



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
Planning Division

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	August 15, 2017
<b>SUBJECT/REPORT NO:</b>	Applications to Amend the Urban Hamilton Official Plan and Stoney Creek Zoning By-law No. 3692-92, and for Approval of a Draft Plan of Subdivision “Battlefield Vista” for lands known as 440 First Road West (Stoney Creek) (PED17124) (Ward 9)
<b>WARD(S) AFFECTED:</b>	Ward 9
<b>PREPARED BY:</b>	Robert Clackett (905) 546-2424 Ext. 7856
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

**RECOMMENDATION**

- (a) That **Urban Hamilton Official Plan Amendment Application UHOPA-16-22, by Dyvb Inc. (c/o Urbex Engineering Limited), Owner,** to amend the Nash Neighbourhood Secondary Plan to allow for individual driveways to directly access a public street, for the lands known as 440 First Road West (Stoney Creek), as shown on Appendix “A” to Report PED17124, be **APPROVED** on the following basis:
- (i) That the draft Official Plan Amendment, attached as Appendix “B” to Report PED17124, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council; and,
  - (ii) That the proposed amendment is consistent with the Provincial Policy Statement (2014) and conforms to the Growth Plan for the Greater Golden Horseshoe (2017).
- (b) That **Zoning By-law Amendment Application ZAC-15-059 by Dyvb Inc. (c/o Urbex Engineering Limited), Owner,** for changes in zoning from the Neighbourhood Development “ND” Zone to the Residential Multiple (Holding) “RM2-44(H1)” Zone, Modified (Blocks 1 and 3); the Single Residential (Holding) “R4-33(H1)” Zone, Modified (Block 2); the Multiple Residential (Holding) “RM2-

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44(H2)” Zone, Modified (Blocks 4 and 6); and the Single Residential (Holding) “R4-33(H2)” Zone, Modified (Block 5) in the Stoney Creek Zoning By-law No. 3692-92; for lands located at 440 First Road West (Stoney Creek), as shown on Appendix “A” to Report PED17124, be **APPROVED** on the following basis:

- (i) That the draft By-law, attached as Appendix “C” to Report PED17124, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (ii) That the proposed change in zoning is consistent with the Provincial Policy Statement (PPS) and conforms to the Growth Plan for the Greater Golden Horseshoe (2017); and,
  - (iii) That the proposed change in zoning complies with the Urban Hamilton Official Plan upon finalization of Urban Hamilton Official Plan Amendment No. \_\_\_.
- (c) That **Draft Plan of Subdivision Application 25T-201510 by Dyvb Inc. (c/o Urbex Engineering Limited), Owner**, to establish a Draft Plan of Subdivision known as “Battlefield Vista”, on lands known as 440 First Road West (Stoney Creek), as shown on Appendix “A” to Report PED17124, be **APPROVED** subject to the following conditions:
- (i) That this approval apply to the Draft Plan of Subdivision “Battlefield Vista”, 25T-201510, prepared by URBEX Engineering Limited and certified by Dan McLaren, O.L.S., dated, October 26, 2015, consisting of 27 lots for single detached dwellings (Lots 1 – 27), two blocks for 11 street townhouse units (Block 28 and Block 29), two blocks for future residential uses (Block 30 and Block 31), one block for a 0.30 metre road reserve, and the extension of Tilden Avenue, 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” to Report PED17124;
  - (ii) Acknowledgement by the City of Hamilton of its responsibility for cost-sharing with respect to this development shall be in accordance with the City’s Financial Policies and will be determined at the time of development; and,
  - (iii) That payment of Cash-in-Lieu of Parkland will be required, pursuant to Section 42 of the *Planning Act*, and will be calculated in accordance with the City’s Parkland Dedication By-law, and shall be based on the value of the lands on the day prior to the issuance of the first building permit.

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all in accordance with the Financial Policies for Development and the City’s Parkland Dedication By-law, as approved by Council.

**EXECUTIVE SUMMARY**

The purpose of the subject applications are to amend the Nash Neighbourhood Secondary Plan and the City of Stoney Creek Zoning By-law No. 3692-92, and for approval of a Draft Plan of Subdivision known as “Battlefield Vista”. The effect of the applications are to permit the development of twenty-seven (27) single detached dwelling units, two (2) street townhouse blocks consisting of eleven (11) dwelling units, two (2) future residential development blocks and a 0.3 metre reserve, all fronting onto Bedrock Drive, and the extension of Tilden Avenue which will be constructed in the future. Additional site specific modifications to the Zoning By-law are required to accommodate the single detached and street townhouse development, in keeping with adjacent existing development. Furthermore an “H” Holding provision will be imposed until the necessary road and services can be provided for the subject lands through the development of an adjacent approved Plan of Subdivision.

The proposal has merit and can be supported as it is consistent with the Provincial Policy Statement (PPS) and conforms to the Growth Plan for the Greater Golden Horseshoe (2017). The proposal will allow for an efficient use of land by permitting the development of a residential greenfield development with a total of 38 units at an overall density of approximately 24 units per hectare and will comply with the UHOP upon approval of a UHOP Amendment.

***Alternatives for Consideration – See Page 27***

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

**Financial:** The City’s cost-sharing with respect to this development shall be in accordance with the City’s Financial Policies and determined at the time of development.

**Staffing:** N/A

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

## **HISTORICAL BACKGROUND**

### **Proposal:**

The subject lands are located north of Green Mountain Road West, east of First Road West. The lands are legally described as Part of Lot 26, Concession 5 (Geographic Township of Saltfleet), and municipally known as 440 First Road West (see location map attached as Appendix “A” to Report PED17124).

The proposal is for 27 single detached dwelling units (Blocks 1 - 27); 11 street townhouses (Blocks 28 and 29); two blocks for future residential purposes (Blocks 30 and 31); one block for a road reserve (Block 32); and the extension of Tilden Avenue.

### **Urban Hamilton Official Plan Amendment (UHOPA):**

An application has been made to amend the UHOP. Specifically, the applicant has applied to amend the Nash Neighbourhood Secondary Plan to permit individual driveways to directly access the public street (future Bedrock Drive).

