

SUMMARY OF POLICY REVIEW

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

Theme and Policy	Summary of Policy or Issue	Staff Response
Provincial Policy Statement (2024)		
<p>Planning for People and Homes, Housing and Settlement Area Policies</p> <p>Policies: 2.1.6, 2.2.1 c) and d), 2.3.1.2 and 2.3.1.3</p>	<p>Planning Authorities shall support general intensification and redevelopment of complete communities. Complete communities include places such as mixed use neighbourhoods or areas that accommodate and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, range of housing options, transportation options, public service facilities, recreation, 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 promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and requiring transit-supportive development and prioritizing intensification in proximity to transit.</p> <p>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, is transit supportive and is freight supportive.</p>	<p>The proposed development represents intensification within the settlement area where infrastructure and public service facilities are available. The proposal will introduce a new form of development to the area which will contribute to an appropriate range and mix of residential units in the neighbourhood while utilizing and making efficient use of serviced land. The subject lands are in proximity to commercial uses along Wilson Street East, employment uses, parks, and recreation facilities, with access to public transit.</p> <p>The Ancaster Public Library, Village Green Park and Golf Link Park are within 1,000 metres of the subject lands. Hamilton Street Railway operates bus routes 16 Ancaster and 05 Delaware, with a bus stop adjacent to the subject lands at the intersection of Wilson Street East and Academy Street. In addition, Hamilton Street Railway has two planned routes for the area, including 71 Ancaster Wilson and 50 T Line.</p> <p>The proposal is consistent with these policies.</p>

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<p>Strategic Growth Areas</p> <p>Policies: 2.3.1.1 and 2.4.1.3 b), c) and e)</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.</p> <p>Planning authorities should identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas, permit intensification in strategic growth areas that support the achievement of complete communities and a compact built form and support redevelopment of commercial designated retail lands to support mixed use residential.</p>	<p>The subject lands are located within an area identified as a “Community Node” on Schedule E – Urban Structure of the Urban Hamilton Official Plan. The development proposes a compact mixed use building within an area identified for intensification and the increased density will support the use of existing and planned transit and commercial uses. The transition to existing neighbourhoods is reviewed below as part of the Urban Hamilton Official Plan analysis of this Appendix, through the review of the Urban Design policies.</p> <p>The proposal is consistent with these policies.</p>
<p>Cultural Heritage and Archaeology</p> <p>Policies: 4.6.1, 4.6.2, 4.6.3, and 4.6.5</p>	<p>The lands identified as protected heritage properties, built heritage resources and cultural heritage landscapes, shall be conserved. Development and site alteration on adjacent lands is to protect heritage properties unless the heritage attributes of the protected heritage property will be conserved.</p> <p>Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.</p>	<p>A heritage structure known as the Marr-Phillipo House, which is designated under Part IV of the <i>Ontario Heritage Act</i> and a protected heritage property within the Provincial Planning Statement (2024) is located at 398 Wilson Street East and is part of the subject lands.</p> <p>A Cultural Heritage Impact Assessment, prepared by GBCA Architects Inc. dated June 4, 2021, and an addendum prepared by Area Architects Rasch Eckler Associates Ltd. dated June 2024, were submitted in support of the proposal. The addendum recommended that the heritage building be relocated based on soil and groundwater contamination.</p> <p>In 2021, the applicant submitted a Heritage Permit Application (HP2021-033) for the proposed relocation of the rubble stone structure from its current location to the northeast corner of the subject site.</p>

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<p>Cultural Heritage and Archaeology</p> <p>Policies: 4.6.1, 4.6.2, 4.6.3, and 4.6.5 (continued)</p>	<p>Planning authorities are encouraged to develop and implement archaeological management plans for conserving archaeological resources; and proactive strategies for conserving significant heritage landscapes, built heritage resources and cultural heritage landscapes. Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting, and managing archaeological resources, built heritage resources and cultural</p>	<p>At the October 13, 2021, meeting of Council, Heritage Permit HP2021- 033 was approved with conditions (Report PED21196). The heritage permit was approved to facilitate the relocation of the heritage structure to 15 Lorne Avenue, which is subject to the current application. However, an Addendum to the Cultural Heritage Impact Assessment was submitted as part of the Official Plan Amendment identifying the potential relocation of the existing structure to 15 Lorne Avenue or offsite to 1 Academy Street. Any changes to the existing designated building on site would be addressed through a heritage permit as part of a future site plan application.</p> <p>A Stage 1 and 2 (P017-1004-2022) as well as Stage 3 (P1208-0302-2023) archaeological assessments for the subject property have been submitted to the Ministry of Citizenship and Multiculturalism and the City of Hamilton. The report concluded that of all sites identified within the archaeological assessment, three locations were found to be of further Cultural Heritage Value or Interest and would be subject to additional assessment.</p> <p>The applications were circulated to the Mississaugas of the Credit First Nation and Six Nations of the Grand River Elected Council. The Mississaugas of the Credit First Nation have not provided comments. The archaeological report was provided to the Six Nations of the Grand River Elected Council and their comments are included in Appendix "G to Report PED26063".</p> <p>The proposal is consistent with these policies.</p>

