

SUMMARY OF POLICY REVIEW

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

<b>Provincial Planning Statement (2024)</b>		
<b>Theme and Policy</b>	<b>Summary of Policy or Issue</b>	<b>Staff Response</b>
<p><b>Management of Land Use, Settlement Area, Housing, Transportation Systems, Long-Term Economic Prosperity</b></p> <p>Policies: 2.2.1 c), d), 2.3.1.1, 2.3.1.2, 2.3.1.3, and 2.4.3</p>	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation as well as requiring transit-supportive development and prioritizing intensification.</p> <p>Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas. Land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure and public service facilities, support active transportation, and are transit supportive.</p> <p>Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities and promote intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.</p>	<p>The proposed development is an efficient use of land and supports active transportation. The subject lands are adjacent to King Street West which is identified as “Primary Corridor” on Schedule E – Urban Structure of the Urban Hamilton Official Plan. The built form along the Urban Corridors shall generally consist of low to mid rise forms but will vary in some areas with higher densities. Areas identified as “Primary Corridor” are intended to accommodate high density and have a greater proportion of the corridor length provide commercial uses in a mixed use built form. The subject lands are within the urban boundary, which is considered a settlement area.</p> <p>Commercial uses are located on the subject lands and there are nearby parks, schools and employment uses. Hamilton Street Railway operates bus routes 01 King, 05 Delaware, 06 Aberdeen, 10 B-Line Express, and 51 University on King Street West. In addition, King Street West has been identified as a potential rapid transit route, with a planned Light Rail Transit route, B Line.</p> <p>The proposed development will achieve the planned urban structure, include ground floor commercial space, provide a greater range of housing types, and the increased density will support the use of existing and planned transit and commercial uses.</p> <p>The proposal is consistent with these policies.</p>

Urban Hamilton Official Plan		
Theme and Policy	Summary of Policy or Issue	Staff Response
<p><b>Residential Intensification Criteria</b></p> <p>Policies: B.2.4.1.4, B.2.4.2.2 and E.3.2.4</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 original development concept approved in April 2021 intended to provide student accommodations in the form of 122 bedrooms within 21 dwelling units, which resulted in a density of 176 residential dwelling units per gross hectare. The revised concept is for a mixed use building with ground floor commercial and a total of 68 dwelling units provided through a mix of studio, one bedroom and two bedroom units. The revised development proposal results in a density of 380 residential dwelling units per gross hectare.</p> <p>The proposed development consists of 68 dwelling units and 290 square metres of ground floor commercial space within a six storey mixed use building, represents a compatible form of infill within the neighbourhood, will provide a range of housing types and achieve the planned urban structure. The residential intensification can be supported since there are a number of amenities within the surrounding area, is located in proximity to transit and can be accommodated by the existing infrastructure.</p> <p>Commercial uses are located on the subject lands and a mix of institutional, employment and open space uses are in the surrounding area. Hamilton Street Railway operates bus routes 01 King, 05 Delaware, 06 Aberdeen, 10 B-Line Express, and 51 University on King Street West. In addition, King Street West has been identified as a potential rapid transit route, with a planned Light Rail Transit route, B Line.</p> <p>The proposal complies with these policies.</p>

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<p><b>Transportation</b></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>Transportation Planning staff have reviewed the Site Plan and Floor Plans, prepared by Lintach Architects Inc. dated November 22, 2024, and have previously reviewed and approved the Transportation Impact Study submitted for applications UHOPA-19-004 and ZAC-19-009 as of April 2, 2020, without additional revisions being required.</p> <p>Transportation Planning staff support the Official Plan Amendment application as the site generated traffic by the proposed development can be accommodated on the road network as demonstrated in the approved, Transportation Impact Study.</p> <p>Additional requirements will continue to be addressed under Site Plan application DA-21-117 and have been summarized in Appendix E attached to Report PED25067.</p> <p>The proposal complies with this policy.</p>
<p><b>Infrastructure</b></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>Site Plan and Elevations, prepared by Lintack Architects Inc. dated November 22, 2024, a Preliminary Grading Plan, prepared by LandSmith Engineering and Consulting Ltd. dated November 15, 2024, a Water and Wastewater Generation Report, prepared by LandSmith Engineering and Consulting Ltd. dated October 2, 2024, and a Site Servicing Plan prepared by LandSmith Engineering and Consulting Ltd. dated September 21, 2024, were submitted. The proposed servicing and stormwater management concepts will continue to be reviewed under Site Plan application DA-21-117.</p> <p>Development Engineering Staff concur with the recommendations of the above mentioned reports and support</p>

