

SUMMARY OF POLICY REVIEW

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

Provincial Policy Statement (2020)		
Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Management of Land Use, Settlement Area, Housing, Transportation Systems, Long-Term Economic Prosperity</p> <p>Policies: 1.1.1, 1.1.3.1, 1.1.3.2, 1.1.3.3, 1.4.1, 1.6.7.4, and 1.7.1</p>	<p>Settlement Areas are intended to be the focus of growth and development. Within Settlement Areas, land use patterns shall efficiently use land, infrastructure and public service facilities, and be transit supportive. Healthy, liveable, and safe communities are, in part, sustained by accommodating a range and mix of residential types and promoting the integration of land use planning, transit supportive development, and by encouraging sense of place through promoting well designed built form.</p>	<p>The proposed development supports the development of healthy, liveable, and safe communities. The subject site is within a “Community Node” as identified on Schedule E – Urban Structure of the Urban Hamilton Official Plan, which is intended to develop as a mixed-use area.</p> <p>Hamilton Street Railway operated bus routes 11, 21 and 43 are in proximity and the Heritage Greene Bus Terminal is less than 200 metres south of the subject site. The Eramosa Karst Conservation Area is located approximately 800 metres to the south and the site is in proximity to commercial uses.</p> <p>The proposed development consists of 232 dwelling units with ground floor commercial space within a nine storey building and 246 parking spaces. The proposed development will provide a greater range of housing types and achieve the planned urban structure. The increased density will support the use of existing and planned transit and commercial uses and it will also support active transportation as bicycle lanes exist along Stone Church Road East, Paramount Drive, and Winterberry Drive which are in proximity to the site.</p> <p>The proposal is consistent with these policies.</p>

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended)		
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<p>Managing Growth</p> <p>Policies: 2.2.1.2 and 2.2.1.4</p>	<p>The vast majority of growth is intended to occur within the Settlement Areas and specifically within strategic growth areas.</p> <p>Growth will support the achievement of complete communities that feature, among other things, a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options and public service facilities, and that provides a more compact built form and vibrant public realm.</p>	<p>The subject site is within the delineated built-up area which is where growth and intensification are focused.</p> <p>The proposed development supports the achievement of complete communities. It provides a mix of housing options, expands access to transportation options and public service facilities, and provides a more compact built form and a vibrant public realm.</p> <p>The proposal conforms to these policies.</p>
Urban Hamilton Official Plan		
<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 Tree Management Plan, prepared by Arcadis dated January 12, 2024, was submitted in support of the development. A total of 57 individual trees were inventoried and 50 are proposed to be removed. The trees proposed for removal conflict with the mixed-use building, underground parking garage, proposed sidewalk, and existing overhead wires. Permits for municipal tree removal will be required. To ensure existing tree cover is maintained, 1 for 1 compensation is required for any tree (10 cm DBH or greater) that is proposed to be removed.</p> <p>A Landscape Plan, prepared by Arcadis Studio Inc., dated January 12, 2024, was submitted in support of the development, and shows 28 tree plantings proposed. The Tree Protection Plan has not yet been approved. The decision to retain trees is to be based on condition, aesthetics, age, and species. 45 of the trees proposed to be removed are in “good” or “fair” condition. This matter, along with the implementation of tree protection measures, will be addressed at the Site Plan Control stage.</p>

