

SUMMARY OF POLICY REVIEW

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

Urban Hamilton Official Plan		
Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Trees</p> <p>Policy C.2.11.1:</p>	<p>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>	<p>Trees have been identified within the subject property and are proposed to be removed as part of the development. A total of 38 of the 42 trees on site are proposed to be removed. The decision to retain trees is to be based on vigour, condition, aesthetics, age, and species. Many of these trees are either undesirable species (tree #3-Manitoba Maple, #5-Manitoba Maple), in poor condition (tree #2-Green Ash, #11-Black Walnut, #27-White Ash, #30-White Ash, #39-Manitoba Maple), or dead (trees #6-10-Ash, #14-18-Ash, #20-26-Ash, #35-36-Ash, and #42-Ash). While it is recognized that there is limited opportunity to retain and preserve trees on site, staff are of the opinion that due to the condition, aesthetics, age, and species the removal of undesirable vegetation and new plantings of native species will benefit the subject lands and a surrounding area. Staff have not approved the Tree Protection Plan but recommend that compensation be addressed through the Landscape Plan at the future Site Plan Control application stage. To ensure that existing tree cover is maintained, the city requires 1 for 1 compensation for any tree (10 cm DBH or greater) that is proposed to be removed of which staff will be requesting native species.</p> <p>In addition, the subject lands are adjacent to a Core Area and a location which provides temporary refuge for migratory birds. Staff are of the opinion that it is imperative to ensure that the quality compensation of planting is of native species which contributes to the overall quality and diversity of species found within the city.</p>

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<p>Trees</p> <p>Policy C.2.11.1 (Continued)</p>		<p>It is important to note that Core Areas (Stoney Creek Ravine Environmentally Significant Area, Lake Ontario, and Community Beach Ponds Environmentally Significant Area) as well as a Linkage (located east of Parkedge Drive) have been identified within the surrounding landscape. These Core Areas may provide temporary refuge for migratory birds and butterflies. For areas that are comprised of glass, the use of bird friendly glass should be recognized. Bird-friendly design techniques can be addressed at the future Site Plan Control application.</p> <p>The proposal complies with the policy.</p>
<p>Archaeology</p> <p>Policy B.3.4.4.3</p>	<p>In areas of archaeological potential identified on Appendix F-4 – Archaeological Potential, an archaeological assessment shall be required and submitted prior to or at the time of application submission for planning matters under the <i>Planning Act</i>.</p>	<p>As part of the previous Zoning By-law Amendment application ZAC-16-008, Stage 1 and 2 Archaeological Assessments were submitted for review along with a copy of the Ministry clearance letter dated November 30, 2005. As such, there is no further interest in the subject property with respect to archaeology.</p>
<p>Transportation</p> <p>Policy C.4.5.12</p>	<p>A transportation impact study shall be required for a major rezoning application.</p>	<p>Transportation Planning have reviewed the revised Transportation Impact Study prepared by C.F. Crozier & Associates Inc., dated January 2024 and determined that the revised proposal will result in minimal impact and can be supported without concern as network improvements are scheduled to the intersection of North Service Road and Parkedge Drive.</p> <p>There are future infrastructure improvements and potential future transit opportunities within the surrounding area. The applicant will be required to provide securities for future sidewalks to be constructed along the frontage of the subject property along Parkedge Drive and Frances Avenue. Securities will be a condition of Site Plan approval and will be addressed at a future Site Plan Control application.</p>