### **Zoning By-law Amendment:**

A Zoning By-law Amendment was submitted to rezone the subject lands, as shown on Appendix “C” to Report PED17124 from the Neighbourhood Development “ND” Zone to the Residential Multiple “RM2” Zone and the Single Residential “R4” Zone in Stoney Creek Zoning By-law No. 3692-92. Each of the proposed residential zones will contain site specific provisions to implement the proposed development. The proposed site specific zoning regulations are described in greater detail in the Analysis and Rationale for Recommendation section of this Report.

### **Plan of Subdivision:**

The proposed Draft Plan of Subdivision (see Appendix “D” to Report PED17124) is intended to create:

- 27 single detached dwelling units (Lots 1 - 27);
- 11 street townhouses (Blocks 28 and 29);
- Two blocks for future residential purposes (Blocks 30 and 31);
- One block for a road reserve (Block 32); and,
- The extension of Tilden Avenue.

Access to the proposed development will be via Bedrock Drive which is to be constructed as part of an adjacent approved Plan of Subdivision. Bedrock Drive will

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provide access, services, and frontage for this proposal. The total unit yield for this Draft Plan of Subdivision would be a maximum of 38 residential units.

**CHRONOLOGY**

- November 10, 2015: Application for Zoning By-law Amendment and Draft Plan of Subdivision received.
- December 8, 2015: Applications deemed complete.
- December 22, 2015: Notice of Complete Zoning By-law Amendment and Draft Plan of Subdivision applications and Preliminary Circulation were mailed to 31 property owners within 120 m of the subject lands.
- January 8, 2016: Initial Public Notice Sign was posted on the subject lands.
- September 6, 2016: Application for Urban Hamilton Official Plan Amendment received.
- October 6, 2016: Urban Hamilton Official Plan Amendment application deemed complete.
- November 4, 2016: Notice of Complete Urban Hamilton Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications and Preliminary Circulation were mailed to 31 property owners within 120 m of the subject lands.
- November 24, 2016: Notice of Complete Urban Hamilton Official Plan Amendment application and Preliminary Circulation was mailed to 31 property owners within 120 m of the subject lands.
- July 19, 2017: Public Notice Sign updated to include date of Public Meeting.
- July 28, 2017: Circulation of Notice of Public Meeting to 31 property owners within 120 m of the subject lands and all residents who provided written comment.

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**Details of Submitted Application:**

**Location:** 440 First Road West (see Location Map attached as Appendix “A” to Report PED17124)

**Owner:** Dyvb Inc. (c/o Urbex Engineering Limited)

**Agent:** T. Johns Consulting Group Ltd. (c/o Terri Johns)

**Property Description:**

<u>Lot Frontage:</u>	39.45 m
<u>Lot Depth:</u>	411.17 m
<u>Area:</u>	1.59 ha
<u>Services:</u>	Municipal Piped Waters System Municipal Sanitary Sewer System Sewer Drainage

**EXISTING LAND USE AND ZONING:**

	<u>Existing Land Use</u>	<u>Existing Zoning</u>
<u>Subject Lands:</u>	Residential	Neighbourhood Development “ND” Zone
<u>Surrounding Lands:</u>		
North	Agricultural	Neighbourhood Development “ND” Zone
South	Residential	Multiple Residential “RM2-40” Zone, Modified Single Residential “R4-31” Zone, Modified
East	Residential	Multiple Residential “RM2-26” Zone, Modified
West	Agricultural / Residential	Neighbourhood Development “ND” Zone

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

### **Provincial Planning Policy Framework**

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (PPS 2014). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the PPS.

The mechanism for the implementation of the Provincial plans and policies is through the Official Plan. Through the preparation, adoption and subsequent Ontario Municipal Board approval of the City of Hamilton Official Plans, the City of Hamilton has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest (e.g. efficiency of land use, balanced growth and environmental protection) are reviewed and discussed in the Official Plan analysis below.

Staff also note Cultural Heritage policies have not been updated within the UHOP in accordance with the PPS (2014). The following policy of the PPS (2014) also applies:

“2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.”

Staff note that the subject property meets three of the ten criteria used by the City of Hamilton and Ministry of Tourism, Culture and Sport for determining archaeological potential:

- 1) Within 300 m of a primary watercourse or permanent waterbody, 200 m of a secondary watercourse or seasonal waterbody, or 300 m of a prehistoric watercourse or permanent waterbody;
- 2) Local knowledge associates areas with historic events / activities / occupations; and,
- 3) Along historic transportation routes.

Staff received a Stage 1-2 archaeological assessment (P384-0245-2014) for the subject property (440 First Road West) and 490 First Road West. Staff have reviewed the archaeological assessment and concur with the recommendation that no further archaeological assessment is required. A draft plan condition has been added requiring a copy of correspondence from the Ministry of Tourism, Culture and Sport providing

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their clearance with respect to Provincial interest as it relates to the archaeological assessment (Condition No. 3 to Appendix “E” to Report PED17124).

As the applications will comply with the Official Plan, once the Amendment has been approved, it is staff’s opinion that the applications are:

- consistent with Section 3 of the *Planning Act*, and,
- consistent with the Provincial Policy Statement (2014).

**Growth Plan for the Greater Golden Horseshoe (2017)**

The proposal conforms to the Guiding Principles, Section 1.2.1, as it provides for a range and mix of housing options to serve varying sizes, incomes, and ages of households.

The subject lands constitute a greenfield development as the lands are within the urban boundary but not within the built-up area.

Policy Section 2.2.1 provides direction on managing this growth whereby population and employment growth will be accommodated by, amongst other things:

- “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; and,
- 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;”

In review, the subject lands are located within the Urban Boundary, in a settlement area where full municipal services are available, and will provide for a complete community through a compact design that includes a diverse range and mix of housing types and land use with easy access to local stores and services in the area.

Moreover, Policy Section 2.2.7 provides direction with respect to Designated Greenfield Areas; in particular, Policy 2.2.7.1 states that “new development taking place in designated greenfield areas will be planned, designated, zoned, and designed in a manner that:

- “a) supports the achievement of complete communities;



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- b) supports *active transportation*;
- c) encourages the integration and sustained viability of transit services.”

As mentioned above, the proposal will contribute to a complete community by providing a diverse range and mix of housing types while providing a transition from the approved developments south of the subject lands to the proposed developments to the north.