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<p>Transportation 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>A Transportation Impact Study, prepared by Paradigm Transportation Solutions Limited, dated November 2022, has been submitted and Transportation Planning approves the study and supports the proposed development, subject to right of way dedications, the underground ramp certified by a licensed architect or engineer, and turning plans for large vehicles. These matters will be addressed at the future Site Plan Control stage.</p> <p>The proposal complies with this policy.</p>
<p>Infrastructure 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>A Functional Servicing and Stormwater Management Report, prepared by Walter Fedy, dated November 2022 and revised January 2024, has identified that sanitary sewer upgrades are required to support this development. Development Engineering recommends that a Holding Provision be provided to ensure downstream sanitary sewer upgrades are completed to accommodate the proposed development.</p> <p>The proposed development complies with this policy subject to the proposed Holding Provision.</p>
<p>Archaeology 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 under the <i>Planning Act</i>, R.S.O., 1990 c. P.13.</p>	<p>The subject property is located within 250 metres of known archaeological sites and along historic transportation routes. These are two of the ten criteria used by the City of Hamilton and Ministry of Citizenship and Multiculturalism for determining archaeological potential. The applicant prepared a Stage 1 and 2 archaeological assessment (P038-1187-2022) which examined the archaeological potential of the site to the satisfaction of the Ministry. Staff received a copy of the letter from the Ministry dated February 13, 2023, confirming that archaeological matters have been addressed.</p>

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Archaeology Policy B.3.4.4.3 (Continued)		<p>Staff are of the opinion that the municipal interest in the archaeological potential of this site has been satisfied.</p> <p>The proposal complies with this policy.</p>
Noise Policy: B.3.6.3.1	<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 proposed development is located south of Lincoln M. Alexander Parkway and north of Stone Church Road East, the former is classified as a parkway and the latter a minor arterial on Schedule C – Functional Road Classification in the Urban Hamilton Official Plan. There are also several Stationary Noise sources west of the lands.</p> <p>A Noise Impact Assessment, prepared by Cambium Inc. dated November 4, 2022, was submitted. The assessment found that the potential for noise impacts from road traffic is significant while noise from stationary noise sources is below Ministry of the Environment, Conservation, and Parks regulatory limits. The report recommends mitigation measures to address the impact from traffic noise, including requiring air conditioning for any unit on the north side of the building, and the east and west facades must be designed to allow future possible air conditioning. For the south building façade, the Ontario Building Code construction regulation is sufficient for noise mitigation and for the rooftop amenity area a 2.0 metre tall parapet is required. Warning clauses must also be registered on title and in rental agreements. These measures will be addressed through the future Draft Plan of Condominium, Site Plan Control and Building Permit stages.</p> <p>The proposal complies with this policy.</p>

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<p>Residential Intensification</p> <p>Policy B.2.4.1.4</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, and transit, availability of public community facilities/services, ability to retain natural attributes of the site, and compliance with all other applicable policies.</p>	<p>The proposed development represents a compatible form of infill within the neighbourhood. It will provide a greater range of housing types and achieve the planned urban structure. The residential intensification can be supported as the proposed development is located within a safe and convenient distance of several amenities.</p> <p>The development is proposed to include 64 studio units, 60 one bedroom units, 14 one bedroom plus den units, 90 two bedroom units and four, two bedroom plus den units.</p> <p>The development proposes to include sustainability measures to reduce energy use, carbon generation, and water use including increased airtightness, reduced cold joints, high efficiency electrical, mechanical equipment, high efficiency appliances, light-coloured roofing material, LED lighting, local construction materials, durable building materials, low flow fixtures, and native landscape elements.</p> <p>The proposal is less than 300 metres from the Heritage Greene Bus Terminal and within walking distance to transit stops for various Hamilton Street Railway bus routes. Additional long term and short term parking for bicycles is proposed and will contribute to active transportation.</p> <p>The proposal complies with these policies.</p>

