



Job Number - 1926

**Toronto** 

3 Church Street, Suite 200 M5E 1M2

T 416.947.9744 F 416.947.0781 Hamilton

1 Main Street East, Suite 200 L8N 1E7 T 905.549.3005

www.bousfields.ca

# TOC

### TABLE OF CONTENTS

[1.0]	INTRODUCTION	1
2.1 2.2	SITE & SURROUNDINGS SITE SURROUNDING AREA TRANSPORTATION NETWORK	<b>4</b> 5 7 13
3.1 3.2 3.3	KEY STATISTICS	1 4 15 19 19
[4.0]	POLICY & REGULATORY	0.0
4 4	CONTEXT	2 0
4.1 4.2 4.3	PROVINCIAL POLICY STATEMENT (2014)	21 21
	GREATER GOLDEN HORSESHOE (2019)	22
4.4	URBAN HAMILTON OFFICIAL PLAN (DECEMBER 2018 CONSOLIDATION)	25
4.5	AINSLIE WOOD WESTDALE SECONDARY PLAN	32
4.6	CITY OF HAMILTON ZONING BY-LAW 05-200 (CONSOLIDATED DECEMBER 2018)	36
4.7	·	38
4.8	TRANSIT ORIENTED DEVELOPMENT GUIDELINES (AUGUST 2010)	39
[5.0]	PLANNING & URBAN DESIGN	
	ANALYSIS	4 1
5.1	INTENSIFICATION	42
5.2 5.3		43
5.3 5.4	,	43 47
5.5		48
5.6		50
5.7		51
5.8	SERVICING AND STORMWATER MANAGEMENT	51
[6.0]	] C O N C L U S I O N	5 2



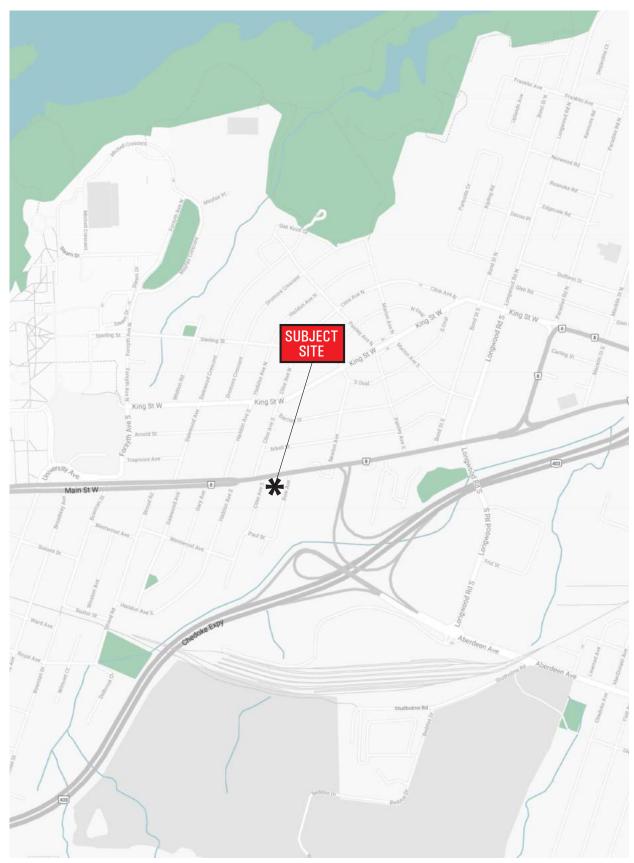


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by IN8 Developments Inc., to amend the Ainslie Wood Westdale Secondary Plan, Urban Hamilton Official Plan (UHOP), and the new City-wide Zoning Bylaw 05-200, in order to permit the redevelopment of approximately 5,169.3 square metre property located at 1107 Main Street West, between Cline Avenue South and Dow Avenue in the Ainslie Wood East neighbourhood Known herein as "the subject site" (see **Figure 1**, Location Map).

The proposal seeks to redevelop the subject site for a 15-storey mixed-use building with 535.1 square metres of commercial space at grade along Main Street West and total of 310 dwelling units anchored by a large central courtyard. Active grade related units are proposed along the subject site's secondary frontages (Cline Avenue South and Dow Avenue) as well as the central courtyard.

This report concludes that the intensification of the subject site with a tall mid-rise residential building is in keeping with the policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe (2019) and the UHOP, all of which support and promote residential intensification on the subject site.

From a land use perspective, the proposed development will contribute to the achievement of numerous policy directions promoting intensification of underutilized sites within built-up urban areas, particularly in locations that are well served by municipal infrastructure, including public transit. In this respect, the proposal will result in a desirable residential intensification project within convenient walking distance of the Hamilton Street Rail B-line bus route, McMaster University GO station, and the planned McMaster University LRT station, all of which provide local and regional transit accessibility.

The proposal will result in the intensification of a partially underutilized site and will develop an animated frontage on a *Primary Corridor* (Main Street West). The proposal will add 310 new residential units, which will achieve the local neighbourhood goal of providing suitable housing choices at an appropriate location at the north edge of the Ainslie Wood East neighbourhood. In this regard, the Ainslie Wood East neighbourhood has experienced a lack of new residential development, other than student housing. The proposed development will provide new housing stock and add to the mix of unit types, which will provide new choices for existing and new residents to the neighbourhood.

From a built form and urban design perspective, the proposal will complement and reinforce the mid-rise urban structure vision and built form policies of the UHOP and recently adopted OPA 65. Architecturally, the new building will frame the Main Street frontage in a built form that responds to the street's width, while transitioning with generous step backs toward the interior of the neighbourhood, particularly the single-detached dwellings along Cline Avenue and Dow Venue and the Synagogue site located south of the subject site. Two-storey townhouse style units have been incorporated into the building's ground floor with direct access from Cline Avenue South and Dow Avenue.

Based on the foregoing, this Planning and Urban Design Rationale report concludes that the proposal is appropriate and desirable in land use planning and urban design terms and, accordingly, we recommend approval of the requested official plan and zoning by-law amendments.