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<p>Land Use Compatibility Policy: 3.5.1</p>	<p>Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards, and procedures.</p>	<p>The proposed development is considered a sensitive land use fronting a major arterial road (Wilson Street East). Additional Stationary Noise Sources were identified across the street in the form of a car repair shop and a car wash.</p> <p>A Noise Impact Study prepared by dBA Acoustical Consultants Inc. dated November 2021 was submitted. The study reviewed the acoustic requirements for this development with respect to noise anticipated from Wilson Street East. Staff have reviewed the study and require revisions that clarifies the operating hours of the adjacent carwash and noise levels from the adjacent automotive repair shop. The revised Noise Impact Study will be required as part of the future Site Plan Control application.</p> <p>The proposal is consistent with this policy.</p>
<p>Human-Made Hazards Policy: 5.3.2</p>	<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 One Environmental Site Assessment, prepared by Landtek Limited Consulting Engineers dated July 16, 2018, was completed on the subject lands. The Phase One Environmental Site Assessment identified several areas of environmental concern including petroleum fuel storage, commercial autobody shops, potential for fill of unknown quality, and the release of furnace oil from the previous commercial uses.</p> <p>Based on these results, a Phase Two Environmental Site Assessment was recommended to be completed for the subject lands prior to the submission of a Record of Site Condition. Staff acknowledge that the completed Phase Two Environmental Site Assessment is being revised to address conditions of Heritage</p>

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Human-Made Hazards Policy: 5.3.2 (continued)		<p>Permit HP2021-033 permitting the option of relocating the heritage building on site. Staff require the resubmission of the revised Phase Two Environmental Site Assessment and a Record of Site Condition, as well as the filing of the Record of Site Condition with the Ministry of Environment, Conservation, and Parks as part of the future of Site Plan Control application.</p> <p>The proposal is consistent with this policy.</p>
Urban Hamilton Official Plan		
Residential Intensification Criteria Policy: B.2.4.1.4	<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 consists of 118 dwelling units and 1,475 square metres of ground floor commercial space within an eight storey building. The most recent concept plan creates opportunities to enhance the public realm by adding new commercial uses to a site that is currently used as a surface parking lot, adding areas for street furniture, flowerpots, and small trees to be added along the commercial and residential ground floor façade, and includes street parking along Wilson Street East acting as a barrier between pedestrians and traffic.</p> <p>The proposal includes setbacks into the building to integrate with the existing heritage character of the area. The medium density mixed use building represents a compatible form of infill by adding to the range of housing types within the neighbourhood that supports current and future transit networks. The Ancaster Public Library, Village Green Park, Golf Links Park, and Heritage Trail Head on Old Dundas Road are within 1000 metres of the subject lands.</p>

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<p>Residential Intensification Criteria</p> <p>Policy: B.2.4.1.4 (continued)</p>		<p>Hamilton Street Railway operates bus routes 16 Ancaster and 05 Delaware, with a bus stop adjacent to the subject lands at the intersection of Wilson Street East and Academy Street. In addition, Hamilton Street Railway has two planned routes for the area, including 71 Ancaster Wilson and 50 T Line. The proposed development will support the existing and proposed bus routes.</p> <p>The current concept plan shows a total of 22% one bedroom, 29% two bedroom, and 39% three bedroom units.</p> <p>A detailed design review of the transportation and servicing requirements, urban design and cultural heritage conservation will be addressed as part of a future Site Plan Control application.</p> <p>The proposal complies with this policy.</p>
<p>Urban Design – Goals, Principles and Built Form</p> <p>Policies: B.3.3.1.5, B.3.3.1.8, B.3.3.2.3 a), b), d) and e), B.3.3.2.6 and B.3.3.3.2 to B.3.3.3.5</p>	<p>Development and intensification within the urban area shall be compatible with the character of the existing neighbourhoods and locale in form and function. New development should complement and animate existing surroundings through building design and pedestrian amenities, respecting the cultural heritage features of the neighbourhood and complementing the surrounding built form in rhythm, character, colour, and surrounding context.</p>	<p>The proposal complements and animates the street by adding ground related commercial uses where currently a surface parking lot exists. In terms of the compatibility with the historical character of the neighbourhood, the concept plan includes stepbacks to reduce the appearance of height, and materiality will be assessed as part of a future Site Plan Control application. Finally, the concept includes opportunities for street furniture and pedestrian amenities as part of the streetscape.</p>