West Mountain Area (Heritage Green) Secondary Plan		
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<p>General Policies</p> <p>Policy: B.7.6.1.1</p>	<p>Residential development shall be permitted only when full urban services are available.</p>	<p>Water and stormwater service is available for the subject lands. To facilitate the proposal sanitary service will be required to be upgraded. A Holding Provision would be placed on the lands to ensure the upgrade occurs.</p> <p>The proposal complies with this policy.</p>
<p>Area Specific Policy – Area A</p> <p>Policy B.7.6.9.1</p>	<p>The West Mountain Core Area is located in the southeast corner of the intersection of the Red Hill Valley Expressway and Mud Street and is designated Site Specific Policy – Area A shown on Map B.7.6-1 - West Mountain Area (Heritage Green) - Land Use Plan.</p> <p>The West Mountain Core Area consists of five blocks designated A-1, A-2, A-3, A-4 and A-5 on Map B.7.6-1 - West Mountain Area (Heritage Green) - Land Use Plan. The West Mountain Core Area shall serve as the commercial centre of the surrounding community and shall be a destination place. Notwithstanding Section E.4.6 – Mixed Use Medium Area of Volume 1, policies B.7.6.8.1 through B.7.6.8.16, inclusive, shall apply to the West Mountain Core Area.</p>	<p>The subject lands are designated “Mixed Use - Medium Density” in the West Mountain Core Area and are further identified as Block A-3.</p> <p>Policy B.7.6.9.1 overrides Section E.4.6 policies for “Mixed Use - Medium Density” that are found in Volume 1 of the Urban Hamilton Official Plan. As such, the proposal had been evaluated against the commercial, residential, and urban design policies of the West Mountain Core Area.</p> <p>The proposal complies with this policy.</p>
<p>Development Principles</p> <p>Policy: B.7.6.9.2</p>	<p>The West Mountain Core Area is the focus for higher order land uses for the surrounding community and shall evolve as an urban centre with built forms that are pedestrian friendly and transit supportive. The following development principles shall apply throughout the West Mountain Core Area:</p>	<p>The proposal provides a mixed-use building at a density of 460 units per net hectare. The commercial component of the building runs parallel to Upper Mount Albion Road and contributes to creating a pedestrian friendly environment and provides a ‘central street’ design.</p> <p>The proposed mixed-use building is nine storeys which complies with the direction for built form for housing within the West Mountain Core Area.</p>

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<p>Development Principles</p> <p>Policy: B.7.6.9.2 (Continued)</p>	<p>a) Development will include high-density residential, commercial, and public spaces, promoting pedestrian activity and transit;</p> <p>b) The area will focus on community identity, pedestrian-friendly design, and high-quality urban design;</p> <p>c) It will have mixed commercial activities and medium-density housing, including low-rise and mid-rise buildings;</p> <p>d) There will be high connectivity with pedestrian/bicycle linkages, a transit node, and a storm water pond; and,</p> <p>e) Development will support transit with a central node connecting to the larger city.</p>	<p>The lands would be linked by municipal sidewalks to the nearby commercial uses and to the Heritage Greene Bus Terminal. The proposal being 460 units per net hectare and less than 300 metres from the Heritage Greene Bus Terminal and various Hamilton Street Railway bus route stops, would be transit supportive.</p> <p>The proposal complies with these policies.</p>
<p>General Land Use Policies</p> <p>Policies: B.7.6.9.3 a) and c)</p>	<p>a) The development of the West Mountain Core Area shall include a wide variety of commercial and residential uses.</p> <p>c) Medium density residential development shall be concentrated north of Artfrank Drive.</p>	<p>The proposal is a mixed-use building including commercial and residential uses and is a medium density built form that is north of Artfrank Drive.</p> <p>The proposal complies with this policy.</p>
<p>Commercial Policies</p> <p>Policies B.7.6.9.4 a) and e)</p>	<p>West Mountain Core Area shall serve as the commercial centre of the surrounding community with a variety of commercial uses including large format retail stores and retail and service/commercial uses, including restaurants, personal services, entertainment and office uses.</p> <p>All commercial development fronting both sides of Upper Mount Albion Road and adjacent to Artfrank Drive in the vicinity of the transit node shall be built close to the street edge to foster and enhance a ‘central street’ image and shall be guided by the Urban Design policies in this Secondary Plan.</p>	<p>The proposed Zoning By-law Amendment permits retail, restaurants, retail, personal services, and office uses on the ground floor.</p> <p>The proposed building will be setback 3 metres from the shared streetline / property line. The purpose of providing a building close to the streetline is to enhance the pedestrian realm.</p> <p>The proposal complies with these policies.</p>