### 2.1 Site

The subject site is located south of Main Street West, east of Cline Avenue South and west of Dow Avenue, known municipally as 1107 Main Street North (see **Figure 2**, Aerial Photo). The subject site has an overall area of 5,169.3 square metres (1.27 acre) with frontages of approximately 66 metres (216.5 feet) along Main Street West, 60.3 metres (197.8 feet) along Cline Avenue South and 87 metres (285 feet) along Dow Avenue. The average depth of the subject site, measured from Main Street to the south property line, is approximately 73.8 metres.

The subject site is currently occupied by a place of worship, Grace Evangelical Lutheran Church containing a one-storey main building, built in 1959 as well as a one-storey addition to the south which was built in 1970 with associated open spaces and parking spaces accessed from Cline Avenue South and a garden located at the south west corner of Main Street and Dow Avenue. The subject site is included in the City of Hamilton's "Inventory of Buildings of Architectural and/or Historical Interest.



Figure 2 - Aerial Photo



1107 Main Street West, looking southeast



1107 Main Street, looking south



1107 Main Street, looking west



1107 Main Street, looking north



1107 Main Street, looking northwest



1107 Main Street West



1107 Main Street West, exiting at-grade parking space



1107 Main Street West, exiting garden/open space



1107 Main Street West, looking northeast

### 2.2 Surrounding Area

The subject site is located at the north edge of the Ainslie Wood East neighbourhood, an area generally bounded by Main Street to the north, Provincial Highway 403 to the South, Leland Street to the west, and Highway 403 ramp to the east. The Ainslie Wood East neighbourhood consists of a range and mix of a uses with the predominant character being residential uses in the form of 1 and 2-storey detached dwellings with some high-rise residential buildings in the range of 12 to 15-storeys along Main Street West. In addition to the residential character of the neighbourhood, there are retail, restaurant, personal service, commercial and institutional uses along Main Street West.

To the immediate **north** of the subject site, along the north side of Main Street West, there is a mix of small-scale retail, restaurant and commercial uses. At the northeast corner of Main Street West and Cline Avenue South (1100 Main Street West) there is a 3-storey MainCline student residence building. Further north is a residential neighbourhood characterized by 1 and 2-storey single detached dwellings. To the northwest of the subject site, along the west side of Haddon Avenue south, is a 20,090 square metre (4.96 acre) site consisting the Dalewood Recreation Centre and Dalewood Middle School which fronts on Main Street West. The lands to the west of

Dalewood Recreation Centre are subject to a current development application to permit a student residence consisting of two storey grade related units along Traymore Avenue, a step back to eight storeys and a further step back to 10 storeys for the majority of the proposed buildings. A 15-storeys is proposed at the corner of Main Street West and Forsyth Avenue. The McMaster University and McMaster Children's Hospital are located to the northwest of the subject site along Main Street West. The McMaster campus consists of approximately 3 acres of scenic property with a 3-acre core consisting of academic buildings and amenities as well as pedestrian and vehicular access routes throughout. The main campus is strategically located within close proximity to Highway 403 for convenient access to and from the city. Currently there are a number of McMaster campus buildings that are in the site plan application process including the Science Building located along College Crescent to permit a 6-storey addition to the existing building; the site bounded by Michell Crescent to the north and west, Stearn Drive to the south, Forsyth Avenue North to the east to construct a 11-storey living/learning centre and 32,000 square metres of student residence and classrooms and other student services and amenities.



1100 Main Street West MainCline Student Residence



Dalewood Recreation Centre and Dalewood Middle School



Dalewood Recreation Centre and Dalewood Middle School



1280 Main Street West - McMaster University and McMaster Children's Hospital, looking northeast



1280 Main Street West, McMaster University



1280 Main Street West - McMaster University and McMaster Children's Hospital, looking north



1190 Main Street West, subject to a development application



1280 Main Street West - McMaster University and McMaster Children's Hospital, looking northwest

To the northeast of the subject site, along the north side of the Main Street East, there is a 2-storey commercial building with associated parking spaces accessed from Main Street West located at 1070 Main Street West to the west of this building there is Husky gas station (1050 Main Street West). Further west, between Newton Avenue and Longwood Road there are series of single detached dwellings and small-scale commercial buildings. The property located at the northwest corner of Main Street West and Longwood Road is subject to a development application to construct a 6-storey mixed use building with at grade commercial space and 25 dwelling units.



1070 Main Street West



1050 Main Street West



Single detached dwellings along Main Street West



918 Main Street West



906 Main Street West subject to a development application



Existing single detached dwellings along Main Street West

Immediately to the **south** of the subject site is the Adas Israel Synagogue and Hamilton Hebrew Academy building. The building is approximately 14.0 metres setback from the southerly property line of the subject site and includes a playground at the northeast corner of the site. Further south is a residential neighbourhood comprised of 1 and 2-storey single detached dwellings. Beyond the residential areas to the south is the Provincial Highway 403.



125 Cline Avenue, Adas Israel Synagogue



125 Cline Avenue, Adas Israel Synagogue, looking south along Cline Avenue South



Detached dwelling along west side of Cline Avenue, looking south



60 Dow Avenue, Hamilton Hebrew Academy



60 Dow Avenue, Hamilton Hebrew Academy, looking north along Dow Avenue



60 Dow Avenue, Hamilton Hebrew Academy, looking south

To the Immediate **west** of the subject site, at the southwest corner of Cline Avenue South and Main Street West is a triangular vacant lot used as a MainCline Residence parking lot. Further west is a residential neighbourhood area consisting of 1 to 2-storey detached dwellings. In addition to residential dwellings which front directly on Main Street West, the predominant uses along this stretch of Main Street to the west of the site are small-scale retail uses, restaurant, places of worship and other similar uses that support the residential and student functions of the area.