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<p>Urban Design – Goals, Principles and Built Form</p> <p>Policies: B.3.3.1.5, B.3.3.1.8, B.3.3.2.3 a), b), d) and e), B.3.3.2.6 and B.3.3.3.2 to B.3.3.3.5 (continued)</p>	<p>As well, development should encourage a harmonious and compatible approach to infill projects by minimizing the impacts of shadowing on adjacent properties and the public realm.</p> <p>Urban design should foster a sense of community pride and identity by respecting existing character, development patterns, built form, and landscape, recognizing and protecting the cultural history of the City and its communities, and contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas.</p> <p>New development shall be designed to minimize impact on neighbouring buildings and public spaces including defining the street by respecting existing and planned street proportions, creating transitions in scale to neighbouring buildings, ensuring adequate privacy and sunlight to neighbouring properties, and minimizing the impacts of shadows and wind conditions.</p>	<p>As such, the proposed eight storey mixed use building demonstrates compatibility with the character of the Ancaster Village Core through the conceptual design submitted as part of the Official Plan Amendment application.</p> <p>A sun shadow study was completed by R. Bouwmeester and Associates dated March 5, 2021, and revised on December 19, 2024. The study demonstrates that the sidewalk on the west side of Wilson Street East would have a minimum of three hours of sunlight and the sidewalk on the east side of Wilson Street East would get a minimum of two hours of sunlight. As well, the proposal will not cause a negative shadow impact on the existing single detached dwellings or the majority of the commercial uses along Wilson Street East.</p> <p>The concept plan shows the massing oriented towards Wilson Street East. As a result, the proposal includes a separation of approximately 35 metres between the existing low density residential dwellings to the rear and the proposed multiple dwelling across the majority of the site. There is a portion of the proposed building that is located approximately 5.5 metres from the existing low density residential uses on the north side of the property. To improve the compatibility, the building includes stepbacks at the fourth floor and a terrace at the fifth storey to provide for a transition from the mid-rise use to the existing low density residential uses to the east of the subject lands. The proposed parking for the residential and commercial uses is located to the rear of the site and behind the building to enhance the public realm.</p>

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<p>Urban Design – Goals, Principles and Built Form</p> <p>Policies: B.3.3.1.5, B.3.3.1.8, B.3.3.2.3 a), b), d) and e), B.3.3.2.6 and B.3.3.3.2 to B.3.3.3.5</p> <p>(continued)</p>	<p>Built Form shall create comfortable pedestrian environments by locating primary building entrances and building facades as close to the street as possible while locating surface parking at the rear and sides of the sites, providing ample glazing from the public sidewalk for visibility, including quality landscaping where the building is setback from the street and using urban design techniques such as building</p>	<p>The minutes of settlement from the Ontario Land Tribunal decision (OLT-22-003888) that approved the zoning for the site, requires the submission of an Urban Design Brief demonstrating conformity with the Urban Hamilton Official Plan as part of a future Site Plan Control application.</p> <p>Additional refinements to the massing, materiality and landscaping will be reviewed as part of a future Site Plan Control application. The applicant must demonstrate that the proposal meets the sun/shadow minimums, is compatible with urban design policies, and conforms to the current zoning on the property.</p> <p>The proposal complies with these policies.</p>
<p>General Cultural Heritage Policies for Urban Areas</p> <p>Policies: B.3.4.1.4, B.3.4.2.1 a), g) and h), B.3.4.3.1, B.3.4.3.2, B.3.4.3.3 a), b), d) and e) and B.3.4.3.4.</p>	<p>Encourage all new development, site alterations, building alterations, and additions are contextually appropriate and maintain the integrity of all on-site or adjacent cultural heritage resources.</p> <p>Ensure the conservation and protection of cultural heritage resources including archaeological resources, built heritage resources and cultural heritage landscapes and / or districts. Conservation and Protection of cultural heritage resources, landscapes and districts can occur by encouraging proposed land uses, development, and site alteration activities to implement appropriate built form and site design to ensure conservation and compatibility.</p>	<p>The 2021 Heritage Permit Application proposed the relocation of the rubble stone structure from its current location to 15 Lorne Avenue, at the northeast corner of the subject site. Staff have concerns with the proposed location of the heritage structure as it will not maintain a prominent location at the rear of the property. The applicant is exploring other opportunities for relocating the structure offsite at 1 Academy Street, fronting onto Wilson Street East which will be determined through a future heritage permit.</p> <p>Stage 1 and 2 (P017-1004-2022) and stage 3 (P1208-0302-2023) archaeological assessments were submitted for the subject lands and associated sign-off from the Ministry of Citizenship and Multiculturalism and the City of Hamilton.</p> <p>The proposal complies with these policies.</p>