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<p>Residential Policies</p> <p>Policies B.7.6.9.5 a) and b) iii)</p>	<p>Residential uses in the West Mountain Core Area shall contribute to the development of a vibrant commercial area and foster increased public transit ridership. A range of housing types and tenure shall be encouraged at medium densities not exceeding nine storeys and approximately 50-99 units per net hectare. All residential development shall be located north of Artfrank Drive, between Upper Mount Albion Road and Winterberry Drive.</p> <p>The following policies shall apply to Block A-3:</p> <p>Mid-rise apartments shall be located on the east side of Upper Mount Albion Road, north of Artfrank Drive and the transit node. Heights shall range from 3 to 9 storeys.</p>	<p>The proposal is for a nine storey mixed use building with 232 dwelling units and 337 square metres of ground floor commercial use, which results in a density of 460 units per net hectare.</p> <p>An amendment to the West Mountain Area (Heritage Green) Secondary Plan is required as Policy B.7.6.2.3 requires density to be approximately 50 to 99 units per net hectare, whereas a density of 460 units per net hectare is proposed. Staff note that OPA 165 removed density requirements from Volume 1 of the Urban Hamilton Official Plan and density requirements in Volume 2 are being removed/updated in a future Official Plan Amendment.</p> <p>Staff are supportive of the increased density with a Holding Provision included to ensure the sanitary system is upgraded. The increased density will contribute to housing supply, as well as multi-unit housing and will be transit supportive and support active transportation.</p> <p>The proposal complies with these policies.</p> <p>The proposal is for a 9 storey building which complies with the Residential Policies of the West Mountain Core Area and will provide an appropriate transition in height from neighbouring lands to the east. A range of dwelling unit sizes are proposed, and the development is north of Artfrank Drive, between Upper Mount Albion Road and Winterberry Drive. The development would be transit supportive and support active transportation.</p> <p>The proposal complies with these policies subject to approval of the proposed Official Plan Amendment.</p>

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<p>Infrastructure and Transportation Policies</p> <p>Policy B.7.6.9.6 a)</p>	<p>All storm water runoff from the West Mountain Cores Area shall be directed to a storm water management pond located at the south-west corner of Mud Street and Winterberry Drive, identified on Map B.7.6-1 - West Mountain Area (Heritage Green) - Land Use Plan.</p>	<p>The proposal directs stormwater to a nearby stormwater management pond northeast of the subject lands. It may require onsite quality and quantity control in addition to the existing pond.</p> <p>The proposal complies with this policy.</p>
<p>Urban Design Policies</p> <p>Policy B.7.6.9.7</p>	<p>The West Mountain Core Area shall be developed in accordance with the urban design principles and policies found in Policies B.7.6.8.8 through B.7.6.8.16, inclusive. The urban design principles and policies provide the basis for urban design guidelines provided in the West Mountain Core Area Urban Design Guidelines adopted by City Council. The West Mountain Core Area Urban Design Guidelines shall be read in conjunction with the Site Plan Guidelines.</p>	<p>An Urban Design Brief, prepared by Arcadis, dated November 2022, was submitted and the brief demonstrates that the proposal meets the core urban design principles of the West Mountain Core area such as directing development to create a ‘central street’ image along Upper Mount Albion Road. The proposal will incorporate landscaping to minimize visual impacts of parking and loading zones and the development will contribute to a pedestrian network linked with the Heritage Greene Bus Terminal through municipal and private walkways.</p> <p>The proposal complies with this policy.</p>
<p>Urban Design Principles</p> <p>Policy B.7.6.9.7</p>	<p>The West Mountain Core Area shall be developed in accordance with the following urban design principles:</p> <ul style="list-style-type: none"> • Urban form that is compatible with the adjacent residential neighbourhood. • A ‘central street’ and pedestrian-friendly environment. • Landscape areas that act as screens and buffers. • A pedestrian system that links all buildings to a central street and transit node. 	<p>The built form of the proposed development is compatible with the adjacent residential neighbourhood to the east where Site Plan Control application DA-18-066 has been approved for development of seven, eight, and twelve storey buildings, and three storey townhouses.</p> <p>The proposed development is designed for a pedestrian friendly environment through glazed façades, series of entrances, landscaping, and building detailing and contributes to supporting Upper Mount Albion Road as a central street.</p> <p>The Landscape Plan prepared by IBI Group, dated August 24, 2023, proposes coniferous trees along the north and south side property boundary, which will help screen the driveway and internal surface parking area.</p>