MainCline Residence Parking Lot, at southwest corner of Cline Avenue South and Main Street West



Exiting single detached dwellings along west side of Cline Avenue, looking north

To the immediate **east**, on the east side of Dow Avenue are single detached dwellings fronting onto Dow Avenue. Further east, along the south side of Main Street West is a 2-storey medical office building (1057 Main Street West) beyond which is the Columbia International College, Maple Campus (1033 Main Street) and a five-storey student dormitory building (1029 Main Street West). To the south of the Columbia International College is a power distribution plant. On the east side of the Highway 403 ramp, is the main campus of the Columbia International college (1003 Main Street West) including associated parking space accessed from Main Street West and a soccer field, beyond which are two 12-storey residential apartment buildings located at 1001 Main Street West (Camelot Towers West). The lands to the east of Camelot towers are subject to a site plan application to permit a mixed-use development consisting of two towers of 16 and 18 storeys (student residence) connected at the base by a four-storey podium and commercial uses on the ground (925 Main Street West).



Existing Single Detached Dwellings along east side of Dow Avenue



Office Building along Main Street



Camelot Towers West(1001 Main Street West) looking south



Columbia Residence (1029 Main Street West)



Camelot Towers West(1001 Main Street West) looking southeast



Columbia International College, (1003 Main Street)



925 Main Street West, subject to development application



Columbia International College and Camelot Towers West (1003 and 1001 Main Street West)

### 2.3 Transportation Network

As per Urban Hamilton Official Plan Appendix B — Major Transportation Facilities and Routes, the subject site is located along Main Street West, a Potential Rapid Transit Line (BLAST) (see **Figure 3**, Major Transportation Facilities and Routes). The subject site is well served by public transit with the McMaster GO Station for bus service located west of the subject site at Cootes Drive and Scholars Road. In addition to Regional service, the subject site is well served with HSR bus routes 1A, 5, 5A, 5C, 5E, 10, 51, 52 to the south, north and west.

Smart Commute Hamilton, an association led by the City of Hamilton working with local businesses and community organizations to provide programs and initiatives that encourage the use of active and sustainable transportation, has mapped out the surrounding area bicycle network. As per the interactive map, Haddon Avenue South and Dalewood Avenue to the west are identified as signed on-street routes; King Street West to the north and Sterling Street further north are identified as designated bicycle lanes; and Cootes Drive further east is identified as a paved multi-use trail shared with pedestrians.

Finally, the City of Hamilton, Metrolinx and the Province of Ontario have committed to funding and approving a 17-stop, 14-kilometre Light Rail Transit (LRT) system that will run through Downtown Hamilton along Main Street East/West and King Street on a line known as the "B-Line LRT" from McMaster University in the west end to Eastgate Square in the east end. The LRT will provide a world-class transportation alternative that is only currently being utilized in a handful of Canadian cities. Major construction is expected to begin in 2020 with the first trains expected to launch in 2024, as per the Metrolinx — Hamilton Light Rail Transit project website.

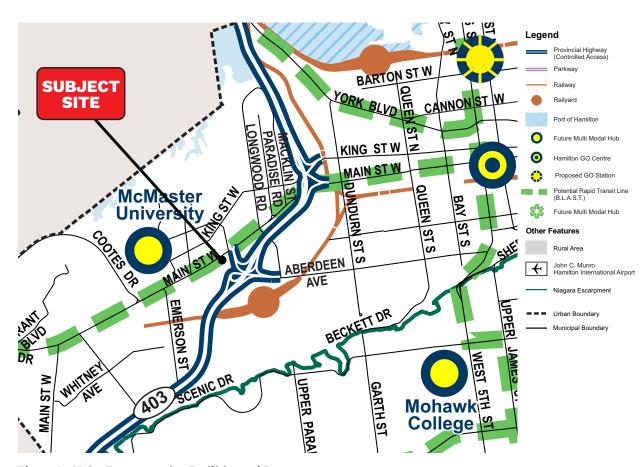
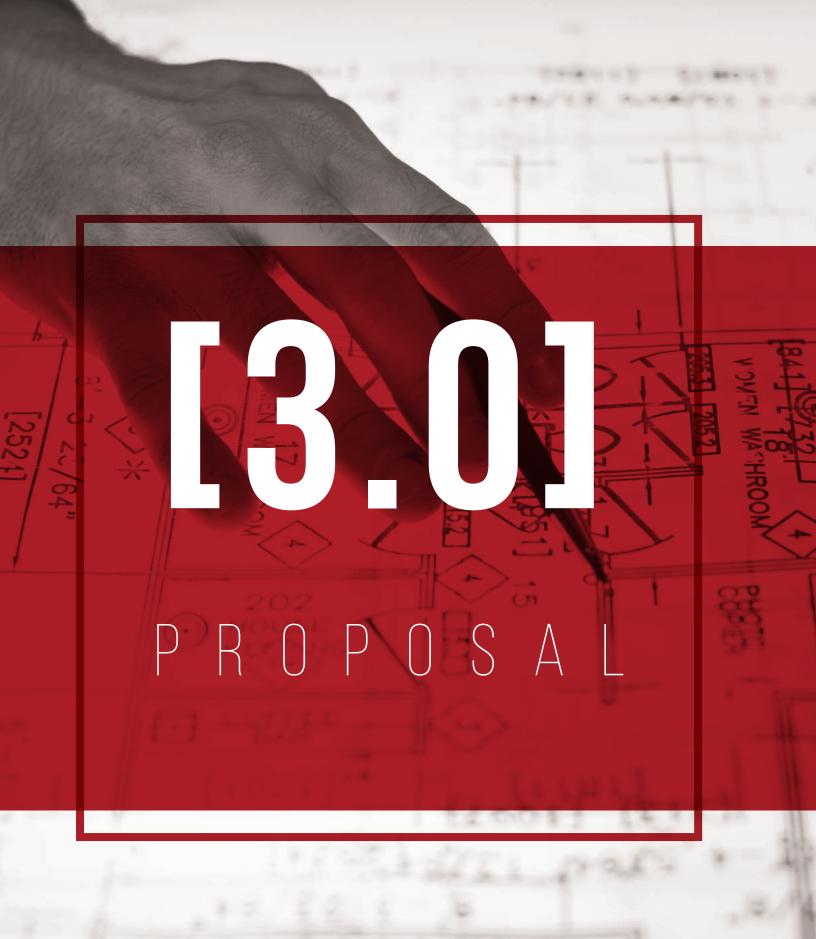


Figure 3 - Major Transportation Facilities and Routes



# 3.1 Description of Proposal

The proposed development of the subject site includes the demolition of the existing Grace Lutheran Church and rectory buildings and the development of a new 15-storey mixed-use building with 536.2 square metres of commercial space at grade along Main Street West and total of 310 dwelling units, including 7 grade related townhouse units in the building's base fronting Dow Avenue and Cline Avenue South. The building is oriented to the three abutting streets and creates a large central courtyard.

