

SUMMARY OF POLICY REVIEW

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

Urban Hamilton Official Plan (Official Plan Amendment 167)		
Theme and Policy	Summary of Policy or Issue	Staff Response
<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 subject lands are located within the built-up area.</p> <p>Therefore, the proposal complies with this policy.</p>
<p>Residential Intensification Criteria</p> <p>Policies: B.2.4.1.4 and B.2.4.2.2</p>	<p>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> <p>Residential intensification in the "Neighbourhoods" designation shall be evaluated on matters listed in B.2.4.1.4, compatibility with adjacent land uses, relationship with nearby residential buildings, transition to adjacent residential buildings, relationship with lot patterns within the neighbourhood, provision of amenity space, ability to respect and maintain the streetscape, ability to complement the existing functions of the neighbourhood, conservation of cultural heritage resources, and infrastructure and transportation capacity.</p>	<p>The proposed development represents a compatible form of infill. It will contribute to the range of dwelling types and the planned urban structure. It will support existing transit routes, public facilities, and active transportation as existing bicycle lanes are located adjacent to the subject lands.</p> <p>St. Joachim Elementary School, Optimist Park, and Amberly Park are located in the neighbourhood west of the site. Commercial uses are located along Wilson Street West approximately 850 metres north of the site. Hamilton Street Railway operated bus route 16 and bicycle lanes are located on Fiddler’s Green Road.</p> <p>The proposed development is designed with consideration to the surrounding land uses and is considered compatible. The predominant built form along Fiddler’s Green Road consists of single detached dwellings. The height and massing of the proposed development is consistent with these surroundings.</p> <p>Further design details, such as landscaping, will be addressed through the future Site Plan Control stage.</p> <p>Therefore, the proposal complies with these policies.</p>

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<p>Urban Design Policies - General Polices and Principles</p> <p>Policies: 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; and, • Creating places that are safe, accessible, connected, and easy to navigate. 	<p>A Planning Justification Report, prepared by GSP Group dated October 2022, was submitted in support of the development. Staff analysis found that the proposed development is integrated with the surrounding community. The predominant built form along Fiddler’s Green Road consists of single detached dwellings and the height and massing of the proposed development is compatible with these surroundings. An internal driveway provides automobile access to the proposed dwellings.</p> <p>Therefore, the proposal complies with these policies.</p>
<p>Tree Management</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>A Vegetation Management Plan, prepared by Adesso Design Inc. dated December 8, 2023, was submitted in support of the development. A total of 57 trees have been inventoried, including 16 within a hedgerow, and 25 trees, including 16 within a hedgerow, are proposed to be removed. Of these trees, 17 were found to be in “poor” condition and one in “dead” condition. The Vegetation Management Plan has been approved by Natural Heritage staff.</p> <p>Of the 25 trees proposed to be removed, 19 (16 Cedar, two Paper Birch, and one Manitoba Maple) will be removed to accommodate the internal roadway, two (one Paper Birch and one White Mulberry) will be removed to accommodate grading, one Paper Birch will be removed to accommodate a swale, one White Pine will be removed to accommodate parking, one Choke Cherry will be removed to accommodate a retaining wall, and one Eastern White Cedar will be removed as it was determined to be in “dead” condition.</p> <p>To ensure existing tree cover is maintained, a ratio of one to one compensation is required for any tree (10 cm DBH or greater) that is proposed to be removed.</p>

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<p>Tree Management</p> <p>Policy: C.2.11.1 (Continued)</p>		<p>A Landscape Plan will be required to confirm compensation tree plantings and cash-in-lieu requirements. A Verification of Tree Protection Letter to confirm that all tree protection fencing has been installed will be required. These items are addressed through Draft Plan of Condominium (Vacant Land) Condition Nos. 11 and 12 of Appendix “D” attached to Report PED24154.</p> <p>Therefore, the proposal complies with this policy.</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>Staff determined that the proposed development did not constitute a major Zoning By-law Amendment, as a result, a Transportation Impact Study was not required to be submitted in support of the development.</p> <p>Therefore, the proposal complies with this policy.</p>
<p>Infrastructure</p> <p>Policies: 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.</p> <p>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>A Preliminary Servicing Report prepared by Urbex Engineering Limited dated July 2022 and a Stormwater Management Report prepared by Lamarre Consulting Group Inc. dated July 2022, were submitted in support of the development. Development Engineering staff are in agreement with the findings in the report and do not have any objections to the approval of the application.</p> <p>The requirement for costs associated with urbanization of Fiddler’s Green Road and review and approval of grading, servicing, and drainage plans have been addressed as Condition Nos. 7, 9 and 10 of Appendix “D” attached to Report PED24154.</p> <p>Therefore, the proposal complies with these policies.</p>