Based on the foregoing, the proposal conforms to the policies of the Growth Plan for the Greater Golden Horseshoe (2017).

**Urban Hamilton Official Plan (UHOP)**

The subject lands are identified as “Neighbourhoods” on Schedule “E” – Urban Structure, designated as “Neighbourhoods” on Schedule “E-1” – Urban Land Use Designations in the UHOP, outside of the Built Boundary on Appendix “G” – Boundaries Map; and “Low Density Residential 2” and “Medium Density Residential 2” in the Nash Neighbourhood Secondary Plan of Volume 2. The following policies, amongst others, are applicable to the subject applications.

**Noise**

The UHOP contains relevant policies with respect to noise. Section B.3.6.3 indicates:

- “B.3.6.3 Noise, vibration, and other emissions such as dust and odours from roads, airports, railway lines and stationary sources have the potential to negatively impact the quality of life of residents. The objective of the following policies is to protect residents from unacceptable levels of noise, vibration, and other emissions and to protect the operations of transportation facilities, commercial, and employment (industrial) uses.
  - B.3.6.3.1 Development of noise sensitive land uses, in the vicinity of provincial highways, parkways, minor or major arterial roads, collector roads, truck routes, railway lines, railway yards, airports, or other uses considered to be noise generators shall comply with all applicable provincial and municipal guidelines and standards.
  - B.3.6.3.2 Any required noise or vibration study shall be prepared by a qualified professional, preferably a professional engineer with experience in environmental acoustics, in accordance with recognized noise and vibration measurement and prediction techniques, to the satisfaction of the City, and in accordance with all applicable guidelines and standards.”

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In regard to the above applicable policies and based on a review of the Noise Study (prepared by HGC Engineering) submitted with the application, staff are satisfied that noise requirements can be addressed through noise warning clauses for Block 28 (6 street townhouses) in both the subdivision agreement and in all offers of purchase and sales agreements (Condition No. 1 and Condition No. 2 in Appendix “E” to Report PED17124).

### Natural Heritage

Based on mapping in Volume 1 (Schedule “B” - Natural Heritage System) and Volume 2 (B.7.5-1 - Nash Neighbourhood Secondary Plan Land Use Plan) of the UHOP, components of the City’s Natural Heritage System (NHS) (Core Areas), have been identified within the larger development area.

The subject property has been included within a comprehensive Environmental Impact Statement (EIS) that was prepared by LGL Limited (Oct. 2015; revised August 2016). Based on inventories completed as part of the EIS, Barn Swallow was identified nesting within the barn on the subject property. The barn is proposed to be demolished in order to facilitate development on the property. In accordance with policy 2.1.7 of the Provincial Policy Statement and C.2.5.2 of Volume 1 of the UHOP Species at Risk (SAR) must be evaluated. SAR are under the jurisdiction of the Ministry of Natural Resources and Forestry (MNR).

Based on the comment response prepared by LGL Limited (April 10, 2017), the destruction of Barn Swallow habitat has been registered with the MNR. While staff is satisfied that this confirmation has been provided, the locations of the proposed nesting structures have not been provided. This will be addressed through a Condition of Draft Plan approval (Condition No. 6 of Appendix “E” to Report No. PED17124).

Trees have been identified within the subject lands. A Tree Protection Plan (TPP) has been prepared by Adesso Design Inc. but additional analysis is required. The submission of a revised TPP has been addressed through a Condition of Draft Plan approval (Condition No. 7 of Appendix “E” to Report No. PED17124).

Finally, In order to ensure that existing tree cover is maintained, the City requires 1 for 1 compensation for trees 10 cm diameter-at-breast-height (DBH) or greater that are proposed to be removed. This compensation is to be provided on a Landscape Plan. This requirement will be addressed through a Condition of Draft Plan approval (Condition No. 8 of Appendix “E” to Report No. PED17124).

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Urban Design

The UHOP has a detailed set of policies related to urban design. The following policies, amongst others apply:

- “B.3.3.2.3 Urban design should foster a sense of community pride and identity by:
- a) Respecting existing character, development patterns, built form, and landscape;
  - b) Promoting quality design consistent with the locale and surrounding environment;
  - e) Conserving, maintaining, and enhancing the natural heritage and topographic features of the City and its communities;
  - h) Respecting prominent sites, views, and vistas in the City;”

By way of yard setbacks, frontages, and lot area requirements in the amending By-law (see Appendix “C” to Report PED17XXX) the proposed development is similar in design to the existing “Red Hill” development to the south of the subject lands, which has already received planning approvals and is currently being developed. As such, the proposed “Battlefield Vista” development will respect the planned character, development patterns and building form in the area while promoting urban design that is consistent with the locale and surrounding environment.

Nash Neighbourhood Secondary Plan:

The subject lands are dissected by the future extension of Tilden Avenue. The most westerly and easterly portions of the subject lands are designated “Medium Density Residential 2”, while the balance of the subject lands are designated “Low Density Residential 2” on Map B.7.5-1 – Nash Neighbourhood Secondary Plan Land Use Plan.

The proposed Draft Plan of Subdivision proposes 27 single detached dwelling units, and 11 street townhouse units of varying lot sizes, all of which comply with the policies of the Secondary Plan in terms of use.

- “B.7.5.4.1 In addition to Section E.3.4 – Low Density Residential of Volume 1, the following policies shall apply to lands designated Low Density Residential 2 and 2h on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan:
- a) Low Density Residential 2 Designation:

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- i) Single detached, semi-detached, duplex and street townhouses shall be permitted.
- ii) Notwithstanding Policy E.3.4.4 of Volume 1, the density of development shall range from 20 to 35 units per net residential hectare.
- iii) The maximum height of dwelling units shall be no more than three storeys.
- iv) Other forms of low density housing may be considered where neighbourhood compatibility can be demonstrated to the satisfaction of the City. Their appropriateness shall be evaluated in terms of protection of natural vegetation, lot frontages and areas, building height, coverage, mass, setbacks, and privacy.
- v) The location of Low Density Residential 2 is in the interior of residential neighbourhoods adjacent to local and / or collector roads.”