The overall height is 45.0 metres to the top level 15 (excluding the mechanical penthouse) and 27.0 metres to the top level 10 along Dow Avenue and Clive Avenue South and 21.0 metres to the top level 8 at the northeast corner and the rear of the site.

The total gross floor area of the building is 23,762.7 square metres (255,774.5 sf) resulting in a density of 5.2 FSI. (see **Figure 4**, Site Plan).

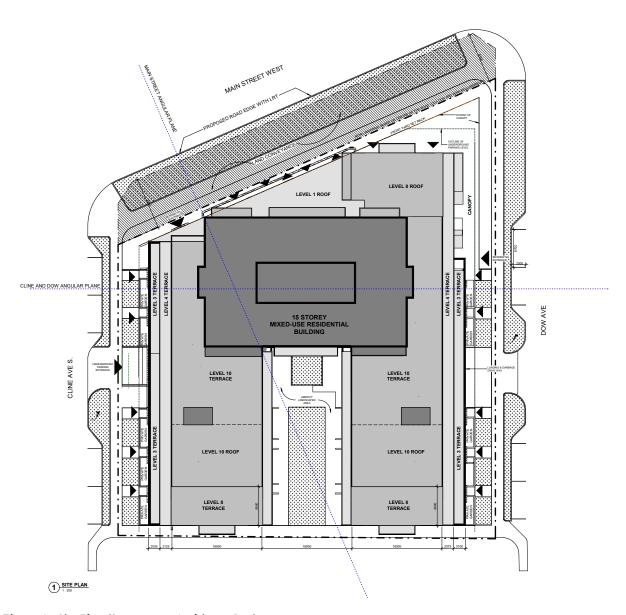


Figure 4 - Site Plan (Source: srm Architects Inc.)

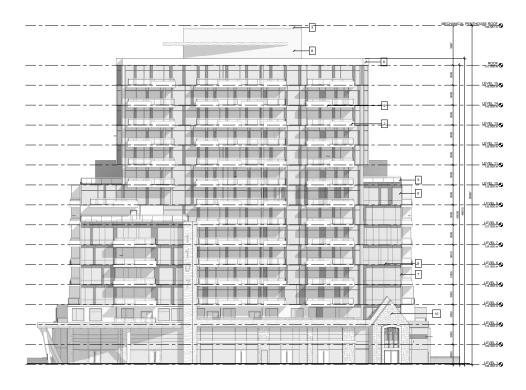


Figure 5 - North Elevation (Source: srm Architects Inc.)

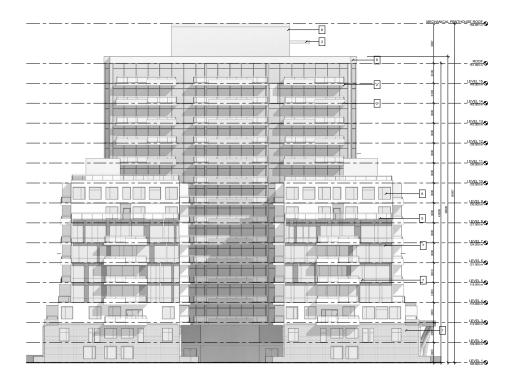


Figure 6 - South Elevation (Source: srm Architects Inc.)

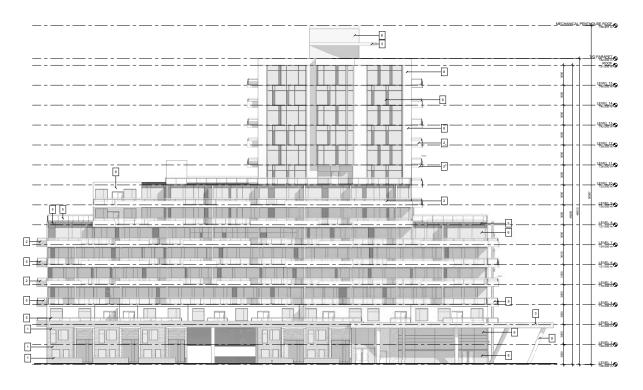


Figure 7 - East Elevation (Source: srm Architects Inc.)

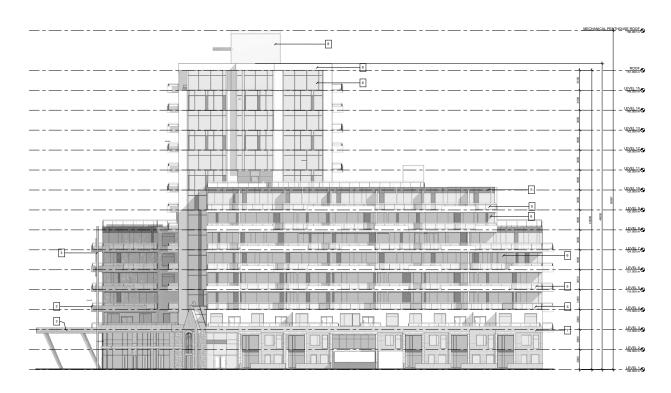


Figure 8 - West Elevation (Source: srm Architects Inc.)

#### BUILT FORM

With respect to the built form, the proposed building provides a tall (15-storey) mid-rise form along Main Street West, which sits on a tall (6 metre) 1-storey base. This frontage is further refined at the northeast corner of the site, where the building steps back above the eighth floor to break up the massing along the Main Street frontage. Along the eastern (Dow Avenue) and western edge (Cline Avenue) of the building two 10-storey wings extend southward from the Main Street West massing, providing 16.0 metres separation distance between each wing to allow for flexibility in locating residential units internally and create central outdoor amenity courtyard. The two wings step down at the rear (toward the Adas Israel Synagogue and Hamilton Hebrew Academy) and sides along the local streets.

