revision of the road pattern;

in order to permit the development of a draft plan of subdivision.
Location

The lands affected by this Amendment are Part of Lots 2 and 3, Block 4, Concession 3, located on the north side of Binbrook Road West between Fletcher Road and Highway No. 56 Glanbrook within the Binbrook Village Secondary Plan.

Basis

The basis for the Amendment is as follows:

- The proposed residential redesignations will allow for a variety and mix of housing types that will cater to a variety of housing needs. This is consistent with and compatible with the general intent and the residential development objectives for the Binbrook Village Secondary Plan.

- The form and scale for the proposed development is consistent with the residential policies for the Binbrook Village Secondary Plan.

- The revision of the road pattern in the subject lands will not result in any negative impact on the neighbourhood design or the planned and existing flow of traffic.

Actual Changes

1) Schedule “A”, Land Use Plan, is hereby revised by identifying the subject lands as OPA No. XX as shown on Schedule “A” attached to this Amendment.

2) Schedule “B”, Binbrook Village Secondary Plan, is hereby revised by repealing and replacing the area of the subject lands with a revised portion of Schedule “B”, Binbrook Village Secondary Plan, as shown on Schedules “B” and “B1” attached to this Amendment. Schedule “B-1” indicates the designations to be changed by this amendment.
Implementation

An implementing Zoning By-Law Amendment and Site Plan Agreement will give effect to the intended use on the subject lands.

This is Schedule "1" to By-law No. _____ passed on the xx day of xx, 2007.

The

City of Hamilton

_______________________                                _________________________
Mayor                 City Clerk
Fred Eisenberger            Kevin Christenson
OFFICIAL PLAN FOR THE TOWNSHIP OF GLANBROOK
SCHEDULE A
LAND USE PLAN

LEGEND

RURAL AREA

AGRICULTURAL

HOMEGROWN RURAL SETTLEMENT AREA

RURAL INDUSTRIAL, BUSINESS PARK

PUBLIC INDUSTRIAL

OPEN SPACE AND CONSERVATION

SPECIAL POLICY AREA 1

GENERAL COMMERCIAL

URBAN AREA

RESIDENTIAL

GENERAL COMMERCIAL

GRANDBROOK VILLAGE

GRANDBROOK COMMUNITY CORE

AIRPORT RELATED COMMERCIAL

AIRPORT

AIRPORT INDUSTRIAL - BUSINESS PARK

NORTH GRANDBROOK INDUSTRIAL - BUSINESS PARK

OPEN SPACE AND CONSERVATION

Schedule A
Draft Amendment No.

To the Official Plan

for the

former Township of Glanbrook

Lands subject to OPA No. __________

Date

Revise by

Reference File No.

May 19, 1997

R.M.

OPA ___ (2)

Note: See Township of Glanbrook

Official Plan for details on

Official Plan Amendments (OPAs)