The “Low Density Residential 2” designation in the Secondary Plan identifies a density range of 20 to 35 units per net residential hectare (uph) and a height of three storeys, which permits single detached dwellings, semi-detached, duplex and street townhouse dwelling units located in the interior of a residential neighbourhood adjacent to local and / or collector roads. In regard to this development, the density of development on the lands proposed for single detached dwellings is calculated at 31 uph and is located close to First Road West (a Collector road) and adjacent to the yet to be constructed Bedrock Drive (a local road), which complies with Policy B.7.5.4.1 a).

“B.7.5.4.2 In addition to Section E.3.5 – Medium Density Residential of Volume 1, the following policies shall apply to lands designated Medium Density Residential 2 and Medium Density Residential 3 as shown on Map B.7.5-1 – Nash Neighbourhood – Land Use Plan:

a) Medium Density Residential 2 Designation:

- i) Multiple dwellings such as street and block townhouses, duplexes, triplexes and quadraplexes shall be permitted.
- ii) Notwithstanding Policy E.3.5.7 of Volume 1, the density of development shall be in the range of 30 to 49 units per net residential hectare.

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- iii) Notwithstanding Policy E.3.5.8 of Volume 1, the maximum height of dwelling units shall be three storeys.
- iv) A limited number of detached and semi-detached dwellings may be permitted, provided the density falls within the range specified Policy B.7.5.4.2 a) ii).
- v) The location of Medium Density Residential 2 designated lands shall generally be at the periphery of residential neighbourhoods adjacent to or close to arterial and/or collector roads.
- vi) Individual driveways shall not be permitted to directly access the public street. Individual vehicular access shall be provided by either a private lane parallel to the public road in front of the buildings separated from the public street by an enhanced continuous landscape strip or, by a private lane behind the buildings.
- vii) Buildings shall be located as close to the street as possible while still allowing for front porches, stairs and a small landscaped area; or other appropriate methods that would achieve the desired effect would also be considered.”

The “Medium Density Residential 2” designation in the Secondary Plan identifies a density range of 30 to 49 units per net residential hectare (uph) and a height of three storeys and permits street townhouses. In regard to this development, the density of the dwellings component of the proposed Draft Plan of Subdivision involving street townhouse units, is calculated at 45 uph, 43 uph for Block 28 and 48 uph for Block 29 respectively, and located adjacent to Bedrock Drive and close to First Road West (a Collector Road), which complies with the above noted policies.

Individual driveways for street townhouses have been proposed to access Bedrock Drive. This is not permitted under policy B.7.5.4.2 iv). As such, an UHOPA has been submitted to address this issue. The nature and justification for the UHOPA are discussed further in the Analysis and Rationale section of this Report.

#### City of Hamilton Staging of Development

Policy F.1.14.1.2 of Volume 1 identifies that: “Council shall approve only those plans of subdivision that meet the following criteria:

- a) the plan of subdivision conforms to the policies and land use designations of this Plan;

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- b) the plan of subdivision implements the City’s staging of development program;
- c) the plan of subdivision can be supplied with adequate services and community facilities;
- d) the plan of subdivision shall not adversely impact upon the transportation system and the natural environment;
- e) the plan of subdivision can be integrated with adjacent lands and roadways;
- f) the plan of subdivision shall not adversely impact municipal finances; and,
- g) the plan of subdivision meets all requirements of the *Planning Act*.”

This plan has been identified in the City of Hamilton’s Staging of Development Plan. The proposal is consistent with the Criteria for Staging of Development in that utilities and services are available. This proposal supports a healthy growing economy, provides for additional assessment and Development Charges revenue, provides housing opportunities, will comply with the UHOP upon approval of the OPA, will not adversely impact upon the transportation system; respects the natural environment and is well integrated into the existing development in the area, being the Nash Neighbourhood Area.

**Stoney Creek Zoning By-law No. 3692-92**

The subject lands are currently zoned Neighbourhood Development “ND” Zone in Stoney Creek Zoning By-law No. 3692-92, as shown on Appendix “A” to Report PED17124.

The Neighbourhood Development “ND” Zone is a future development Zone and prohibits residential uses not existing at the date of the passing of the By-law (December 8, 1992). As such, a zoning by-law amendment is required.

The purpose and effect of this Zoning By-law Amendment will be to rezone the subject lands to a modified Single Residential “R4” Zone to allow for the development of 27 single detached dwelling units; and to a modified Multiple Residential “RM2” Zone to allow for the development of 11 street townhouse units as shown on Appendix “D” to Report PED17124. Two (2) future residential development blocks; a 0.3 metre reserve; and the extension of Tilden Avenue are also proposed. The proposed zoning for the

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subject lands will be discussed in greater detail in the Analysis and Rationale Section of this Report.

## **RELEVANT CONSULTATION**

The following Departments / Agencies had no comments or objections:

- Hydro One.

**Hamilton Conservation Authority (HCA)** has indicated that the Servicing Report for Nash Neighbourhood Phase #1 (prepared by Urbex Engineering, dated October 2015) states that minor storm events from the subject development will be conveyed to the storm sewer on Bedrock Drive, while the major storm event flows will spill out towards the Bedrock Drive Right of Way that has been designed to function as an overland flow route to the Empire Stormwater Pond “B2” facility. In order to ensure that stormwater from the subject lands satisfactorily addresses the required quality and erosion control requirements, HCA will require more detailed information. In this regard, the HCA has requested that a Stormwater Management Brief (Condition No. 27 of Appendix “E” to Report PED17124) and set of engineering drawings, including a Lot Grading Plan (Condition No. 26 of Appendix “E” to Report PED17124), and a Sediment and Erosion Control Plan (Condition No. 25 of Appendix “E” to Report PED17124) be prepared and submitted to the satisfaction of the Hamilton Conservation Authority.

The subject lands are traversed by three intermittent drainage swales that flow northerly through the five agricultural properties (known as 452, 464, 478, and 490 First Road West, and 15 Ridgeview Drive), located on the east side of First Road West, between Green Mountain Road and the Niagara Escarpment lands. The middle drainage swale flows into a small pond near the southerly lot line of 15 Ridgeview Drive, and from there appears to drain to Centennial Falls, approximately 145 m to the north on the Brow lands, where a spring discharges into the Felker’s Falls Environmentally Significant Area (ESA), a Significant Woodland that is designated under the UHOP as a Core Area.

