

## SUMMARY OF POLICY REVIEW

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

Theme and Policy	Summary of Policy or Issue	Staff Response
<b>Provincial Planning Statement (2024)</b>		
<p><b>Planning for People and Homes / Housing</b> Policies: 2.1.6 and 2.2.1</p>	<p>Planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long term needs.</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:</p> <ul style="list-style-type: none"> <li>• coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;</li> <li>• permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents;</li> <li>• permitting and facilitating all types of residential intensification, including the introduction of new housing options within previously developed areas; and,</li> </ul>	<p>The proposed development supports the creation of complete communities by redeveloping an underutilized parking lot for multi-unit affordable housing.</p> <p>The subject property is located immediately east of Kenilworth Avenue North and is part of the BLAST network proposed by Hamilton Street Railway. The street currently benefits from frequent HSR bus service.</p> <p>The proposed development has the potential to accommodate up to 50 affordable dwelling units within a low-rise built form with up to 225 square metres of ground floor non-residential area or potential four storey stacked townhouses up to 33 units. The proposed development will expand available housing options in the area and support the achievement of the planned urban structure. The increased density will support the use of existing and planned transit and commercial uses as well as active transportation.</p> <p>The proposal is consistent with these policies.</p>

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	<ul style="list-style-type: none"> <li>• promoting densities for new housing which efficiently use land, and requiring transit supportive development in proximity to transit, including corridors.</li> </ul>	
<b>Settlement Areas</b> Policies: 2.3.1.1 and 2.3.1.2	<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.</p> <p>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, as appropriate.</p>	<p>The proposed development is located within a settlement area and the subject land is appropriately located close to a major arterial road and has existing infrastructure for water, wastewater, and stormwater services.</p> <p>The proposal is consistent with these policies.</p>
<b>Human-Made Hazards</b> Policy 5.3.2	<p>Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.</p>	<p>A Phase 1 Environmental Site Assessment has been completed for the subject lands. Further Phase 2 work is required prior to filing a Record of Site Condition. A Holding Provision has been applied to the proposed Zoning to ensure that the site is appropriately assessed and, if necessary, remediated prior to development.</p>
<b>Urban Hamilton Official Plan</b>		
<b>Residential Intensification</b> Policy: B.2.4.1.1	<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 and are considered a form of residential intensification.</p> <p>The proposal complies with this policy.</p>
<b>Residential Intensification – Evaluation</b> Policy: B.2.4.1.4	<p>Proposals are evaluated based on how they build 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</p>	<p>The proposal introduces the opportunity for a building type and use that is generally missing in the immediate area through the provision of up to 50 affordable housing units.</p>

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	<p>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>It brings forward a built form that supports transit use by increasing residential density adjacent to an existing transit corridor. The proposed development is located on a site that is well connected to the existing sidewalk network, and it includes bicycle parking spaces that further support active transportation options.</p> <p>The proposal provides an appropriate transition between the commercial and mixed-use buildings along Kenilworth Avenue North and the low-rise residential dwellings to the east. The ultimate built form typology and design, the total number of units, the potential ground floor commercial use, and landscape provisions will be determined during the Site Plan process, once a housing provider partner has been established.</p> <p>Staff have reviewed the Sun-Shadow Study prepared by Invizij Architects Inc., which demonstrates that the proposed development will not result in any undue adverse shadow impacts on neighbouring properties and meets the Terms of Reference for Sun/Shadow Studies.</p> <p>To address and mitigate the privacy/overlook issues on the existing low-density residential to the east, the proposal incorporates a minimum 5 metre setback to the easterly lot line and limits the building height to 14 metres. The design of windows or balconies and tree planting along the lot line will be reviewed at the Site Plan control stage.</p> <p>The proposal complies with this policy.</p>
<p><b>Residential Intensification – Facilitating</b></p>	<p>The City shall consider the disposition of surplus City owned lands/buildings for the purposes of facilitating residential intensification projects where</p>	<p>On December 13, 2023, Council approved Report HSC23028(a)/PED23099(a), which recommended that the City proceed with the necessary <i>Planning Act</i> applications to permit the use of surplus sites, including the subject lands, for</p>

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<b>Residential Intensification</b> Policy: B.2.4.9	appropriate, with preference for affordable housing initiatives.	affordable housing development prior to disposition of the lands to a non-profit organization.  The proposal complies with this policy.
<b>Urban Housing Goals</b> Policies: B 3.2.1.1 to B 3.2.1.6	The following goals shall apply in the urban area: <ul style="list-style-type: none"> <li>• Provide for a range of housing types, forms, and densities to meet the social, health and well-being requirements of all current and future residents.</li> <li>• Provide housing within complete communities.</li> <li>• Increase Hamilton’s stock of affordable housing of all types, particularly in areas of the City with low levels of affordable housing.</li> <li>• Increase Hamilton’s stock of housing for those whose needs are inadequately met by existing housing forms or tenure, affordability or support options.</li> <li>• Maintain a balance of primary rental and ownership housing stock as outlined in the Affordable Housing Strategy.</li> <li>• Increase the mix and range of housing types, forms, tenures, densities, affordability levels, and housing with supports throughout the urban area of the City.</li> </ul>	The proposal supports the City’s housing policy objectives by enabling new affordable housing in the urban area through flexible permissions for either apartment or townhouse forms. The project supports an appropriate mix of housing types, densities, and potential tenures, helping to meet the needs of households not adequately served by existing stock. The inclusion of a ground-floor non-residential space along Hope Avenue supports the creation of a complete community. Overall, the proposal advances the Affordable Housing Strategy by expanding the supply and distribution of affordable housing in Hamilton.  The proposal complies with these policies.
<b>Affordable Housing Policies</b> Policies: B 3.2.3.1 to B 3.2.3.5	The City shall endeavour to provide a facilitative land use planning process for development applications for affordable housing and housing with supports.	The City is supporting a facilitative land use planning process by undertaking a City-Initiated Zoning By-law Amendment of City-owned lands declared surplus to be used for affordable housing.