### UNIT DISTRIBUTION AND AMENITY SPACE

In total the proposed building consists of 310 units comprised of 17 large, grade-related family and townhouse units, with in the ground and second level, fronting on and accessed from Cline Avenue South, Dow Avenue and the central courtyard. The apartment style units have a mix of 4 Bachelor units (1.2%), 166 one-bedroom units (53.5%), 99 two-bedroom units (32.0%), and 24 three-bedroom units (7.8%). The total combined unit breakdown is shown in Table 1 below

Table 1 - Table 1 - Total Combined Unit Breakdown

Unit Type	Bachelor	1 Bed	2 Bed	3 Bed	Family	Townhouse units
Apartment Units	4	161	99	24	10	7
Total	14	161	99	24	10	7
Breakdown (%)	1.2%	53.5%	32.0%	7.8%	3.2%	2.3%

The proposed development is anchored by a large 480 square metre central courtyard, which is utilized for outdoor amenity space. This amenity space will be directly accessible from the proposed 93 square metres of indoor amenity space located on the ground floor of the building and will allow for both active and passive uses. Notwithstanding the proposed indoor and outdoor spaces as part of the development, the residents will have access to a number of parks and natural open spaces located within close proximity to the subject site including Churchill Park, Cootes Park and Cathedral Park, among others.

### PARKING, LOADING AND ACCESS

There will be total of 217 underground parking spaces comprised of 8 at-grade parking spaces for the townhouses, 217 residential parking spaces and 9 barrier free parking spaces. The parking spaces are located in three levels of underground parking with exception of townhouse parking spaces which are proposed as permit parking spaces within layby's on Cline Avenue South and Dow Avenue. Vehicular access to the underground parking is provided from Cline Avenue South, while the internal loading space is accessed from a driveway on Dow Avenue.

A total of 156 bicycle parking spaces are provided, 150 are proposed for residents and 6 short term spaces proposed for the commercial use.

### 3.2 Key Statistics

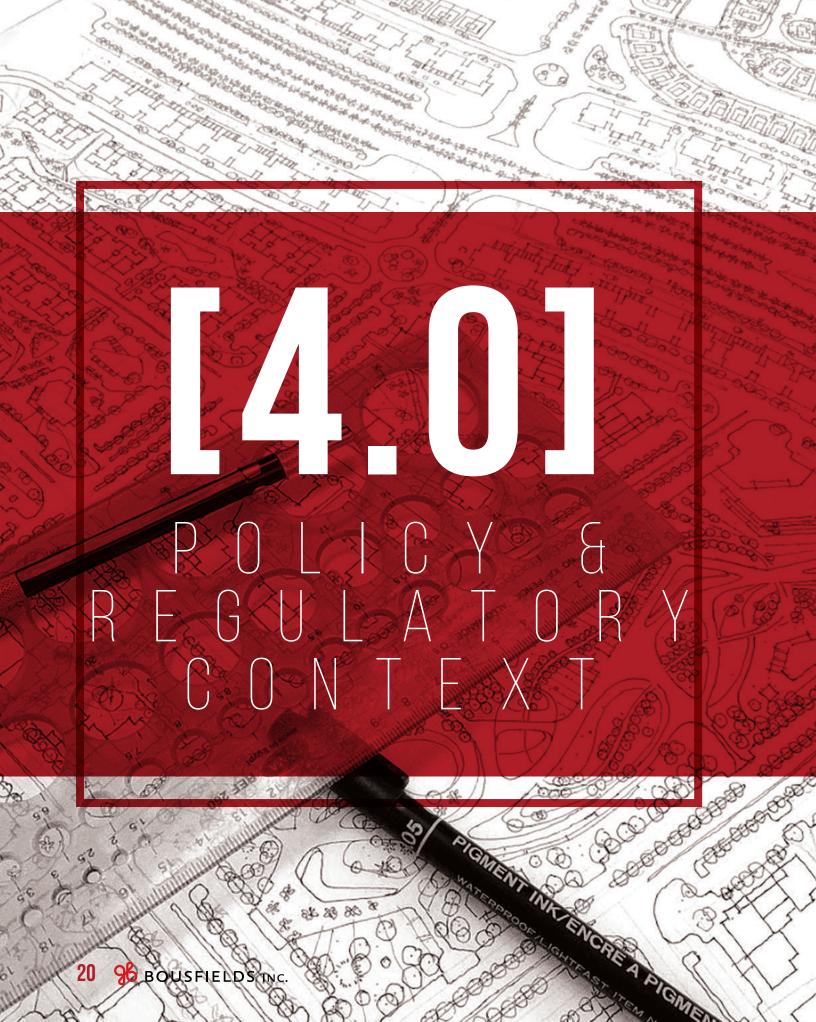
Table 2 below provides a summary of the key statistics for the proposal.

Table 2 - Table 2 - Site Statistics

Site Area	4,517.0 square metres
Residential GFA	23,227.6 square metres
Non-Residential GFA	535.1 square metres
Total GFA	23,762.7 square metres
Floor Area Ratio	5.26
Height	15-storey (45.0 metres)
Residential Units	310
Parking Spaces	Underground Level 1 = 74 spaces
	Underground Level 2 = 75 spaces
	Underground Level 3 = 77 spaces
	Townhouse Street Parking = 8 spaces
Bicycle Parking Spaces	
Residential long-term parking spaces	150
Commercial short-term parking spaces	6

### 3.3 Required Approvals

In our opinion, the proposed development requires amendments to the UHOP, Ainsley Wood Westdale Secondary Plan and City of Hamilton Zoning By-law 05-200 in order to increase the permitted height and density and to seek relief from other site-specific performance standards as necessary to accommodate the proposal.



### 4.1 Overview

As set out below, the mixed-use proposal is consistent with the 2014 Provincial Policy Statement and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), and also meets the intent of the majority of policies in the Urban Hamilton Official Plan (UHOP) and Ainslie Wood Westdale Secondary Plan, all of which promote and encourage intensification within built-up urban areas.