In order to address the City’s UHOP requirements, an Environmental Impact Statement (EIS) was prepared by LGL Limited (dated August 2016) that undertook an environmental assessment of the six contiguous properties (including the subject property) as a single block, which took into consideration the lot fabric, street layout and integration of services for the proposed residential development within the six abutting properties.

While the EIS recognized that the ESA and Significant Woodland are not located in close proximity to the subject lands, drainage features and potential karst features were investigated and biophysical inventories were conducted on site. With respect to the

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**SUBJECT: Applications to Amend the Urban Hamilton Official Plan and Stoney Creek Zoning By-law No. 3692-92, and for Approval of a Draft Plan of Subdivision known as “Battlefield Vista” (Stoney Creek) (PED17124) (Ward 9) - Page 16 of 28**

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drainage and karst features, the EIS acknowledged the work undertaken by TDC and considered the spring at Centennial Falls to be momentary, with little or no base flow, and therefore not critical to the downstream fish habitat of Battlefield Creek. The EIS assumed that as a result of the development of the six total properties, the micro-karst flows would be eliminated. Despite the reduction in the reduced spring flow, the EIS indicated that it is not expected that the aquatic habitat in Battlefield Creek or moisture / habitat conditions on the discharge flow path down the escarpment would be impacted.

In light of the above, the HCA have no concerns with the proposal.

**Alectra Utilities (formerly Horizon Utilities)** has requested that the applicant review their requirements for Subdivision or Townhouse developments. Municipal standards and requirements relating to utilities will be addressed in the Standard Conditions of Subdivision approval, specifically, in Condition 1.21 of the City’s Standard Form Subdivision Agreement.

**Canada Post Corporation** has requested centralized mail facilities provided through their Community Mailbox Program. Their concerns will be addressed through the Standard Form Subdivision Agreement (Clause 1.22) and Condition No. 5 of Appendix “E” to Report PED17124.

They have also requested that the following clauses be placed on all offers of purchase and sale within the subject lands:

- a) that the home / business mail delivery system will be from a designated Centralized Mail Box (CMB); and,
- b) That the developer / owner be responsible for officially notifying the purchasers of the exact Centralized Mail Box (CMB) locations prior to the closing of any home sales.

The **Forestry and Horticulture Section, Public Works Department** has requested that a detailed Landscape Planting Plan be prepared, showing the placement of trees on internal / external City property. This plan must be submitted for review and clearance by the Forestry and Horticulture Section (Condition No. 4 of Appendix “E” to Report PED17124).

**Corridor Management, Public Works Department** noted that as a condition of draft plan approval, the Applicant will be required to provide a municipal sidewalk on the north side of Bedrock Drive (Condition No. 23 of Appendix “E” to Report PED17124).

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Also, Corridor Management staff noted that a road widening is required off the north side of Bedrock Drive (Condition No. 10 of Appendix “E” to Report PED17124).

Finally, confirmation is required to show that the driveway to Block 28 will be relocated from the existing First Road West location to Bedrock Drive to accommodate the intersection construction (with a single lane roundabout) at First Road West and Bedrock Drive (Condition No. 24 of Appendix “E” to Report PED17124).

## **PUBLIC CONSULTATION**

In accordance with the provisions of the *Planning Act* and the Council Approved Public Participation Policy, Notice of Complete Application and Preliminary Circulation was sent to 31 property owners within 120 m of the subject property on December 22, 2015, for the Zoning By-law Amendment and Draft Plan of Subdivision applications; and on November 24, 2016 for the Urban Hamilton Official Plan Amendment application.

A Public Notice Sign was posted on the property on February 3, 2016, revised on November 4, 2016 regarding the Urban Hamilton Official Plan Amendment application, and updated on July 19, 2017, with the Public Meeting date. Finally, Notice of the Public Meeting was given in accordance with the requirements of the *Planning Act* on July 28, 2017.

To date, no public submissions have been received.

As the Zoning By-law Amendment application was submitted before July 1, 2016 a Public Consultation Strategy was not provided. With respect to the Urban Hamilton Official Plan Amendment application, the applicant is satisfied that the public meeting process will be sufficient in addressing any public concerns.

## **ANALYSIS AND RATIONALE FOR RECOMMENDATION**

1. The proposed UHOP Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications have merit and can be supported for the following reasons:
  - (i) They are consistent with the Provincial Policy Statement and conform to the Growth Plan for the Greater Golden Horseshoe, as they represent an opportunity for growth in settlement areas;
  - (ii) They comply with the general intent of the UHOP, subject to the approval of the UHOP Amendment, as they are an extension of the approved developments to the south and east of the subject lands;

- (iii) The proposed development is considered to be compatible with the existing and planned development in the immediate area; and,
- (iv) The proposed development represents good planning by, among other things, providing a compact and efficient urban form, including a range of housing types. Furthermore, it acts as a natural extension of approved adjacent development and the start of future development to the north, thereby providing servicing to the area. The form of development will be an efficient use of infrastructure.

## 2. Urban Hamilton Official Plan Amendment

As discussed in the policy section of this Report, an amendment to the UHOP is required to allow individual driveway access for the street townhouse units to a public street. This amendment will not modify the permitted densities or uses permitted within the Secondary Plan.

The application is for two blocks of street townhouse units, comprised of six units (westerly block) and five units (easterly block).

The proposed development complies with the Urban Design policies of Section B.3.3 of the UHOP, providing a mix of housing forms with a variety of architectural elevations and lot patterns that are compatible with the streetscape character of the neighbourhood. Allowing front access garages will maintain a unit type consistent with the approved development along Bedrock Drive, helping to create a consistent design throughout the neighbourhood. Individual vehicular access either through a private lane parallel to the public road or by a private lane behind the buildings is not possible as there is insufficient area due to the depth and narrow configuration of the property.

The subject lands form part of the comprehensive Nash Neighbourhood Subdivision and therefore include two future residential blocks to be assembled with lands to the north. These two blocks will restrict development and ensure that the lands to the north will have sufficient depth and area to facilitate orderly development, while still ensuring that the subject lands can access Bedrock Drive in an appropriate manner.