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<p>Urban Design Principles</p> <p>Policy B.7.6.9.7 (Continued)</p>		<p>The proposal shows four walkways, that connect directly with the proposed municipal sidewalk from the commercial component of the building.</p> <p>The proposal complies with this policy.</p>
<p>Built Form</p> <p>Policy B.7.6.9.10 a)</p>	<p>Buildings shall be sited and designed to enhance the public nature of streets, open spaces and pedestrian routes by:</p> <ul style="list-style-type: none"> • Locating close to the street line; • Creating a pleasant and attractive pedestrian experience; • Providing commercial entrances at grade, easily accessible from the public sidewalk; • Creating a streetscape scaled to the pedestrian; and, • Providing design features such as varied roof lines, building fenestration and canopies. • Principal building façades/entrances shall be oriented towards the street or to exterior spaces adjacent to/visible from the street; • The main entrance of buildings shall be emphasized in the design of buildings; • Canopies and other treatments are encouraged; • Long walls along streets or pedestrian routes shall be broken up using bays and/or projections; • The ground floor coverage of buildings should be maximized; • Roof-top mechanical equipment shall be enclosed or screened; and, • All buildings on a street shall be designed with windows and signage facing the street. 	<p>A Site Plan, prepared by Jonathan Weizel Architect, dated January 3, 2024, was submitted and this site plan shows the building is located close to the street with a 3.0 metre setback, and the building steps back 2.0 metres on the second level from the base which contributes towards improving the pedestrian focus street realm.</p> <p>Commercial entrances are proposed at grade and are made accessible from the proposed public sidewalk. The implementing by-law ensures that there will be one principal entrance for each commercial use.</p> <p>An Urban Design Brief, prepared by Arcadis, dated November 2022, was submitted and the brief indicates that the proposed development with low-level trees, quality paving and materials will contribute to a vibrant pedestrian realm. The first two storeys, which represent the building base are clad in masonry, defining the pedestrian scale and has ground floor commercial uses which will contribute to the pedestrian experience of the streetscape. The proposed development is designed to increase interaction of the ground floor and the street through glazed façades, series of entrances, landscaping, building detailing and a canopy that extends along length of the building.</p> <p>The proposal provides underground parking thereby maximizing the ground floor coverage of the building and the proposal provides enclosed mechanical rooms on its rooftop.</p>