# 4.2 Provincial Policy Statement (2014)

The current Provincial Policy Statement 2014 (PPS) came into effect on April 30, 2014 and provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1(a) and (b) and 1.1.1(e) provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns and accommodating an appropriate range and mix of residential, employment (including industrial and commercial), institutional, recreation, park and open space, and other uses; and promoting other uses; and promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.

Policy 1.1.3.1 of the PPS provides that settlement areas are the focus of growth and development, and their vitality and regeneration shall be promoted. Further, Policy 1.1.3.2 promotes densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and are transit-

supportive, where transit is planned, exists or may be developed including supporting active transportation. Policy 1.1.3.3 requires planning authorities to identify appropriate locations and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. Policy 1.1.3.5 requires planning authorities to establish and implement minimum targets for intensification and redevelopment in built-up urban areas.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents by, among other matters, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit.

The efficient use of infrastructure (particularly public transit) is a key element of provincial policy (Sections 1.6.3, 1.6.5 and 1.6.7). With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported by promoting opportunities for economic development and community investment-readiness (a), optimizing the use of land, resources, infrastructure and public service facilities (b), maintaining and enhancing the vitality and viability of downtowns and mainstreets (c), and encouraging a sense of place by promoting well-designed built form and cultural planning and by conserving features that help define character, including built heritage resources and cultural heritage landscapes (d) and promoting the redevelopment of brownfield sites (e), among other matters.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The Provincial Policy Statement includes policies regarding cultural heritage and archaeology in Section 2.6. Policy 2.6.1 provides that significant built heritage resources and significant cultural heritage landscapes shall be conserved. Policy 2.6.2 states that development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. Further, Policy 2.6.4 requires planning authorities to consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal is consistent with the Provincial Policy Statement and, in particular the policies relating to mixeduse intensification and the efficient use of land and infrastructure.

### 4.2.1 PROPOSED PROVINCIAL POLICY STATEMENT (2019)

On July 22, 2019, the Ministry of Municipal Affairs and Housing proposes changes on the Provincial Policy Statement (PPS) which would work with other changes to the land use planning system including the Planning Act through Bill 108, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe. The draft PPS (2019) is open for comment until October 20, 2019.

### 4.3 A Place to Grow: **Growth Plan for** the Greater Golden Horseshoe (2019)

On May 16, 2019, A Place to Grow: Growth Plan for the Greater Golden Horseshoe ("2019 Growth Plan") came into full force and effect, replacing the 2017 Growth Plan for the Greater Golden Horseshoe (GGH). Under Section 7 of the Places to Grow Act, all decisions affecting a planning matter must conform with A Place to Grow Plan, 2019.

The Growth Plan provides a framework for implementing the Province's vision for managing growth across the region to the year 2041 and supports the achievement of complete communities. The Guiding Principles, which are important for the successful realization of A Place to Grow are set out in Section 1.2.1. Key principles relevant to the Proposal include:

- Supporting the achievement of complete communities<sup>1</sup> that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- Prioritizing intensification and higher densities in strategic growth areas (see definition below) in order to make efficient use of land and infrastructure and support transit viability; and
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

In accordance with Section 1.2.3, A Place to Grow is to be read in its entirety and the relevant policies are to be applied to each situation.

Similar to the PPS, the Growth Plan supports mixed-use intensification within built-up urban areas, particularly in proximity to transit. As noted in Section 2.1 of the Plan:

"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas [...]. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options [....] It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change.""

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

"This Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area."

Policy 2.2.1(2)(a) states that the vast majority of growth will be directed to settlement areas that i) have existing or planned municipal water and wastewater systems; and ii) can support the achievement of complete communities. Further, Policy 2.2.1(2)(c) provides that within settlement areas, growth will be focused in: i) delineated built-up areas; ii) strategic growth areas; iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and iv) areas with existing or planned public service facilities.

The subject site is considered as part of a "strategic growth area" pursuant to the Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form), given that is located along a major street and it has access to an existing and planned "frequent transit service". "Strategic growth areas" include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned "frequent transit service" may also be identified as strategic growth areas.

In this regard, the site is located along Main Street West, which is a major street with planned "frequent transit" service and within a future planned higher order transit stop (i.e. the City's future west end LRT line). A Place to Grow defines "frequent transit service" as a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week."

A "major transit station area" is defined by the Growth Plan as "the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk".

The subject site is located on a Priority Transit Corridor given its location along the City's future west end LRT line and as a result, Policy 2.2.4(3) provides that Major Transit Station areas on priority transit corridors or subway lines will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit. Further, Policy 2.2.4(8) provides that all major transit station areas will be planned and designed to be transit-supportive and to achieve multi-modal access to stations and connections to nearby major trip generators by provided, where appropriate, a) connections to local and regional transit services to support transit service integration; and, b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and bicycle parking.

Policy 2.2.1(3)(c) requires that municipalities undertake integrated planning to manage this forecasted growth in a manner which provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors and to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities in a number of ways, including: (a) featuring a diverse mix of land uses including residential and employment uses, and convenient access to local stores, services, and public service facilities; (c) providing a diverse range and mix of housing options including second units and affordable housing,

to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; (d) expanding convenient access to a range of transportation options; (e) provide for a more compact built form and a vibrant public realm, and (f) mitigating and adapting to climate change impacts and improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.

Policy 2.2.2(1) provides that by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, a minimum of 50% of all residential development will occur within the delineated built-up boundary within the City of Hamilton. In this regard, Schedule 3 of A Place to Grow Plan forecasts a population of 680,000 and 310,000 jobs for the City of Hamilton by 2031, increasing to 780,000 and 350,000, respectively, by 2041.

Policy 2.2.2(3) requires all municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things:

- · identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development (a);
- identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas (b);
- encourage intensification generally throughout the delineated built-up area (c);
- ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities (d); and
- be implemented through official plan policies and designations, updated zoning and other supporting documents (f).

Section 2.2.4 of the Growth Plan provides policies related to transit corridors and station areas. Policy 2.2.4(2) requires single-tier municipalities, such as the City of Hamilton, to delineate the boundaries of "major transit station areas" on priority transit corridors "in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station".