Changes to the Secondary Plan are required in order to allow for driveways on Bedrock Drive. The intent of the Secondary Plan policy was to restrict access to Arterial and Collector Roads. As the lands proposed for street townhouse development are corner lots and Bedrock Drive is a Collector Road, it will act as

**SUBJECT: Applications to Amend the Urban Hamilton Official Plan and Stoney Creek Zoning By-law No. 3692-92, and for Approval of a Draft Plan of Subdivision known as “Battlefield Vista” (Stoney Creek) (PED17124) (Ward 9) - Page 19 of 28**

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a connecting street maintaining the intent of the Secondary Plan. As driveways already exist on Bedrock Drive, the driveways for the proposed development will maintain the existing character of the neighbourhood. Furthermore, as First Road West, Bradshaw Drive and Tilden Avenue are all major collector roads, the UHOP policy related to the restriction of driveways to these roads will still apply.

As such, the amendment will allow for an efficient use of land. Staff are supportive of the OPA.

3. The applicant has requested amendments to City of Stoney Creek Zoning By-law 3692-92, and for approval of a Draft Plan of Subdivision known as “Battlefield Vista”. By way of these applications, the applicant is seeking to permit the development of the lands at the northeast corner of First Road West and Bedrock Drive, on either side of the extension of Tilden Avenue, for a total of 38 dwelling units comprised of 27 single detached dwellings, and 11 street townhouse units, two future residential development blocks, and a 0.3 metre road reserve.

The requested amendment to Stoney Creek By-law No. 3692-92 includes site-specific regulations for the various blocks to be used for the proposed street townhouse dwelling units and single detached dwelling units.

**Single Residential “R4-33” (See Appendix “C” – Block 2 and Block 5):**

To provide for a consistent and complimentary development as that on the adjacent lands to the south, the applicant seeks to establish similar site specific zoning as approved by Hamilton Council for Red Hill Phases 1 and 2, located to the south and southeast of the subject lands. The various modified Single Residential “R4” Zones which have been applied through previous site specific by-laws, with some additional modifications to allow for a range of lot sizes, dwelling sizes and designs for the proposed built forms, is proposed for the subject lands but with additional modifications.

The additional modifications requested include modifications to: minimum lot area for a corner lot; minimum lot frontage for a corner lot; flankage yards; maximum lot coverage; and, special setbacks – daylight triangles. These modifications are analysed below:

**Minimum Lot Area for a Corner Lot:**

The applicant has requested a reduction in minimum lot area to 340 square m for a corner lot, whereas the parent “R4” Zone requires a minimum lot area of 400 square m for a corner lot. In order to provide for a higher density and diverse lot

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areas, additional built forms and housing types and tenures, this request is supportable as it complies with the policies outlined in the Nash Neighbourhood Secondary Plan. In addition, this reduction is consistent with and compatible with development to the south of the subject lands. All interior lots will comply with the “R4” Zone with respect to lot size and area.

Minimum Lot Frontage for a Corner Lot:

The requested change to the minimum lot frontage is 11.0 m for a corner lot, whereas the By-law requires a minimum lot frontage of 13.0 m for a corner lot. In this regard, the applicant intends on varying lot sizes throughout the proposed draft plan of subdivision, thereby providing for additional built forms and housing types and tenures, with sufficient width to maintain good engineering practices. It is noted that all interior lots comply with the “R4” provisions with respect to lot frontage (i.e. minimum and maximum). This request is considered minor and appropriate as it complies with the intent of the UHOP.

Minimum Side Yard:

Modifications to the minimum required side yard are also being requested, where 1.2 m is being requested on the garage side of the dwelling, and 0.6 m for the non-garage side; and a 1.8 metre flankage yard. The By-law requires a side yard setback of 1.25 m, except:

- 1) An attached garage or attached carport may be erected at a distance of not less than 1.0 metre from a side lot line which does not abut a flankage street;
- 2) On an interior lot, where no attached garage or attached carport is provided, the minimum side yard on one side shall be 3.0 m; and,
- 3) On a corner lot, the minimum side yard abutting the flankage lot line shall be 3.0 m, except that an attached garage or attached carport which fronts on the flankage lot line shall not be located within 5.5 m of the flankage lot line.

A maintenance easement will be required for any minimum side yard that is less than 1.2 m, with this easement being for the purposes of property maintenance and access. Furthermore, a 0.6 metre side yard setback for the non-garage side shall not be permitted adjacent to any side lot line less than 1.2 m.

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Staff are satisfied that this request is considered minor and maintains good planning principles as it allows for a more compact form of intensification. Furthermore, these modifications will allow for an adequate emergency / overland flow route between the dwelling units. The modifications requested are also consistent with zoning for similar townhouse developments elsewhere within the City of Hamilton and more particularly in the Nash Neighbourhood. Therefore staff are supportive of this modification.

**Maximum Lot Coverage:**

The applicant has requested that the maximum 40% lot coverage requirement be amended to 46%. The justification for allowing an increased maximum lot coverage is that it will allow for greater flexibility in architecture and design, while maintaining an established building footprint. This will be a result of the minimum required setbacks which will still allow for stormwater drainage and best engineering practices. As a result, this request is considered minor and supportable.

**Special Setbacks – Daylight Triangles:**

The applicant has requested an amendment to Section 4.13.1 of the By-law to allow for a 2.0 metre setback to the hypotenuse of a daylight triangle for a building or porch, including porch foundation walls, and 1.0 metre for eaves or gutters; whereas the By-law requires a setback of 3.0 m. A reduction of 1.0 metre is consistent with surrounding existing and proposed developments and will create a consistent neighbourhood character. Furthermore, this amendment will contribute to achieving the required density set out in the Secondary Plan. Therefore staff are supportive of the modification.

**Multiple Residential “RM2-44” (see Appendix “C” – Blocks 1, 3, 4 & 6):**

To provide for a consistent and complimentary development as that approved on the adjacent lands, the applicant seeks to establish similar modifications as approved by Hamilton Council for the adjacent development known as Red Hill Phases 1 - 2 which is located to the south and southeast of the subject lands.