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<p>General Cultural Heritage Policies for Urban Areas</p> <p>Policies: B.3.4.1.4, B.3.4.2.1 a), g) and h), B.3.4.3.1, B.3.4.3.2, B.3.4.3.3 a), b), d) and e) and B.3.4.3.4. (continued)</p>	<p>In areas of archaeological potential, an archaeological assessment shall be required and submitted prior to or at the time of a submission of a <i>Planning Act</i> application subject to specific exemption criteria.</p>	
<p>Niagara Escarpment Plan</p> <p>Policies: C.1.1.1, C.1.1.6 a) and b)</p>	<p>Any development within the Niagara Escarpment Plan area shall meet the requirements of this Plan and the Niagara Escarpment Plan.</p> <p>To minimize the impact on the Escarpment environment, the design of development shall be compatible with the visual and natural environment. Setbacks and screening adequate to minimize the visual impact of development on the Escarpment landscape shall be required.</p>	<p>The subject lands are located within the Niagara Escarpment Plan area, as shown on Urban Hamilton Official Plan Schedule A – Provincial Plans. A Visual Impact Assessment by MBTW-WAI, dated December 2025 and revised in January 2026, was submitted in support of the proposed development.</p> <p>To determine if the proposed development negatively impacted the Escarpment Landscape and the public realm views along Wilson Street East, the following views were assessed:</p> <ul style="list-style-type: none"> • View of Ancaster brow from Dundas Peak Lookout; • View looking south along Wilson Street East at 437 Wilson Street East (Mount Mary Retreat gateway/entrance); • View looking north along Wilson Street East at Sulphur Springs; and, • View looking towards the development from the Mohawk Road and Lowden Avenue intersection.

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<p>Niagara Escarpment Plan</p> <p>Policies: C.1.1.1, C.1.1.6 a) and b) (continued)</p>		<p>As part of the most recent concept plan, design modifications included pushing the building farther from the property line which creates the potential for landscaping and street furniture which aids in the enhancing the streetscape along Wilson Street East. Through an analysis of the Visual Impact Assessment and concept plans it was determined there was no negative impact on the escarpment landscape or the existing neighbourhood landscape in terms of the requested increase in height. The Niagara Escarpment Commission was circulated and had no concerns related to the Visual Impact Assessment.</p> <p>The proposal complies with these policies.</p>
<p>Tree and Woodland Protection</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>Staff have reviewed the Tree Protection Plan prepared by Adesso Design Inc. (Scott Henderson; landscape architect), dated December 15, 2021. A total of 46 trees have been inventoried. Of these trees, 18 trees have been or are proposed to be removed. Staff recognize that there may be limited opportunities to retain trees due to trees already being removed. Further revisions to accommodate additional landscaping along Wilson Street East will be addressed through a future Site Plan Control application process.</p> <p>The proposal complies with this policy.</p>
<p>Transportation</p> <p>Policies: C.4.5.2 c) and f) and 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 for an Official Plan Amendment and/or a major Zoning By-law Amendment.</p>	<p>Transportation Planning staff have reviewed the Site Plan, Floor Plans, and a Transportation Impact Study by NextTrans Consulting Engineers dated March 4, 2026. Wilson Street East is planned to have an ultimate width of 20.117 metres and the existing right-of-way at the subject property varies from 19 to 20 metres.</p>