Policy 2.2.4(9) provides that within all major transit station areas, development will be supported, where appropriate, by: planning for a diverse mix of land uses to support existing and planned transit service levels, providing for alternative development standards such as reduced parking standards, and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. Further, Policy 2.2.4(10) provides that lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

With respect to housing, Policy 2.2.6(1) requires municipalities to support housing choice through the achievement of the minimum intensification and density targets in A Place to Grow Plan by, among other things, identifying a diverse range and mix of housing options and densities, densities, including second units and affordable housing to meet projected needs of current and future residents (a). This housing strategy is to be implemented through official plan policies and designations and zoning by-laws(d). Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth (a); planning to achieve the minimum intensification and density targets (b); considering the range and mix of housing options and densities of the existing housing stock (c); and planning to diversify the overall housing stock across the municipality (d).

Generally, the infrastructure policies set out in Chapter 3 of the Growth Plan place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods (a);
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation (b); and,
- offers multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services (d).

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support strategic growth areas.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal conforms with the Growth Plan and, in particular, the policies promoting growth and intensification within strategic growth areas major transit station.

# 4.4 Urban Hamilton Official Plan (December 2018 Consolidation)

The Official Plan for the amalgamated City of Hamilton was adopted on July 9, 2009, and brought into effect August 16, 2013 except for policies, schedules, maps and appendices that are still under appeal by the Ontario Municipal Board (OMB). The 2018 consolidation includes Urban Hamilton Official Plan Amendment 65 ("OPA 65"), which reviewed the planned Light Rail Transit (the "LRT") corridor from McMaster University to Eastgate Square and updated the planning policy framework to direct intensification that is transit supportive to this corridor including the subject site.

### STRATEGIC DIRECTIONS: GROWTH MANAGEMENT POLICIES

Policy A.2.3 of the UHOP provides that one of the principal components of the Growth Plan is a series of population and employment forecasts for upper and single-tier municipalities within the Greater Golden Horseshoe. The Growth Plan requires that these forecasts be used by municipalities for planning and managing growth. The Growth Plan also identifies a series of density and intensification targets which municipalities must achieve, which is 660,000 people and 300,000 jobs by 2031.

Policy 2.3.3.4 identifies the City's residential intensification targets which requires Hamilton to plan to achieve 40% of all residential development occurring annually to be within its built-up area by 2015. A total of 26,500 units are to be accommodated within the built-up area between 2001 and 2031.

### COMMUNITIES: RESIDENTIAL INTENSIFICATION POLICIES

The preamble to Section B.2.4 of the UHOP provides that residential intensification is a key component to Hamilton's growth strategy and is essential to meeting the City's growth and employment targets. Intensification ensures land, urban services and the transportation network are used more efficiently, and sufficient population is maintained to support existing community facilities. Further, intensification contributes to creating and maintaining vibrant neighbourhoods, nodes and corridors and can provide a wider range of housing types to meet the housing needs of Hamilton's current and future population. The UHOP supports the intensification of the existing built-up area of the City, with a focus on intensification of planned Urban Nodes and Urban Corridors.

Policy B.2.4.1.1 provides that residential intensification shall be encouraged throughout the entire built-up area while Policy B.2.4.1.2 provides that the City's primary intensification areas shall be the Urban Nodes and Urban Corridors as defined in the OP and further defined in secondary plans and corridor studies. Policy B.2.4.1.3 identifies Urban Nodes and Urban Corridors as being planned to accommodate approximately 40% of the residential intensification target with 40% of the total residential intensification planned to occur with the Neighbourhoods land use designation.

B.2.4.1.4 provides residential Policy that intensification shall be evaluated on a number of criteria including:

- 1. The relationship of the proposal to existing neighbourhood character so that it maintains, and where possible, enhances and builds upon desirable established patterns and built form;
- 2. The development's contribution to maintaining and achieving a range of dwelling types and tenures;
- 3. The compatible integration of the development with the surrounding area in terms of use, scale, form and character; and,
- 4. The development's contribution to achieving the planned urban structure (in this case a primary urban corridor);

Policy B.2.4.2.2 speaks residential intensification development within the Neighbourhoods designation, for which the following shall be evaluated:

- 1. Compatibility with adjacent land uses including matters such as shadowing, overlook, noise, lighting, traffic, and other nuisance effects;
- 2. The relationship of the proposed building(s) with the height, massing and scale of nearby residential buildings;
- 3. The consideration of transitions in height and density to adjacent residential buildings;
- 4. The provision of amenity space and the relationship to existing patterns of private and public amenity
- 5. The ability to respect and maintain or enhance the streetscape patterns including block lengths, setbacks and building separations;
- 6. The ability to respect and maintain or enhance streetscape patterns including block lengths, setbacks and building separations;
- 7. The ability to complement the existing functions of the neighbourhood;
- 8. The conservation of cultural heritage resources;
- 9. Infrastructure and transportation capacity and

Policy B.2.4.3.1 provides that residential intensification involving cultural heritage resources shall be in accordance with Section B.3.4 - Cultural Heritage Resources Policies while Policy B.2.4.3.2 provides that residential intensification in established neighbourhoods shall be in accordance with Policies B.3.4.3.6 and B.3.4.3.7 of UHOP.

### URBAN STRUCTURE POLICIES (CHAPTER E)

The subject site is designated as a Primary Corridor and Neighbourhood on Schedule E -Urban Structure of the UHOP (see Figure 9, Urban Structure Map). A Primary Corridor is one element of an Urban Corridor and as per Policy 2.4 of Chapter E of the UHOP, Urban Corridors follow several major streets throughout the City and have traditionally included a mix of uses providing locations for businesses and housing as well as physical and social focal points for the adjacent neighbourhoods. The intent of the UHOP is to maintain and enhance the mixed-use nature of the City's corridors while recognizing that segments of individual corridors will differ in character and function and will evolve over time.

