

SUMMARY OF POLICY REVIEW

The following policies, amongst others, apply to the proposal.

Urban Hamilton Official Plan (Prior to Official Plan Amendment 167)		
Theme and Policy	Summary of Policy or Issue	Staff Response
Residential Intensification Policy B.2.4.1.1	Residential Intensification is encouraged throughout the entire built-up area.	The proposal complies with this policy as the subject lands are located within the built-up area.
Residential Intensification Criteria Policy: B.2.4.1.4 and B.2.4.2.2	Residential intensification in the built-up area shall be evaluated on: the relationship with existing neighbourhood character, contribution towards achieving a range of dwelling types, compatible integration with the surrounding area, contribution towards achieving the planned urban structure, existing infrastructure capacity, incorporation of sustainable design elements, contribution towards supporting active transportation, contribution towards supporting transit, availability of public community facilities and services, ability to retain natural attributes of the site, and compliance with all other applicable policies.	<p>The proposal complies with these policies.</p> <p>The proposed development represents a compatible form of infill development. It will contribute to the range of housing types within the neighbourhood and achieve the planned urban structure. The increased density will support the existing transit and commercial uses. It will also support active transportation as existing bicycle lanes are located within proximity to the subject lands (Stinson Street).</p> <p>The proposed development is designed to protect the existing cultural heritage feature on the subject site while considering the compatibility with the surrounding neighbourhood character. The proposed development is maintaining the existing streetscape along Emerald Street South since the development will adaptively reuse the existing two and a half storey building while adding an addition to the rear of the property. In addition, staff have reviewed the site plan drawing and elevations for the proposed three storey addition, with surface parking at the rear property line, and are satisfied that the proposed development does not create a privacy concern. The surface parking is</p>

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<p>Residential Intensification Criteria</p> <p>Policy: B.2.4.1.4 and B.2.4.2.2</p> <p>Continued</p>		<p>appropriately screened with a combination of landscaping and visual barriers and creates an appropriate transition to the existing single detached dwellings at the rear of the property.</p> <p>The proposed three storey addition and setbacks at the rear of the property are compatible with the existing single detached dwellings at the rear of the subject lands. Furthermore, a planting strip along the rear property line will provide an additional barrier for the surface parking spaces proposed along the rear property line.</p> <p>Staff are satisfied that the proposed internal amenity space with attached balconies is an adequate amount of amenity space for the site.</p> <p>Further design details, such as landscaping, lighting, and noise mitigation, will be addressed through the future Formal Consultation for Site Plan and Site Plan Control stage.</p>
<p>Urban Design Policies – General Polices and Principles</p> <p>Policy: B.3.3.2.2 - B.3.3.2.10</p>	<p>The principles in Policies B.3.3.2.3 through B.3.3.2.10 inclusive, shall apply to all development and redevelopment, where applicable. These principles include:</p> <ul style="list-style-type: none"> • Fostering a sense of community pride and identity; • Creating quality spaces; • Creating places that are safe, accessible, connected and easy to navigate; • Enhancing the character of the existing environment; • Creating places that are adaptable to future changes; 	<p>The proposal complies with these policies.</p> <p>Urban Design provided comments advising that there should be an accessible walkway to the sidewalk, a landscape buffer should be provided at the rear property line, provide fencing along the interior property line, and combine both internal common amenity and external common amenity. The applicants provided a concept plan and elevations addressing comments provided by staff in support of the proposed development.</p> <p>The proposed development is adaptively reusing the existing building on-site. As a result, the applicants are reducing some of the greenhouse gas emissions being generated by the development since it would not require the removal of the</p>

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Policy: B.3.3.2.2 - B.3.3.2.10 Continued	<ul style="list-style-type: none"> Promoting the reduction of greenhouse gas emissions and protecting and enhancing the natural environment; and, Enhancing physical and mental health; and, Designing streets as a transportation network and as a public space. 	material for the existing building. The proposed development includes planting strips to screen the parking from the low density residential to the rear of the property. The details regarding the planting strips will be addressed at the Site Plan Control Stage.
Tree Management Policy: C.2.11.1	The City recognizes the importance of trees and woodlands to the health and quality of life in our community. The City shall encourage sustainable forestry practices and the protection and restoration of trees and forests.	<p>The proposal complies with this policy.</p> <p>An Arborist Report and Tree Protection Plan prepared by Cohen and Master Tree and Shrub Services dated March 18, 2022 was submitted in support of the development. A total of 15 trees have been inventoried and one tree (a Norway Maple) is proposed to be removed as a result of the proposed drive aisle and rear yard parking spaces. The Norway Maple Tree was found to be in “poor” condition. The proposed tree to be removed has been identified as a Private Tree.</p> <p>As a condition of a future Formal Consultation for Site Plan and Site Plan Application, compensation will be required at a rate of 1:1 for any trees removed as part of the development application.</p>
Cultural Heritage Resource Policies Policies: B.3.4.1.3 and B.3.4.2.6	The City recognizes the importance of Cultural Heritage Resources. As a result, any new development, site alterations, building alterations and additions are appropriate and maintain the integrity of all on-site resources. In addition, the city recognizes that not all cultural heritage properties are included in the registrar of property of cultural heritage value or interest or designated under the <i>Ontario Heritage Act</i> but are still of	<p>The proposal complies with this policy.</p> <p>The subject property is included on the City’s Inventory of Heritage Properties as a non-designated property.</p> <p>The current proposal is to convert the existing building to a multi-residential use and involves mainly alterations to the interior and rear parking area. As per the Cultural Heritage comments, Staff identified an interest in preserving the key architectural details of the façades of the building including the red brick construction,</p>