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<p>Transportation</p> <p>Policies: C.4.5.2 c) and f) and C.4.5.12 (continued)</p>	<p>Major arterial roads and local roads are subject to policies related to function, right-of-way widths, accesses, bicycle lanes, loading and parking. The road network shall be planned and implemented according to the functional classifications and right-of-way widths, including policies applicable to major arterial roads and local roads.</p>	<p>A road right-of-way dedication on Wilson Street East of approximately 0.8 metres to 1.15 metres is to be dedicated to the City.</p> <p>Based on the Transportation Impact Study submitted the proposed development can be accommodated within the existing transportation network.</p> <p>Academy Street is planned to have an ultimate width of 20.117 metres and the existing right-of-way at the subject property varies up to a maximum of 15 metres. A reduced right-of-way has been accepted subject to the applicant providing a tapered right-of-way dedication of approximately 0.1 metres to 1.524 metres to achieve a right-of-way width of 15.24 metres. The subject lands are located at the intersection of Wilson Street East and Academy Street. A daylighting triangle dedication of 12.19 metres by 12.19 metres is required, however, Transportation Planning staff has accepted a reduced daylighting triangle of 4.5 metres by 4.5 metres. The required dedication has been demonstrated in Appendix "C" to Report PED26036.</p> <p>A revised Transportation Impact Study and revised site plan addressing outstanding comments, including all dimensions for the right-of-way dedication, will be required as part of a future Site Plan Control application.</p> <p>The proposal complies with these policies.</p>

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<p>Infrastructure</p> <p>Policies: C.5.3.6 and C.5.3.11.</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>Development Engineering staff have reviewed the Site Plan and Elevations, Preliminary Grading Plan, Site Servicing Plan, and a Functional Servicing Report.</p> <p>A Holding 'H' Provision within the current Mixed Use Medium Density, Pedestrian Focus (C5a, 860 H154) Zone in Zoning By-law No. 05-200 applies to the site and requires that the applicant demonstrate adequate sanitary capacity through the submission of a revised Functional Servicing Report.</p> <p>The proposal complies with this policy.</p>
<p>Urban Nodes - Community Nodes - Scale and Design</p> <p>Policies: E.2.3.3.6 to E.2.3.3.8, E.2.3.3.9, E.2.3.3.12 a), E.2.3.3.13, E.2.3.3.17, and E.2.3.3.18</p>	<p>Community Nodes shall be planned to accommodate some residential intensification, with the location, scale and amount of residential intensification being established through detailed secondary plans. Community Nodes shall be linked to the higher order transit system through connecting conventional transit or by higher order transit which allows for an increased density target of between 100 and 150 persons and jobs per hectare. The built form shall largely be in medium and low rise, mixed use buildings with a strong pedestrian focus which would include retail and service commercial uses at grade.</p> <p>For the Ancaster Community Node, a target density in the range of 50 persons and jobs per hectare shall apply due to transportation constraints and the existing character of the adjacent neighbourhoods.</p>	<p>The subject lands are within the area identified as a "Community Node" in the Urban Hamilton Official Plan. The proposed mixed use development and increase in height meets the intent of the overall goals of the "Community Node". In terms of the character of the Ancaster node, the area is considered a cultural heritage landscape which includes a number of cultural heritage buildings in the neighbourhood.</p> <p>The current proposal has a density of approximately 151 units per hectare. Staff have calculated the total density of the Community Node, including the proposed 118 units, and confirm it is below the 50 persons and jobs per hectare cap identified in the secondary plan policies.</p> <p>The proposed development has been designed to promote a comfortable and attractive streetscape by incorporating building setbacks that will accommodate landscaping and trees.</p>