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	<p>In accordance with the City's 'Housing First' policy, all City-owned land that is surplus to the City's needs and appropriate for residential development shall be given priority for sale or lease for the development of affordable housing by CityHousing Hamilton Corporation, or coordinated by CityHousing Hamilton Corporation or the City of Hamilton Housing Division for development by other housing stakeholders.</p>	<p>The proposal complies with these policies.</p>
<p><b>Urban Design</b> Policies B.3.3.2.3 to B. 3.3.2.8 and B.3.3.3</p>	<p>The City outlines that integrating new development into the urban area and its surrounding neighbourhoods requires development to follow appropriate urban design principles. Development should be designed to create communities that are transit-supportive and promote active transportation, and ensure that new development is compatible with and enhances the character of the existing environment and locale, and supports active and healthy lifestyles.</p>	<p>The proposed multiple dwelling or townhouses provide an appropriate transition between the commercial and mixed-use buildings along Kenilworth Avenue North and the low-rise residential dwellings to the east. The proposed built form introduces an appropriate form of intensification while being compatible in form and function to the character of the existing community and neighbourhood without undue adverse impact. The design of the site maintains the connectivity of the pedestrian network, is transit-supportive and promotes active transportation. The proposed compact built form also supports the goal of reducing greenhouse gas emissions. The ultimate building typology, design and landscape details will be reviewed during the Site Plan stage.</p> <p>The proposal complies with these policies.</p>
<p><b>Contaminated Sites</b> Policy B.3.6.1.4</p>	<p>Where there is potential for site contamination due to a previous use or uses on lands subject to development or redevelopment proposals, and a mandatory filing of a Record of Site Condition is triggered, the City shall:</p> <p>a) withhold final approval of an application until acceptance of a Record of Site Condition. In</p>	<p>A Holding Provision is recommended to require the submission of a Record of Site Condition to ensure the site is suitable for the more sensitive land use.</p>

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	<p>the interim, conditional approval may be considered; or,</p> <p>b) defer or establish conditions of approval for applications involving official plan amendments, zoning by-law amendments, plans of subdivision, and site plan approvals where a Record of Site Condition is necessary.</p>	
<p><b>Archaeology</b> 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.</p>	<p>Cultural Heritage Staff determined that an archaeological assessment was not required but will require that a written caution be added to any future site plans.</p> <p>The proposal complies with this policy.</p>
<p><b>Transportation</b> Policy: C.4.5.12</p>	<p>The City shall require transportation impact studies to assess the impact of proposed developments on current travel patterns and/or future transportation requirements. A Transportation Impact Study shall be required for a major Zoning By-law Amendment.</p>	<p>A scoped Transportation Impact Study focusing on trip generation was submitted with the application.</p> <p>The report concluded that the proposal would result in a modest increase in peak-hour vehicle trips with minimal impact on the surrounding road network. The subject land's multimodal connectivity, proximity to transit and cycling infrastructure, and the affordable housing focus, which typically corresponds with lower vehicle ownership, are expected to further mitigate traffic impacts. The proposal would enhance pedestrian and transit, and cycling connections would support sustainable mobility and align with the City's transportation objectives.</p> <p>Transportation Planning staff have reviewed the report and noted the existing road network will be able to accommodate the vehicle trips generated by the development.</p> <p>The proposal complies with this policy.</p>

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<p><b>Infrastructure</b> Policy: C.5.3.6, C.5.3.13, and C.5.3.17</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 and, where technically and economically possible, the City shall require such services to be located underground.</p>	<p>A Functional Servicing and Stormwater Management Report, prepared by MTE Consultants dated August 1, 2025, concluded that the development could be constructed to meet City requirements.</p> <p>Development Engineering staff have reviewed the report and supporting drawings and noted that the City's servicing has sufficient capacity to support the proposed development. Development Engineering staff advised that the SWM tank needs to be relocated and the FSR requires revision accordingly. A Holding Provision is recommended to address the raised issue.</p> <p>The proposal complies with these policies.</p>
<p><b>Neighbourhoods</b> Policy: E.2.7.4</p>	<p>The Neighbourhoods element of the urban structure shall permit and provide the opportunity for a full range of housing forms, types, and tenure, including affordable housing and housing with supports.</p>	<p>The proposal maintains the overall planned function that supports a range of housing forms and types, including affordable housing.</p> <p>The proposal complies with this policy.</p>
<p><b>Mixed Use – Medium Density</b> Policies: E.4.6.1, E.4.6.5, E4.6.9, and E4.6.10</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>The uses permitted on lands designated Mixed Use - Medium Density on Schedule E-1 – Urban Land Use Designations include commercial uses and multiple dwellings.</p>	<p>The proposed development consists of a four storey multiple dwelling with small-scale non-residential uses up to 225 square metres on the ground floor or four storey stacked townhouses up to 33 units to be further refined once an affordable housing provider/developer has been selected. The proposal is intended to support residents and serve the surrounding community, providing an appropriate transition from Kenilworth Avenue North to the west, identified as a Pedestrian Focus Street, to the low rise neighbourhood to the east. The lands do not directly front onto Kenilworth Avenue North, so the pedestrian-focus policies of the Official Plan are not applicable.</p>

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	<p>The predominant built form shall be mid rise and low rise mixed use buildings that have retail and service commercial stores at grade. Single use commercial buildings and medium density ground related housing forms shall also be permitted.</p> <p>Permitted uses shall be located in single or mixed use buildings.</p>	<p>The proposal complies with these policies.</p>