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<p><b>Infrastructure</b></p> <p>Policy: C.5.3.6</p> <p><b>(continued)</b></p>		<p>the Official Plan Amendment as proposed. Staff comments are included in Appendix F attached to Report PED25067.</p> <p>The proposal complies with this policy.</p>
<p><b>Urban Corridors – Scale and Design</b></p> <p>Policies: E.2.4.10, E.2.4.11, E.2.4.14, E.2.4.17</p>	<p>The built form along the Urban Corridors shall generally consist of low to mid rise forms but will vary in some areas with higher densities. The Primary Corridors shall have a greater proportion of the corridor length in retail and mixed use forms. Urban Corridors shall be a focus for intensification and provide a comfortable pedestrian experience.</p> <p>Reductions in parking requirements shall be considered to encourage a broader range of uses and densities to support existing and planned transit routes.</p>	<p>The subject lands are adjacent to King Street West which is identified as a “Primary Corridor” in the Urban Hamilton Official Plan.</p> <p>The proposed increase in density is consistent with the planned intensification along “Primary Corridors”. The proposed development has been designed to promote a comfortable and attractive pedestrian experience. The building is located close to the street and designed with massing that contributes to the pedestrian experience of the streetscape.</p> <p>The proposed reduction in parking spaces is not consistent with the parking regulations within the site specific provisions of the Mixed Use Medium Density (C5,732) Zone and a future Minor Variance application will be required. Staff note that the proposed reduction is consistent with the recent amendments to the parking regulations of Zoning By-law No. 05-200 approved by Council.</p> <p>The proposal complies with these policies.</p>

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<p><b>Mixed Use – Medium Density</b></p> <p>Policies: E.4.6.1 and E.4.6.5</p>	<p>The range of commercial uses is intended to serve the surrounding community or series of neighbourhoods as well as provide day-to-day retail facilities and services to residents in the immediate area. These areas shall also serve as a focus for the community, creating a sense of place.</p> <p>Uses permitted on lands designated Mixed Use - Medium Density on Schedule E-1 – Urban Land Use Designations include, and are not limited to commercial uses, such as retail stores, restaurants, and personal services, and multiple dwellings.</p>	<p>The residential intensification can be supported since there are a number of amenities within the surrounding area, making the proposed development compatible with the neighbourhood context.</p> <p>The proposal complies with these policies.</p>
<b>Ainslie Wood Westdale Secondary Plan</b>		
<p><b>Mixed Use – Medium Density</b></p> <p>Policies: B.6.2.7, B.6.2.7.1, and B.6.2.7.2</p>	<p>Lands designated Mixed Use - Medium Density on Schedule E-1 – Urban Land Use Designations are to provide vibrant shopping areas for local residents and visitors.</p> <p>The objectives for Mixed Use - Medium Density designated areas encourage mixed uses, with residential apartments on upper floors of commercial buildings located along major roads and provide commercial areas in combination with other uses to serve the needs of local residents and visitors.</p> <p>Policies applicable to the objectives for Mixed Use - Medium Density designated areas provide that residential, commercial, or institutional uses, shall be permitted either as standalone developments</p>	<p>The proposed development will provide a range of housing types and achieve the planned urban structure. The residential intensification can be supported since there are a number of amenities such as parks and a community centre within the surrounding area. A mix of institutional, employment and park use are in proximity to the site.</p> <p>The proposed development consists of 68 dwelling units and 290 square metres of ground floor commercial space within the six storey mixed use building. Parking will be provided on the ground floor. The proposed development will provide a greater range of housing types and achieve the planned urban structure. The increased density will support existing and planned transit and commercial uses.</p>

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<p><b>Mixed Use – Medium Density</b></p> <p>Policies: B.6.2.7, B.6.2.7.1, and B.6.2.7.2</p> <p><b>(continued)</b></p>	<p>or in a mixed use building and that the designated lands shall only front onto the major streets and shall generally have access only onto these major streets.</p>	<p>The proposal is consistent with these policies.</p>
<p><b>Site Specific Policy – Area J</b></p> <p>Policy: B.6.2.17.11</p>	<p>Notwithstanding Policy B.6.2.7.2 b) of Volume 2 and Policy E.4.6.8 of Volume 1, a maximum height of six storeys shall be permitted.</p> <p>Notwithstanding Policy B.6.2.7.2 e) of Volume 2 the maximum residential density shall be 176 units per gross hectare.</p>	<p>The proposed development is six storeys which is consistent with the policy.</p> <p>The purpose of the Official Plan Amendment is to allow for a maximum density of 380 residential units per gross hectare to permit 68 dwelling units. The proposed built form is not anticipated to change as the additional density is intended to be accommodated within the same building footprint permitted by the existing Mixed Use Medium Density (C5, 732) Zone regulations.</p> <p>Subject to the approval of the proposed Official Plan Amendment, the proposal complies with this policy.</p>