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<p>Urban Nodes - Community Nodes - Scale and Design</p> <p>Policies: E.2.3.3.6 to E.2.3.3.8, E.2.3.3.9, E.2.3.3.12 a), E.2.3.3.13, E.2.3.3.17, and E.2.3.3.18 (continued)</p>	<p>New development shall respect the existing built form by providing a gradation in building heights and by locating and minimizing the effects of shadowing and overview on adjacent neighbourhoods.</p>	<p>Given the location of the proposed building on site, staff are satisfied that there are no overlook concerns, and the building will not cause a negative shadow impact on the existing single detached dwellings or the majority of the commercial uses along Wilson Street East. As well, the sidewalks along Wilson Street East generally receive two to three hours of sunlight. As part of a future Site Plan Control application, the applicant will need to demonstrate, through refinements to the building design that the minimum sun/shadow requirements can be achieved (i.e. design changes increasing the amount of sunlight received along the sidewalk to three hours).</p> <p>The proposal complies with these policies.</p>
<p>Mixed Use – Medium Density – Scale and Design</p> <p>Policies: E.4.6.1, E.4.6.5, E.4.6.9, E.4.6.10, E.4.6.16, E.4.6.17, E.4.6.18, and E.4.6.29</p>	<p>The predominant built form shall be midrise and low rise mixed use buildings that have retail and service commercial stores at grade. These areas shall serve as a focus for the community by creating a sense of place and including a range of retail and service facilities to serve the immediate areas and surrounding communities.</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, and they should be located in single or mixed use buildings.</p>	<p>The proposal is for a mixed use eight storey building along a major arterial road to support intensification, public transit, and active transportation. The proposal includes 1,475 square metres of ground floor commercial uses that could serve day to day needs and help create a sense of place, which aligns with the functional intent of the “Mixed Use – Medium Density” designation.</p> <p>The proposed building is a midrise form that adds commercial at grade and residential uses above. Based on the Concept Plan, the proposal includes stepbacks and a patio area which provides the opportunity for benches and other street furniture along the pedestrian realm. As well, the range of commercial uses can serve both the immediate and surrounding neighbourhood.</p>

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<p>Mixed Use – Medium Density – Scale and Design</p> <p>Policies: E.4.6.1, E.4.6.5, E.4.6.9, E.4.6.10, E.4.6.16, E.4.6.17, E.4.6.18, and E.4.6.29 (continued)</p>	<p>The mixed use medium density areas are intended to develop as a vibrant and compact urban form that supports pedestrian use and circulation. New development shall be designed and oriented to create comfortable, vibrant, and stimulating pedestrian focused places and streets. In the historic former downtowns and main streets, the established and historic pedestrian focus characteristics of the area shall be enhanced through new development.</p> <p>The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, cultural heritage resources, cultural heritage landscapes, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.</p> <p>The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, cultural heritage resources, cultural heritage landscapes, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.</p>	<p>In terms of compatibility, a Visual Impact Assessment by MBTW-WAI dated December 2025 and revised in January 2026 was submitted in support of the proposed development.</p> <p>The Visual Impact Assessment determined there was no negative impact on the escarpment landscape and that any comments related to the massing along Wilson Street East could be addressed through Site Plan Control application through detailed design.</p> <p>The proposal complies with these policies.</p>

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Ancaster Wilson Street Secondary Plan		
<p>Ancaster Community Node</p> <p>Policies: B.2.8.6.1 a), b), c), e) and g)</p>	<p>The Ancaster Community Node shall be a focus area for growth, development, and intensification within the Ancaster Wilson Street Secondary Plan and shall include a range of housing forms and tenures, and a mix of employment, institutional, recreational, and commercial uses.</p> <p>Intensification and infill development shall be balanced with the heritage and historic character of Ancaster. Further guidance is provided in the supporting Ancaster Wilson Street Urban Design Guidelines on how this can be achieved. The overall density for the Ancaster Community Node shall be 50 people and jobs per hectare.</p> <p>Mixed use, commercial, and institutional developments is encouraged within the Village Core area. The scale of development shall be consistent with the historic character of the area.</p>	<p>The proposal is for a mixed use development on Wilson Street East, which supports the Community Node’s planned function as a focus area for growth. In addition, intensification within the node is balanced with the cultural heritage character of Ancaster in accordance with the Ancaster Wilson Street Urban Design Guidelines. As per the architectural package provided, the proposed mixed use building would increase the density in the area and would continue to add to the range of units provided within the Ancaster Node. Based on the existing structures and any new developments proposed through existing <i>Planning Act</i> applications, the proposed density can be accommodated within the 50 people and jobs per hectare intended for the Ancaster Wilson Street Secondary Plan Community Node.</p> <p>The minutes of settlement from the Ontario Land Tribunal decision (OLT-22-003888), required conditions to be added to the Site Plan Control application related to submission of an Urban Design Brief demonstrating conformity with the Urban Hamilton Official Plan and traffic calming measures, including the applicant’s contribution to costs, filing a record of site condition and completion of a satisfactory noise study.</p> <p>The proposal complies with these policies.</p>