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<p>Built Form</p> <p>Policy B.7.6.9.10 a) (Continued)</p>	<ul style="list-style-type: none"> • Buildings are to be parallel to the public street; • On-site parking shall be in consolidated parking areas to the side or rear of buildings; • Facades addressing a parking lot shall be finished with material/architectural features consistent with the principal facade and shall incorporate elements/landscaping to screen service lanes and loading zones from view. 	<p>Further design details, such as landscaping, building material and lighting will be addressed through the future Site Plan Control stage.</p> <p>The proposal complies with this policy.</p>
<p>Built Form</p> <p>Policy B.7.6.9.10 c)</p>	<p>Buildings on Blocks A-1, A-2, A-3, and A-4 shall provide an enhanced and distinctive visual experience along street frontages and the following policies shall apply:</p> <ul style="list-style-type: none"> • Buildings shall be placed so the tallest buildings are interior to the planned development at the north-east corner of Upper Mount Albion Road and Artfrank Drive. Buildings shall be incrementally reduced in height towards Winterberry and Paramount Drive. • On Blocks A-1, A-2 and A-3, the range and mix of building types shall provide for a varied articulation of building heights within each residential block length. 	<p>The proposal is for a building within Block A-3 of the West Mountain Core Area. The building is placed close to the street with multiple pathways from a municipal sidewalk providing a pedestrian friendly environment.</p> <p>The building would be located generally in the north-east corner of Upper Mount Albion Road and Artfrank Drive, where the taller buildings are encouraged. The building is not adjacent to Winterberry Drive or Paramount Drive where the lower building heights are preferred.</p> <p>The proposal complies with this policy.</p>
<p>Setbacks and Building Frontage</p> <p>Policies B.7.6.9.11 a) i), b), d) and g)</p>	<p>Minimum and maximum setbacks shall be set out in the Zoning by-law according to the following policies:</p> <p>Buildings on Upper Mount Albion Road ('Central Street') shall be located as close to the street line as possible to provide a well defined and pedestrian-friendly street.</p>	<p>The building is proposed to be setback 3.0 metres from the street line. The Mixed Use Medium Density (C5) Zone permits between 3.0 and 4.5 metres for building setbacks from the street line. The proposal brings the building as close to the street as permitted by the parent zone.</p> <p>Upon approval of the proposed Official Plan Amendment, the subject lands will be located within Block A-3-1, which is an extension of Block A-3 to recognize a higher permitted density.</p>

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<p>Setbacks and Building Frontage</p> <p>Policies B.7.6.9.11 a) i), b), d) and g) (Continued)</p>	<p>On Blocks A-1, A-2, and A-3, planted and constructed elements in the setback, such as low hedges, trees, masonry and decorative metal fences and gates, provide a transition from the public sidewalk to the building face and shall be provided.</p> <p>To create the spatial definition and a sense of enclosure that encourages a pedestrian-oriented street, the Zoning by-law regulations shall set out the minimum length of building that shall be required to be located at the build to lines along the public street on the ‘Central Street’ and Artfrank Drive.</p> <p>Buildings shall be designed to incorporate varied rooflines, canopies, decorative architectural details and/or projecting bays. Large blank walls and continuous rows of monotonous and repetitive façades shall not be permitted.</p>	<p>A landscape plan prepared by IBI Group, dated August 24, 2023, shows that shrubs, ornamental grasses, and a concrete paver walkway will be provided along the frontage of the property providing an appropriate transition from the public sidewalk to the commercial frontage of the building.</p> <p>With regards to minimum length of a building, the proposal is meeting the Mixed Use Medium Density (C5) Zone which requires the building be a minimum of 40% of its front lot line. The proposal is approximately 69% of the front lot line.</p> <p>Therefore, the proposal complies with the setbacks and building frontage policies of the Secondary Plan.</p>
<p>Pedestrian Realm</p> <p>Policy B.7.6.9.12</p>	<ul style="list-style-type: none"> • Private sidewalks and linkages shall be designed as a condition of Site Plan Approval; • Pedestrian walkways within parking lots that connect pedestrians from parking areas to building entrances shall be provided; • Pedestrian weather protection systems including awnings, canopies, colonnades, or front porches, shall be provided; and, • Buildings shall be designed with the primary windows and signage facing onto the street. • Barrier free design of buildings, streets and publicly accessible exterior spaces shall be implemented. 	<p>The proposal shows several pedestrian linkages from the building to the sidewalk. The concept plan and elevations show a canopy provided along the frontage of the building. The primary windows and signage of the commercial component of the building face along Upper Mount Albion Road.</p> <p>Pedestrian connectivity using pathways and sidewalks will be further reviewed at the future Site Plan Control stage.</p> <p>The proposal complies with this policy.</p>