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<p>Policies: B.3.4.1.3 and B.3.4.2.6</p> <p>Continued</p>	<p>cultural heritage value and are still worthy of conservation.</p>	<p>segmental window openings and buff brick arches with key stones and each projecting bay and gable and the buff brick quoins. The proposal is to maintain a portion of the building, including the front façade, and build a three storey addition at the rear of the property. Since the proposed development will adaptively reuse the existing building, it meets the intent of the Urban Hamilton Official Plan policies with regards to protecting Cultural Heritage features not on the registrar or designated under the <i>Ontario Heritage Act</i>. The proposed streetscape along Emerald Street South will be maintained and any trees in the front yard are proposed to be protected.</p>
<p>Transportation</p> <p>Policy: C.4.5.12</p>	<p>A Transportation Impact Study shall be required for an Official Plan Amendment and/or a major Zoning By-law Amendment.</p>	<p>The proposal complies with this policy.</p> <p>Transportation Planning determined that through the site plan drawing, site plan details, and proposed floor plans, the existing surrounding road network and infrastructure can support this use and staff did not require a Transportation Impact Study as part of a complete application.</p>
<p>Infrastructure</p> <p>Policy: C.5.3.6, C.5.3.13, C.5.3.17, and C.5.4</p>	<p>All redevelopment within the urban area shall be connected to the City’s water and wastewater system.</p> <p>The City shall ensure that any change in density can be accommodated within the municipal water and wastewater system. The City shall be satisfied that adequate infrastructure services can be provided prior to any development or intensification proceeding.</p> <p>The City shall ensure that appropriate storm water management facilities are built and maintained to provide a safe and secure system for storm water.</p>	<p>The proposal complies with this policy.</p> <p>Development Engineering does not have any objections to the approval of the application, subject to a Holding Provision. The recommended Zoning By-law includes a Holding ‘H’ Provision which is for the purpose of requiring a Watermain Hydraulic Analysis to demonstrate that the municipal system can support the proposed intensification and to ensure the Owner enters into an External Works Agreement with the City to complete upgrades to the municipal infrastructure at 100% of the Owner’s cost.</p>

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<p>Noise</p> <p>Policy: B.3.6.3.1</p>	<p>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.</p>	<p>The proposal complies with these policies.</p> <p>The subject lands front onto Emerald Street South, which is identified as a local road, and is located approximately 140 metres south of Main Street East, which is identified as a major arterial road on Schedule “C” – Functional Road Classification. The institutional building to the north of the site with roof-mounted heating, ventilation and rooftop HVAC units is the stationary noise source within close proximity to the subject lands.</p> <p>A Noise Impact Study, prepared by GHD Limited 735 dated July 18, 2022 and Response Letter dated May 9, 2023 were submitted. The study recommended that no mitigation measures were required for the proposed construction of a multiple dwelling. Staff are generally satisfied with the findings; however, staff request an addendum to the Noise Study be submitted, which would be required as part of the Formal Consultation for Site Plan and/or a condition at the Site Plan Control stage. The addendum is required to address outstanding items identified within comments provided at the Zoning stage in addition to confirming if any additional mitigation is required.</p>