The additional modifications to the “RM2” Zone which have been requested include modifications to the minimum lot area for corner lots, minimum lot frontage, minimum side yards, minimum landscaped open space, maximum lot coverage, and special setbacks – daylight triangles, and are analysed below:

Minimum Lot Area for Corner Lots:

The applicant has requested a reduction in minimum lot area to 230 square m for an end unit, and 240 square m for a corner unit, whereas the By-law requires a minimum lot area of 240 square m for an end unit, and 270 square m for a corner unit. In order to provide for a higher density and diverse gradation of lot areas, additional built forms and housing types and tenures, this request is supportable as it complies with the policies outlined in the Nash Neighbourhood Secondary Plan and is in keeping with the neighbourhood. Alternatively, if the request for this modification was denied, a reduced lot yield would be provided. Staff are in support of this modification.

Minimum Lot Frontage:

The requested change to the minimum lot frontage is 7.5 m for an end unit, and 8.5 m for a corner unit, whereas the By-law requires a minimum lot frontage of 8 m for an end unit and 9 m for a corner unit. In this regard, the applicant intends on varying lot sizes throughout the proposed draft plan of subdivision, thereby providing for additional built forms and housing types and tenures, with sufficient width to maintain good engineering practices. This request is considered minor and appropriate as it complies with the UHOP.

Minimum Side Yard:

Modifications to the minimum required side yard are also being requested for 1.5 m for an end unit, and 2.4 m for a corner unit, whereas the By-law requires a minimum side yard of 2.0 m for an end unit and 3.0 m for a corner unit.

Staff are satisfied that this request is considered minor and maintains good planning principles as it allows for a more compact form of intensification. The modifications requested are consistent with zoning for similar townhouse developments elsewhere within the City of Hamilton and in the Nash Neighbourhood. Therefore staff are staff are supportive of the proposed modifications.

Minimum Landscape Open Space:

The applicant has requested a minimum landscape open space of 23% of the lot area, which may include the privacy area. The By-law requires a minimum

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landscaped open space of 30% of the lot area which may include the privacy area.

Staff are satisfied that such a reduction is considered minor and still maintains the intent of the Official Plan and the Zoning By-law. Further, similar reductions have been supported and approved within the former municipalities of Stoney Creek and Glanbrook. In addition, the units within this Block are within approximately 20 m of the Neighbourhood Park being proposed for the proposal to the west and so sufficient open space are available within walking distance for recreational purposes. Therefore, staff are supportive of this modification.

Maximum Lot Coverage:

The applicant has also requested that the maximum 50% lot coverage requirement be amended to 53%. The justification for allowing an increased maximum lot coverage is that modification of this regulation allows greater flexibility in architecture and design, while maintaining an established building footprint as a result of the minimum required setbacks. As a result, this request is considered minor and supportable.

Special Setbacks – Daylight Triangles:

The applicant has requested an amendment to Section 4.13.1 of the By-law to allow for a 2.0 metre setback to the hypotenuse of a daylight triangle for a building or porch, including porch foundation walls, and 1.0 metre for eaves or gutters; whereas the By-law requires a setback of 3.0 m. A variation of 1.0 metre is consistent with surrounding existing and proposed developments and will create a consistent neighbourhood character. Furthermore, this amendment will contribute to achieving the required density set out in the Secondary Plan. As such, staff are supportive of these amendments.

Prohibition of Driveway Access on First Road West, Tilden Avenue, and Bradshaw Drive (see Appendix “C” - Blocks 1 & 3, 4 & 6)

Driveway access, for the proposed street townhouse units, has been prohibited on First Road West, Tilden Avenue, and Bradshaw Drive. This prohibition implements the relevant Secondary Policies which restrict driveway access to a public street and will apply to all of the streets surrounding the subject lands, with the exception of Bedrock Drive. Furthermore, the prohibition will ensure that the neighbourhood character is maintained.

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4. The Holding Provision (H1), on Blocks 1, 2, and 3, will be required to restrict development until Bedrock Drive has been constructed and adequate servicing has been provided. This provision can only be lifted through Council approval once adequate servicing has been provided to the satisfaction of the City.

A second Holding provision (H2) will be necessary for the Multiple Residential (Holding) “R4-33(H2)” Zone, Modified, and the Single Residential (Holding) “RM2-44(H2)” Zone, Modified respecting Blocks 4, 5, and 6 of the amending By-law. This Holding “H2” provision will be necessary to ensure that orderly development occurs extending north from the subject lands and that adequate servicing connections can be made to these lands. These provisions can only be lifted through Council approval once land assembly of the abutting lands to the north has occurred.

5. The proposed Plan of Subdivision will consist of a total of 27 lots for single detached dwelling units (Lots 1 - 27), two blocks for street townhouse units (Blocks 28 and 29), two blocks for future residential uses (Blocks 30 and 31), one block for a 0.3 metre reserve, for the future development of Tilden Avenue (Block 32), and one public street (the extension of Tilden Avenue).

In review of Sub-section 51(24) of the *Planning Act*, to assess the appropriateness of the proposed subdivision, staff advise that:

- (a) It is consistent with the PPS;
- (b) Through the phasing of development within the Nash Neighbourhood Secondary Plan, the proposal represents a logical and timely extension of existing development and services, and is in the public interest;
- (c) It complies with the applicable policies of the Official Plan;
- (d) The lands can be appropriately used for the use for which it is to be subdivided;
- (e) The proposed roads will adequately service the proposed subdivision and can connect with the current road system;
- (f) The dimensions and shape of the lots are appropriate;
- (g) Restrictions and regulations for the development of the subdivision are included in the implementing Zoning By-law Amendment, conditions of draft plan approval and Subdivision Agreement;

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- (h) No substantial natural resources are evident on site, and flood control will be addressed through stormwater management plans that will be required as standard conditions of draft plan approval;
- (i) Adequate municipal services will be available, the particulars of which will be determined as part of the conditions of draft plan approval and Subdivision Agreement; and,
- (k) Public land will be conveyed to create road rights-of-way, the particulars of which will be determined as part of the Standard Subdivision Agreement and final registration of the Plan of Subdivision.

Therefore, staff is supportive of the proposed Draft Plan of Subdivision and recommend its approval.