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<p>Transportation</p> <p>Policy C.4.5.12 (Continued)</p>		<p>Additional recommendations include increasing the minimum driveway access width to 7.5 metres at the property line and the extension of the municipal sidewalks. Staff are satisfied the proposed revisions can be accommodated and the above noted requirements and detailed design will occur through the future Site Plan Control application.</p> <p>The proposal complies with the policy.</p>
<p>Transportation</p> <p>Policy C.4.5.2 f)</p>	<p>The road network shall be planned and implemented according to the functional classifications and right-of-way-widths for a Local roadway (26.213 m).</p>	<p>The proposal as shown on the Concept Plan attached as Appendix “C” to Report PED24085 demonstrates a right-of-way dedication of ±3 to 6 metres to be dedicated to the right-of-way on North Service Road. Staff note that while it is unclear if the dedication has been formally transferred to the City of Hamilton the dedication is a standard condition of Site Plan Control and will be addressed at the future Site Plan Control application stage. As the applicant has demonstrated the appropriate dedication, staff are of the opinion the proposal complies with the policy.</p>
<p>Transportation</p> <p>Policy C.4.5.7</p>	<p>The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped.</p>	<p>The existing daylighting triangles at the intersections of North Service Road and Parkedge Drive, Parkedge Drive and Frances Avenue and Grays Road and Frances Avenue are all adequate in dimension as per Urban Hamilton Official Plan policy and additional daylighting triangle dedications are not required.</p> <p>The proposal complies with the policy.</p>
<p>Infrastructure</p> <p>Policy C.5.3.6</p>	<p>All redevelopment within the urban area shall be connected to the City’s water and wastewater system.</p>	<p>The proposed development will be connected to municipal water and wastewater infrastructure.</p> <p>The proposal complies with this policy</p>

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<p>Infrastructure</p> <p>Policy C.5.3.13</p>	<p>The City shall ensure that any change in density can be accommodated within the municipal water and wastewater system and that investments into the system will support the achievement of the intensification and density targets.</p>	<p>A Functional Servicing Report and Stormwater Management Report were submitted in support of the application.</p> <p>Development Engineering staff are in support of the development proposal subject to further detailed design at the future Site Plan Control application. Engineering staff will require an External Works Agreement with the City and obtain an Environmental Compliance Approval and Form 1 approval with the Province and Hamilton Conservation Authority. All further detailed designs including a comprehensive Construction Management Plan (CMP) will be reviewed through the future Site Plan Control application.</p> <p>Hamilton Conservation Authority (HCA) staff has reviewed the information regarding the grading and servicing of the subject lands. The revised material provided demonstrates the roadside ditches surrounding the property and the 14 metre Ministry of Transportation (MTO) easement are sloped towards Teal Pond. The plans supporting the development illustrate that the site now discharges storm water from a smaller catchment and flooding increase in Teal Pond should not be an issue as a result of revised proposal.</p> <p>Furthermore, a Hamilton Conservation Authority Permit will be required to construct the outfall into the Stoney Creek subwatershed on Confederation Park lands. The recently provided design of the outfall is consistent with the design approved in 2022.</p> <p>The proposal complies with this policy.</p>
<p>Residential Intensification</p> <p>Policy B.2.4.1.1</p>	<p>Residential Intensification is encouraged throughout the entire built-up area.</p>	<p>The proposal complies with this policy as the subject lands are located within the built-up area.</p>