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<p>Neighbourhoods Designation – General Policies: Function</p> <p>Policy: E.3.2.1</p>	<p>Areas designated “Neighbourhood” shall include a full range of residential dwelling types and densities.</p>	<p>The proposal complies with this policy.</p> <p>The proposed development will include primarily studio units as well as four one-bedroom units within the building. The four one bedroom units have been included in the Zoning By-law in order to require a mix of unit types within the proposed development.</p>
<p>Neighbourhoods Designation – General Policies: Scale and Design</p> <p>Policy: E.3.2.15</p>	<p>The City shall encourage the adaptive reuse of the existing building stock for appropriate land uses. Rezoning applications for new uses shall be evaluated to ensure compatibility with surrounding land uses.</p>	<p>The proposal complies with this policy.</p> <p>The proposed development is reusing the existing two and a half storey brick building to create a multiple dwelling use. The proposed multiple dwelling is considered an appropriate use within the “Neighbourhoods” designation subject to compatibility with the surrounding area. Since the applicant is proposing to reuse the existing building, the proposed development would maintain the existing streetscape on Emerald Street South. The proposed development is compatible with the surrounding area because it does not create any privacy and overlook issues with the low density residential at the rear, while protecting the existing streetscape since the proposal includes retention of the existing building.</p>
<p>Medium Density Residential – Function</p> <p>Policy: E.3.5.1, E.3.5.2, E.3.5.5 and E.3.5.6</p>	<p>Medium density residential areas are characterized by multiple dwelling forms on the periphery of neighbourhoods in proximity to major or minor arterial roads.</p> <p>Medium density residential uses shall be located within safe and convenient walking distance of existing or planned community facilities, public transit, schools, active or passive recreational facilities, and local or District Commercial uses.</p>	<p>The proposal complies with these policies.</p> <p>The proposed development is a multiple dwelling located within 200 metres of Main Street East and Victoria Avenue North which is identified as a major arterial road on Schedule “C” – Functional Road Classification.</p>

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<p>Policy: E.3.5.1, E.3.5.2, E.3.5.5 and E.3.5.6</p> <p>Continued</p>	<p>Medium density residential built forms may function as transitions between high and low profile residential uses.</p>	<p>The proposed development is located within a safe and convenient walking distance of a number of services to support the proposed density including retail uses and recreational facilities (Bishop’s Park, Carter Memorial Recreation Centre and Carter Park). Hamilton Street Railway operated bus routes are located along both Main Street East and Victoria Avenue North. Bicycle lanes are located south of the subject lands along Stinson Street.</p> <p>The proposed three storey multiple dwelling functions as a transition between low density and higher density areas. The proposed area for the development is adjacent to the start of a low density neighbourhood to the east and the downtown Hamilton secondary area to the west. Therefore, the proposed three storey building is appropriate.</p>
<p>Medium Density Residential – Scale and Design</p> <p>Policy: E.3.5.8 and E.3.5.9</p>	<p>For a Medium Density area, the maximum height is six storeys. For a Medium Density Residential use a proposal shall be evaluated against the following policies:</p> <ul style="list-style-type: none"> • Development should have direct access to a collector road or arterial road. If direct access is not possible, the development may gain access to a collector road or local road from a local road only if a small number of low density residential dwellings are located on that portion of the local road; • Development shall be integrated with other lands in the neighbourhoods designation with respect to density, design, and physical and functional considerations; and, • Development shall be comprised of sites of suitable size and provide adequate landscaping, amenity features, on-site parking, 	<p>The proposal complies with this policy.</p> <p>The proposed development is a total of three storeys in height which is less than the maximum amount permitted within the Medium Density Residential designation. Therefore, it meets the policy.</p> <p>The proposed development fronts onto Emerald Street South, a local road, which provides access to the parking spaces at the rear of the property. As per the Urban Hamilton Official Plan policies, the proposed multiple dwelling meets the access policy by locating the development at the periphery of a residential neighbourhood. The proposal maintains the existing two and a half storey building fronting Emerald Street South with a three storey addition and surface parking spaces at the rear. By adaptively reusing the existing two and a half storey building the proposal protects the existing streetscape along Emerald Street South which includes the existing landscaping. The proposed</p>

	<p>and buffering, if required. The height, massing, and arrangement of buildings and structures shall be compatible with the existing and future uses.</p>	<p>three storey addition is setback a minimum of 13 metres from the rear lot line of the subject lands, therefore staff are supportive of the proposal since there is no concern with overlook or shadowing for the existing single detached dwellings adjacent to the rear lot line. In addition, the applicant is proposing a landscaping area between the rear property line and the</p>
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<p>Medium Density Residential – Scale and Design</p> <p>Policy: E.3.5.8 and E.3.5.9</p> <p>Continued</p>	<ul style="list-style-type: none"> • Access to the property shall be designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets; • The city may require studies, in accordance with Chapter F of the Urban Hamilton Official Plan to demonstrate the height, orientation, design and massing of the building or structure shall not unduly overshadow, block light, or result in the loss of privacy of adjacent residential uses; and, • The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area through the submission of a Visual Impact Assessment. 	<p>proposed parking spaces in order to provide screening for the existing single detached dwellings at the rear property line. As well, the parking spaces are buffered from the public street by the existing building along Emerald Street South.</p> <p>Staff are satisfied that the proposal provides sufficient internal amenity space for larger gatherings with attached communal balcony space. The current concept plan shows a total of 20 square metres of amenity space internal to the site and approximately 31 square metres of communal balcony space.</p> <p>Since the building is less than six storeys in height a Visual Impact Assessment is not required to be submitted as part of a complete application.</p>