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Pedestrian Realm Policy B.7.6.9.12 (Continued)	<ul style="list-style-type: none"> • Parking areas, servicing lanes, utility and mechanical equipment and drop off and loading zones shall be designed and located in a manner that has minimal physical impact on public sidewalks. 	
Landscape Areas and Buffers Policy B.7.6.9.13	<ul style="list-style-type: none"> • Landscape areas shall be provided between commercial development and existing residential uses along Upper Mount Albion Road; • Landscaped islands shall be provided throughout parking lots to identify, reinforce and connect pedestrian routes, separate roads from parking areas, define edges, and to visually break down large parking areas into smaller quadrants; and, • The zoning by-law regulation shall identify a minimum landscaped area as a percentage of the overall property area. 	<p>The proposal is for a mixed-use development. Street trees will be provided along Upper Mount Albion Road and shrubs and ornamental grasses are proposed along the frontage of the proposed development.</p> <p>The proposal provides landscaped islands internal to the site, and the amending Zoning By-law, attached as Appendix “C” to Report PED24041, provides a minimum landscaped area of 35% (the parent Mixed Use Medium Density (C5) Zone does not have a minimum for landscaped area).</p> <p>A Landscape Plan will be required and further reviewed at the future Site Plan Control stage.</p> <p>The proposal complies with this policy.</p>
Parking Entrances, Loading Zones, and Service Lanes Policy B.7.6.9.14	<ul style="list-style-type: none"> • The location of parking entrances, loading zones and service lanes shall reinforce streets as primary public spaces; • Parking entrances, loading zones and service lanes shall have the least possible impact on the streetscape; • Vehicular access to parking areas shall be restricted to common entrances and shall be designed to minimize crossing of pedestrian routes, sidewalks and trails; and, • All loading zones and service lanes shall be screened and landscaped. 	<p>The proposal provides underground parking and a small surface parking area behind the commercial component of the building, which reinforces the pedestrian friendly design.</p> <p>The access to the site is proposed via a one way driveway that supports minimized interactions of vehicular and pedestrian traffic.</p> <p>The loading spaces are provided behind the commercial component of the building and are shared between the two residential portions of the mixed-use building.</p>

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<p>Parking Entrances, Loading Zones, and Service Lanes</p> <p>Policy B.7.6.9.14 (Continued)</p>	<ul style="list-style-type: none"> • Loading zones and service lanes shall be located to avoid conflict with pedestrian and vehicular traffic; and, • Wherever possible on-site loading zones and service lanes shall be consolidated and shared. 	<p>The loading spaces will be screened by coniferous and deciduous trees. Parking, entrances, and loading will be further reviewed at the future Site Plan Control stage.</p> <p>The proposal complies with this policy.</p>
<p>Vehicular Access</p> <p>Policy B.7.6.9.15</p>	<ul style="list-style-type: none"> • The number and location of vehicular access points shall be limited so as to minimize disruption to traffic flow and to minimize the impact on local streets; and, • Shared access points shall be encouraged to reduce the number of curb cuts and facilitate pedestrian movement. 	<p>The vehicular access to the site is limited to one entrance and one exit through a one way driveway to minimize disruption to traffic flow.</p> <p>Although the U-shaped driveway will not minimize curb cuts, as a one way driveway it helps facilitate movement for pedestrians and motorists. Vehicular access will be further reviewed at the future Site Plan Control stage.</p> <p>The proposal complies with this policy.</p>
<p>Signage and Lighting</p> <p>Policy B.7.6.9.16</p>	<ul style="list-style-type: none"> • Signage shall be designed in a manner integral to the building design in terms of size, form, material and colour; • Way finding signage shall be implemented along major vehicular and pedestrian routes; • Signage along all pedestrian routes, the central street and Artfrank Drive shall be provided at pedestrian scale; and, • Lighting on the ‘central street’, Artfrank Drive and other pedestrian routes shall be pedestrian scale. 	<p>Lighting and signage will be further reviewed at the future Site Plan Control stage.</p>