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<p>Commercial and Mixed Use – Medium Density</p> <p>Policies: B.2.8.8.1, B.2.8.8.2 a) – d), B.2.8.8.4 a) – c) and g), and B.2.8.8.5 a), c) and d)</p>	<p>Lands designated Commercial and Mixed Use – Medium Density on Map B.2.8-1 – Ancaster Wilson Street Secondary Plan: Land Use Plan are to limit vehicular access points along arterial and collector roads, provide appropriate landscaping and landscaped buffering, and accommodate and plan for pedestrian amenities and the public realm when fronting on Wilson Street East.</p> <p>The policies for Mixed Use - Medium Density designated areas direct retail uses within the Village Core area, permit live work units with restrictions relating to amenity space, maximum building height and building design. The Village Core area shall primarily consist of service and retail uses, as well as residential uses. The Village Core area shall serve the daily retail, commercial, and personal service needs for the Ancaster Community.</p> <p>Lands identified as fronting on Pedestrian Focused Streets shall not exceed a building height of two and a half storeys, consider a range of building setbacks along Wilson Street East, discourage parking and driveways from being located between the building and the street to not negatively impact the public realm and new development shall respect the existing heritage character of the Village Core.</p>	<p>The Concept Plan included as Appendix “D” to Report PED26036 illustrates that the proposed vehicular access is located on Academy Street. The proposal provides at grade commercial units to activate the street and locates the building close to Wilson Street East to activate the public realm.</p> <p>Staff are satisfied that the proposed development includes stepbacks to reduce the height appearance along the street and includes architectural features to reduce the perceived length of the building.</p> <p>The proposal complies with these policies.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Urban Design – Village Core</p> <p>Policies: B.2.8.12.1 a) – c) ii), e), g) – j) ii)</p>	<p>Development and redevelopment shall be consistent with the Ancaster Wilson Street Secondary Plan Urban Design Guidelines, and sympathetic to existing building character and materials when adjacent to designated or listed heritage buildings.</p> <p>Development or redevelopment shall not negatively affect active transportation, foster streets as interactive outdoor spaces for pedestrians, and provide a buffer for adjacent sensitive land uses.</p> <p>The Village Core area includes the area from Rousseaux Street to Dalley Drive. The Village Core area and heritage features shall be consistent with the following design considerations for retail, commercial and mixed use residential:</p> <ul style="list-style-type: none"> • For buildings fronting onto Wilson Street East, setbacks may be varied; • Incorporate historical building features and styles to encourage strong historic village characteristics and atmospheres, and create a pleasant pedestrian experience, where feasible. This could include heritage style signage and building facades as described in the Urban Design Guidelines for any development or redevelopment; and • Strengthen the heritage characteristics of the village core area through the use of a public walkway linking buildings and other land uses. 	<p>The proposal includes 1,475 square metres of ground floor commercial uses that could serve day to day needs and help create a sense of place, which aligns with the functional intent of the “Mixed Use – Medium Density” designation. Staff are satisfied that the proposed development is compatible with the cultural heritage landscape.</p> <p>At the time of the Official Plan Amendment application, a heritage permit was approved with conditions to relocate the designated heritage building. This has been reflected on the Concept Plan included in Appendix “B” to Report PED26036. As such, to protect the heritage building any future development will have to address any future conditions related to the approved heritage permit and future Site Plan Control application.</p> <p>The proposal complies with these policies while allowing for detailed design discussions and revisions through a future Site Plan Control application.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Cultural Heritage</p> <p>Policies: B.2.8.13.1.b) and B.2.8.13.2</p> <p>Cultural Heritage</p> <p>Policies: B.2.8.13.1.b) and B.2.8.13.2</p> <p>(continued)</p>	<p>The retention and conservation of historical buildings, structures, or features on their original sites shall be encouraged through adaptive re-use and preservation of existing buildings before new development or redevelopment is considered, maintaining a listing of historical designated and listed properties of interest, and integrating cultural heritage resources into new development or redevelopment proposals.</p> <p>Wilson Street East has been identified as a Special Character Roads on Appendix A – Character Areas and Heritage Features. Special Character Roads shall maintain existing cross-sections, including existing vegetation fronting the street and ensuring any development or redevelopment is compatible with and sympathetic in design to the character of the existing streetscape. Protection of existing mature vegetation fronting the street may require unique approaches to grading.