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<p>Residential Intensification</p> <p>Policy B.2.4.1.4 a)-l)</p>	<p>Proposals are evaluated based on how it builds upon desirable established patterns and built form and requires an evaluation of compatible integration with the surrounding area in terms of use, scale, form and character. This policy also considers evaluating the proposal against the Urban Structure (Schedule E of the Urban Hamilton Official Plan) to ensure that the overall structure goals of the Urban Hamilton Official Plan are also achieved.</p>	<p>The proposed residential uses are compatible with and respect the existing surrounding built form which includes two, and two and a half storey single detached and street townhouse dwellings. The proposal incorporates a higher density of development situated along the periphery of the neighbourhood while ensuring lower density residential is maintained within the interior of the neighbourhood. The proposed development will complete the streetscapes along Frances Avenue and Parkedge Drive and will improve pedestrian infrastructure and provide bicycle parking spaces to promote active transportation. The owner will be responsible for the completion of sidewalk extensions along Frances Avenue and Parkedge Drive as part of a future Site Plan Control application which will improve the connectivity and ease of using pedestrian infrastructure in the neighbourhood.</p> <p>The built form of the proposed development is generally consistent with the character of the surrounding neighbourhood and complements the existing built form, for example through marginally higher buildings that are well-separated from adjacent properties, orientation to adjacent streets, etc.</p> <p>The proposal complies with this policy.</p>
<p>Residential Intensification in the Neighbourhoods Designation</p> <p>Policy B.2.4.2.2</p>	<p>Residential intensification development within the “Neighbourhoods” designation shall consider matters such as, but not limited to, compatibility with adjacent land uses, relationship with nearby buildings and lot patterns, transitions in height/density, provision for amenity space, complement existing neighbourhood functions and infrastructure and transportation capacity and impacts.</p>	<p>The proposal complements the existing planned function of the “Neighbourhoods” designation by intensifying an underutilized lot located along an arterial and local road in proximity to major transit routes. The proposal contributes to the functions of a complete community by providing opportunities for a full range of dwelling types and tenures that are in character with the existing residential neighbourhood, while increasing the supply of housing.</p>

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<p>Residential Intensification in the Neighbourhoods Designation</p> <p>Policy B.2.4.2.2 Continued</p>		<p>No concerns of overlook, shadowing or privacy impacts were identified, and the proposed height and massing are compatible with the existing residential built form as the configuration of the site compliments the existing parcel size, shape and orients the townhouse blocks to the street providing consistent and functional site organization.</p> <p>The proposal complies with this policy.</p>
<p>Urban Design Principles</p> <p>Policy B.3.3.2.3</p>	<p>Urban design should foster a sense of community pride and identity by respecting existing character, promoting quality design consistent with the surrounding environment, streetscapes and recognize the cultural history of the City’s communities by conserving existing built heritage features, protecting prominent views/sites and incorporation of public art into design.</p>	<p>The applicant submitted an Urban Design Brief, prepared by Adesso Design Inc. dated November 14, 2023, in support of this application.</p> <p>Staff are of the opinion that the amended application will provide flexibility and permit an appropriate built form that is compatible with the surrounding context by incorporating adequate transition and for the creation of quality spaces and the public and private realm.</p> <p>In addition, the proposed elevations and façade treatments will be coordinated to emphasize a sense of continuity throughout the development with emphasis on minimizing the perceived mass to provide visual connection. This detailed design will be further addressed through the future Site Plan Control application.</p> <p>The proposal complies with this policy.</p>
<p>Urban Design Principles</p> <p>Policy B.3.3.2.5</p>	<p>Places that are safe, accessible, connected and easy to navigate shall be created by using design applications through providing safe road network design, pedestrian scale lighting and traffic calming techniques.</p>	<p>The design of the proposed development has consideration for each of the required design principles as shown on the Concept Plan by providing walkways between townhouse blocks. Also, throughout the subject property there is focus on pedestrian and bicycle circulation, with the existing streets that define the edges of the site.</p>

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<p>Urban Design Principles</p> <p>Policy B.3.3.2.5 (Continued)</p>		<p>The building entrances have also been oriented toward the existing streets as well as the centre of the site with surface parking areas located at the interior screened from the public realm. A Lighting Plan as well as the extension of the public sidewalks will be required with the future Site Plan Control application.</p> <p>The proposal complies with this policy.</p>
<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 noise study titled “560 Grays Road”, prepared by RWDI dated October 2, 2023, was reviewed by staff.</p> <p>Due to the predicted noise levels identified in the report from the Queen Elizabeth Way, mitigation measures as well as warning clauses will be required to ensure noise attenuation can be achieved through building design material. Further review and detailed design of building materials will be addressed through a future Site Plan Control application stage.</p>
<p>Neighbourhoods Designation</p> <p>Policies E.3.2.1 and E.3.2.3</p>	<p>Areas designated “Neighbourhoods” shall function as complete communities, including the full range of residential dwelling types and densities as well as supporting uses intended to serve the local residents.</p> <p>The following uses shall be permitted on lands designated “Neighbourhoods” on Schedule E-1 – Urban Land Use Designations:</p> <p>a) Residential dwellings, including second dwelling units and housing with supports;</p>	<p>The proposal contributes to the functions of a complete community by providing opportunities for a full range of dwelling types and tenures that is in character with the existing residential neighbourhood, while increasing the supply of housing in proximity to transit routes and community facilities to serve local residents.</p> <p>The proposal complies with these policies.</p>