6. From an Engineering perspective, the following comments shall apply to the development proposal:

No issues have been identified with regards to the yards setbacks provided in the Draft Zoning By-law amendment per Appendix “C” to Report PED17124.

The development of the subject lands cannot proceed until Bedrock Drive is constructed with full municipal services and the Storm Water Management facility B2, located on the lands owned by Empire is constructed and operational. Therefore, a Holding provision is recommended.

### **Roads**

The west property line of the subject lands is adjacent to the First Road West right-of-way. The existing width of First Road West adjacent to the subject lands is 66 feet (20.12m). The ultimate width of First Road West is 86 feet (26.21m). Therefore, the final plan of subdivision shall identify a separate block that shall be dedicated to the City of Hamilton for road widening purposes by the Owner’s certificate on the plan. Currently, the existing road has a rural cross section (Condition No. 9 of Appendix “E” to Report PED17124).

There are no municipal services within the existing road at this time. Therefore, as a condition of the draft plan approval the owner will be required to provide cash payment for the urbanization of the street based on the City’s New Road Servicing Rate at the time of the plan registration. In addition, the owner will be required to provide a security deposit for their share of the costs associated with installation of the future municipal services on First Road West adjacent to the

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draft plan lands (Condition No. 14 and Condition No. 15 of Appendix “E” to Report PED17124).

The east property line of the subject land is adjacent to the future Bradshaw Drive right-of-way. A portion of the future street has been transferred in the City’s ownership by the Owner’s certificate on the registered plan 62M-1206 known as Victory-Phase 2 subdivision. The ultimate width of Bradshaw Drive is 20.0m. Therefore, the final plan of subdivision shall identify a separate block that shall be dedicated to the City of Hamilton for road widening purposes by the Owner’s certificate on the plan. In addition, the owner will be required to provide a security deposit for their share of the costs associated with installation of the future municipal services on Bradshaw Drive adjacent to the draft plan lands (Condition No. 11 of Appendix “E” to Report PED17124).

The south property line of the subject lands is adjacent to the future Bedrock Drive right-of-way as shown on the approved draft plan of subdivision for Red Hill – Phase 1 subdivision (25T-200901). A 2.0 m wide strip of land along the south property line is required to be dedicated to the City of Hamilton from the subject lands to establish Bedrock Drive as a 20.0 m wide municipal street. Therefore, the final plan of subdivision shall identify a separate block to be dedicated to the City of Hamilton for road widening purposes by the Owner’s certificate on the plan. The Draft Plan indicates that all lots and blocks for the draft plan lands are going to be serviced from Bedrock Drive. Therefore, prior to plan registration, all servicing and road works on Bedrock Drive shall be completed by others and commissioned by the City. The Owner will be required to provide cash payment for their proportional share of the servicing costs on Bedrock Drive. The owner will be required to install a sidewalk along the north side of the street as a condition of development of the subject lands (Condition No. 23 of Appendix “E” to Report PED17124).

The final plan of subdivision shall identify separate blocks for the future street extension (Tilden Avenue) to the north as a 20.0 metre wide public street and 4.5 metre by 4.5 metre daylight triangles at the intersection with Bedrock Drive. All blocks identified for road widening purposes or street extension shall be transferred in the City’s ownership by the owner’s certificate on the final plan. The owner will be required to provide a security deposit to cover 100% of the cost for installation of the street including the costs of the underground services and utilities (Condition No. 12 of Appendix “E” to Report PED17124).

A suitable outlet will need to be provided for Tilden Avenue and for the rear yards of the lots and blocks within the Draft Plan area (Condition No. 19 of Appendix “E” to Report PED17124).

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The final plan of subdivision shall identify separate blocks for a 15.0 metre by 15.0 metre daylight triangle at the northeast corner of the intersection of First Road West and Bedrock Drive and a 4.5 metre by 4.5 metre daylight triangle at the northwest corner of the intersection of Bedrock Drive and Bradshaw Drive (Condition No. 13 of Appendix “E” to Report PED17124).

A geotechnical or hydrogeological report has not been submitted for the proposed development, to clarify the potential need for dewatering activities for construction. If dewatering is required, additional information will be necessary (Condition No. 20 of Appendix “E” to Report PED17124).

Given that the property is within 350 m of a landfill site and is in an area of potentially karstic bedrock, the proponent needs to provide an assessment on how dewatering and construction activities may impact local water resources and propose mitigation strategies in case impacts arise (Condition No. 22 of Appendix “E” to Report PED17124).

### **Servicing**

There is no discussion in the servicing report that was submitted to address decommissioning of the existing services on the property (e.g. existing water well and septic disposal system). Therefore, prior to commencement of any grading works the proponent will be required to demonstrate that the existing services have been decommissioned to the City’s satisfaction (Condition No. 18 of Appendix “E” to Report PED17124).

Also, there is no information included in the submitted servicing report to clarify the location of the driveway aprons for the end units on Block 28 and Block 29 adjacent to the daylight triangles. Therefore, prior to servicing, the owner will be required to demonstrate that the location of the driveway aprons are to the City’s satisfaction (Condition No. 21 of Appendix “E” to Report PED17124).

Finally, the owner will be responsible for securing their share of future sewers, watermains, and road costs within the Draft Plan area (Condition No. 16 and Condition No. 17 of Appendix “E” to Report PED17124).

## **ALTERNATIVES FOR CONSIDERATION**

Should the applications be denied, the lands could not be developed for the proposed residential draft plan of subdivision. The lands could be developed in accordance with the Neighbourhood Development “ND” Zone, which permits limited agricultural and residential uses.

## **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

### **Economic Prosperity and Growth**

*Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.*

### **Healthy and Safe Communities**

*Hamilton is a safe and supportive city where people are active, healthy, and have a high quality of life.*

### **Built Environment and Infrastructure**

*Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.*

## **APPENDICES AND SCHEDULES ATTACHED**

Appendix “A”:	Location Map
Appendix “B”:	Urban Hamilton Official Plan Amendment
Appendix “C”:	Zoning By-law No. 3692-92 Amendment
Appendix “D”:	Draft Plan of Subdivision
Appendix “E”:	Special Conditions for Draft Plan of Subdivision
Appendix “F”:	Concept Plan

RC:jp