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Archaeology Policy: B.3.4.4.3	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>The subject property meets three of the 10 criteria used by the City of Hamilton and the Ministry of Citizenship and Multiculturalism for determining archaeological potential. The applicant prepared an archaeological assessment which examined the archaeological potential of the site. The Province acknowledged the report in a letter dated November 13, 2012. Staff are of the opinion that the municipal interest in the archaeology of this site has been satisfied.</p> <p>Therefore, the proposal complies with this policy.</p>
Noise Policy: 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.	<p>The subject lands front onto Fiddler’s Green Road, which is identified as a minor arterial road on Schedule C - Functional Road Classification.</p> <p>A Noise Impact Study prepared by dBA Acoustical Consultants Inc. dated April 2024, was submitted in support of the development. The report identified the following mitigation requirements with respect to road noise from Fiddler’s Green Road:</p> <ul style="list-style-type: none"> • Warning clauses inserted into all Offers and Agreements of Purchase and Sale or Lease for residential units adjacent to Fiddler’s Green Road; • Provisions for central air conditioning for units adjacent to Fiddler’s Green Road; • Appropriate window, exterior wall, and patio door configuration; and, • Qualified Acoustical Consultant certifying that the required noise control measures have been incorporated into the builder’s plans prior to issuance of a building permit. <p>The warning clauses have been addressed as Condition No. 14 of Appendix “D” attached to Report PED24154.</p> <p>Therefore, the proposal complies with this policy.</p>

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<p>Neighbourhoods Designation – Function</p> <p>Policy: E.3.2.1</p>	<p>Areas designated “Neighbourhoods” shall include a full range of residential dwelling types and densities.</p>	<p>The proposed single detached dwellings intensify the residential use of the subject lands and contribute to a range of tenures available in the area.</p> <p>Therefore, the proposal complies with this policy.</p>
<p>Low Density Residential – Function</p> <p>Policies: E.3.4.1 - E.3.4.3</p>	<p>The preferred location for low density residential uses is within the interior of neighbourhoods.</p> <p>Low density residential areas are characterized by lower profile, grade oriented built forms that generally have direct access to each unit at grade.</p> <p>Uses permitted in low density residential areas shall include single detached, semi-detached, duplex, triplex, fourplex, and street townhouse dwellings.</p>	<p>The proposed development includes six single detached dwellings located on Fiddler’s Green Road, which is identified as a minor arterial road on Schedule C - Functional Road Classification.</p> <p>The proposed development is located within a low density residential neighbourhood generally consisting of ground oriented built forms with direct access at grade.</p> <p>Therefore, the proposal complies with these policies.</p>
<p>Low Density Residential – Design</p> <p>Policy: E.3.4.6</p>	<p>Development in areas dominated by low density residential uses shall be designed in accordance with the following criteria:</p> <ul style="list-style-type: none"> • Direct access from lots adjacent to minor arterial roads shall be discouraged; and, • A mix of lot widths and sizes compatible with streetscape character; and a mix of dwelling unit types and sizes compatible in exterior design, including character, scale, appearance, and design features; shall be encouraged. 	<p>The proposed development includes six single detached dwellings located on Fiddler’s Green Road, which is identified as a minor arterial road on Schedule C - Functional Road Classification. The six single detached dwellings front onto a condominium roadway and do not have direct access onto Fiddler’s Green Road.</p> <p>The proposed development is compatible in character, scale, appearance, and design with the surrounding development.</p> <p>Therefore, the proposal complies with this policy.</p>