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<p>Neighbourhoods – Scale and Design</p> <p>Policy E.3.2.4</p>	<p>“Neighbourhoods” designated areas are to maintain the existing character and intensification within these areas shall enhance and be compatible with the scale and character of the existing residential neighbourhood in accordance with Section B.2.4 – Residential Intensification and other applicable policies of the Official Plan.</p>	<p>The proposal contributes to a complete community by providing opportunities for a full range of dwelling types, tenures and densities that are in character with the surrounding land uses comprised of low density residential. The proposal provides a compact built form with intended benefits to future residents by being in proximity to amenities, transit routes and public open spaces. Staff note that while there is no existing transit route in the vicinity, Transit staff have advised that as part of the City’s (re)envisioned transit network design there will be transit service to the north side of the Queen Elizabeth Way between Grays Road and Green Road. The future transit service proposes an eastbound transit stop on Frances Avenue just west of Parkedge Drive.</p> <p>To foster a complete community, the proposal orients the dwellings to the street, facilitating an efficient use of land and activating the street edge representing enhanced architectural variation in the neighbourhood that is compatible with existing residential uses. The addition of the proposed use to a neighbourhood with predominantly single detached dwellings will contribute to achieving complete communities with appropriate and compatible intensification.</p> <p>The proposal complies with this policy.</p>
<p>Medium Density Residential – Function and Scale</p> <p>Policy: E.3.5.1, E.3.5.5 and E.3.5.8</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 proposed development includes four blocks of multiple dwellings located on the periphery of the neighbourhood of which the subject land has frontage on all four sides of the subject land. The frontages being Grays Road, France Avenue and Parkedge Drive are identified as collector roads and North Service Road is identified as a minor arterial road on Schedule C – Functional Road Classification. It is noted that Grays Road is identified as a Minor Arterial at the southern limit of the subject land. The subject land will be accessed from Parkedge Drive.</p>

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<p>Medium Density Residential – Function and Scale</p> <p>Policy: E.3.5.1, E.3.5.5 and E.3.5.8 (Continued)</p>	<p>For medium density residential uses, the maximum height shall be six storeys.</p>	<p>Staff note that the proposed development will have direct access to a collector road and no low density residential dwellings directly abutting this access point from Parkedge Drive.</p> <p>Furthermore, existing intersection control, the provision of pedestrian walking facilities and on-street cycling facilities will be further reviewed at the Site Plan Control stage.</p> <p>The proposed development is located within a safe and convenient walking distance of a number of features to support the proposed density including access to Confederation Park and the Waterfront Trail and being in proximity to the Confederation GO Station (under construction). The proposed increase in density will support ridership of the GO Transit system.</p> <p>The proposed development functions as an appropriate transition between the Queen Elizabeth Way and North Service Road and the low density neighbourhood to the north. The medium density land use is located at the periphery of the neighbourhood, and the proposal has demonstrated appropriate transition in height (maximum of 15 metres), oriented buildings to animate the streetscape and designed with the use of horizontal elements to emphasize human scale and create relationship between the massing of the building and the existing built form. Furthermore, the site has also been designed to minimize vehicle conflict by locating the access on Parkedge Drive.</p> <p>The proposal complies with these policies.</p>