</p>	<p>These policies encourage the retention of heritage buildings on their original sites and integration into new development where possible.</p> <p>Staff emphasize the importance of implementing the approved mitigation measures identified as part of the Structural Review Letter which is a requirement of the approved Heritage Permit (HP2021-033) for the purposes of relocating the existing designated heritage building and protecting the structure for future use. The site plan must be revised to ensure that the Marr-Phillipo House retains a visually prominent position within the streetscape, is framed by appropriate setbacks and landscaping, and is not overshadowed by adjacent buildings.</p> <p>The existing cross section surrounding the subject site includes small commercial plazas, heritage buildings and existing vegetation along Wilson Street East. There is no vegetation along Wilson Street East adjacent to the subject lands. Staff are of the opinion that the final design of the proposed building, with a combination of setbacks and stepbacks, would allow for vegetation to be planted along the frontage of the property which would be consistent with the character of Wilson Street East and reduce the impact of the building height along the public façade.</p> <p>Therefore, the proposal complies with these policies subject to meeting the requirements of a heritage permit for the designated heritage building on the site.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Transportation and Linkages</p> <p>Policies: B.2.8.14.1 a), d), e), f) and B.2.8.14.2 b) – d)</p>	<p>The transportation network in Ancaster shall proceed based on the recommendations of the Ancaster Transportation Master Plan, as amended, and shall have regard for the Council-adopted Transit Oriented Development Guidelines. Access to Wilson Street for development or redevelopment shall be minimized, where possible, to enhance road safety and contribute to an improved streetscape and urban character. On-street parking shall be encouraged where appropriate to provide additional parking and provide a buffer between moving traffic and pedestrians.</p> <p>Where feasible, off-street pedestrian linkages and connections should be expanded to increase the active transportation network including for properties fronting onto Wilson Street East. When development or redevelopment occurs, pedestrian amenities shall be required to promote a viable streetscape and create a continuous street presence. The city recommends that an Urban Design Report shall be provided to demonstrate how pedestrian amenities can be accommodated.</p>	<p>The proposed driveway shown on the concept plan is from Academy Street and locates street parking on Wilson Street East shown in Appendix “D” to Report PED26036 which would meet the policy. Details related to the proposed access and on-street parking will be addressed as part of a future Site Plan Control application. As well, the current concept plan shows the building being stepped back and a small patio area in front of the residential units at grade on the north side of the site could be used to locate benches and planters. As well, a pedestrian walkway has been shown within the rear parking area.</p> <p>Revisions are recommended to reduce vehicular-pedestrian conflicts along the street frontage and incorporate pedestrian amenities such as benches and street trees in accordance with the Urban Design Guidelines which can be addressed at the detailed design stage. A full review of the proposed pedestrian facilities on the site will be completed as part of a Site Plan Control application.</p> <p>The proposal complies with these policies.</p>
<p>Infrastructure</p> <p>Policy: B.2.8.15.1</p>	<p>Municipal services, such as sewers, water, stormwater systems, and public/private utilities, shall be provided, maintained, and upgraded, as necessary, to accommodate the needs of existing and future development or redevelopment in the Ancaster Wilson Street Secondary Plan.</p>	<p>Development Engineering staff have reviewed the Site Plan and Elevations, prepared by SRM Architects dated May 30, 2023, Preliminary Grading Plan prepared by S. Llewellyn & Associates Ltd. dated December 14, 2021, Site Servicing Plan prepared by S. Llewellyn & Associates Ltd. dated December 14, 2021, and a Functional Servicing Report prepared by S. Llewellyn & Associates Ltd. dated December 2021.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
Infrastructure Policy: B.2.8.15.1 (continued)	Innovative stormwater management technologies such as green roof and grey water recycling, in accordance with City By-laws and provincial regulations, shall be encouraged in building design and development.	<p>A Holding 'H' Provision within the current Mixed Use Medium Density, Pedestrian Focus (C5a, 860 H154) Zone in Zoning By-law No. 05-200 applies to the site, which requires that the applicant demonstrate adequate sanitary flow and water supply confirming there is adequate capacity to support the proposed development. Should infrastructure improvements be required, the owner is required to enter into and register an External Works Agreement with the City for the design and construction of the necessary improvements.</p> <p>The proposal complies with this policy.</p>