Policy E.2.4.3 provides that Urban Corridors shall be the location for a range of higher density land uses along the corridor, included mixed-uses where feasible, supported by higher order transit on the Primary Corridors. Further, Policy E.2.4.4 states that Primary Corridors shall serve to link two or more nodes, major activity centres, or employment areas.

Policy E.2.4.6 provides that Urban Corridors shall function as commercial spines providing retail stores and commercial services that cater primarily to weekly and daily needs of residents within the surrounding neighbourhoods. Further, small scale retail catering to a broader regional market may also be permitted. Policy E.2.4.8 provides that Primary Corridors shall be served by the higher order of transit service.

With respect to built form, Policy E.2.4.10 offers that Urban Corridors shall generally consist of low to mid-rise forms but will vary along the length of the corridors with some areas permitting high density and high-rise built form. Primary Corridors shall have a greater proportion of the corridor length in retail and mixed-use forms. In addition to retail and mixed-uses, Policy E.2.4.11 provides that Urban Corridors shall be the focus for intensification through the Neighborhoods which they traverse.

Policy E.2.4.13 of the UHOP provides that corridor studies or secondary planning shall be undertaken for Urban Corridors to provide greater direction on mix of uses, heights, densities, built form,

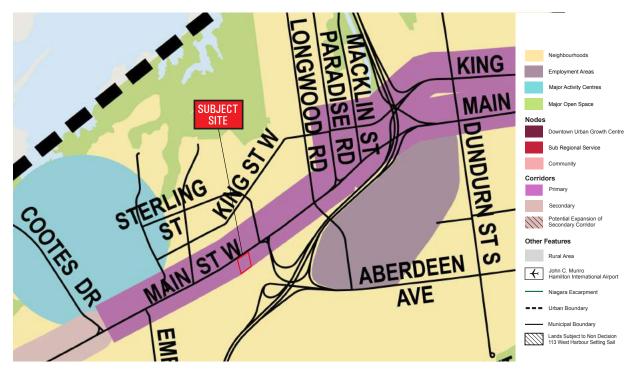


Figure 9 - Urban Structure Map - Schedule E

and design. In addition, Policy E.2.4.14 states that Urban Corridors shall provide a comfortable and attractive pedestrian experience, while Policy E.2.4.16 maintains that new development shall respect the existing built form of adjacent neighbourhoods where appropriate by providing a gradation in building height and that new development shall locate and be designed to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods. With respect to parking, Policy E.2.4.17 provides that reductions in parking requirements shall be considered in order to encourage a broader range of uses and densities to support existing and planned transit routes.

Neighbourhoods are key components of Hamilton's urban structure, representing the concept of complete community at the structural level as per Section 2.6 of Chapter E of the UHOP, Neighbourhoods are bordered and bisected in a number of locations by Urban Corridors. Policy E.2.6.2 provides that Neighbourhoods shall primarily consist of residential uses and complementary facilities and services intended to serve the residents. These facilities and services may include parks, schools, trails, recreation centres, places of worship, small retail stores, offices, restaurants, and personal and

government services. Moreover, Policy E.2.6.4 states that the Neighbourhoods element of the urban structure shall permit and provide the opportunity for a full range of housing forms, types and tenure. In addition, Policy 2.6.5 provides that a range of commercial uses including retail stores and services shall be permitted in the Nieghbourhoods element of the urban structure.

### LAND USE DESIGNATION POLICIES

As per Schedule E-1 - Urban Land Use Designations, the subject site is designated Mixed-Use Medium Density for the portions which front on Main Street West and Neighbourhoods for the remainder of the property (see Figure 10, Land Use Designation Map). The proposed development occurs on those lands designated Mixed-Use Medium Density. The following provides a more thorough description of the applicable UHOP policies.

### MIXED-USE MEDIUM DENSITY DESIGNATION POLICIES

Policy E.4.6 of the UHOP provides that the intent of the Mixed-Use Medium Density designation is to permit a full range of retail, service commercial, entertainment, and residential accommodation at a moderate scale. This designation recognizes the traditional mixed-use main street in the City as well as other large commercial areas which serve the surrounding community or a series of neighbourhoods and which are intended to evolve and intensify into mixed-use, pedestrian oriented areas. In addition, Policy E.4.6.2 states

that retail and service commercial uses are key elements to maintaining the function of Mixed-Use Medium Density areas and ensuring the continued vibrancy of the pedestrian realm.

Policy E.4.6.4 also provides that it is the function of Mixed-Use Medium Density areas to serve as vibrant people places with increased day and night activity through the introduction of residential development, which enhances the function of these areas as transit-supportive nodes and corridors.

The permitted uses in the Mixed-Use Medium Density designation include commercial uses such as retail stores, offices, medical clinics, personal services, financial establishments, restaurants, institutional uses, arts/cultural/ entertainment/recreational uses, hotels, multiple dwellings, and other related uses (Policy E.4.6.5). Contrary to the permitted uses, Policy 4.6.6 prohibits vehicle dealerships and garden centres as the primary use.

With respect to scale, Policy E.4.6.7 of the UHOP specifies that lands designated Mixed-Use Medium Density shall contain a range of building heights and densities up to a maximum height of six (6) storeys and the heights and densities shall depend on the area and be established



Figure 10 - Land Use Designation Map

through secondary plans and the zoning by-law. Policy E.4.6.8 provides that additional height up to eight (8) storeys may be permitted without an amendment to the UHOP provided that there are no adverse shadow impacts on low-rise residential areas; buildings are progressively stepped back from adjacent areas designated Neighbourhoods; and building are stepped back from the street to minimize the height appearance from the street, where necessary.

Policy E.4.6.9 provides that the predominant built form shall be mid-rise and low-rise buildings and the intent is to increase the proportion of multiple storey, mixed-use buildings that have retail and service commercial uses at grade, however, single use commercial and medium density ground related housing forms shall be permitted.

Policy E.4.6.15 provides that although residential development is permitted and encouraged, it is not the intent of the UHOP for the Mixed-Use Medium Density designated areas to lose the planned retail and service commercial function set out in the UHOP.

In regard to design, Policy E.4.6.17 provides that areas designated Mixed-Use Medium Density are intended to develop in a compact urban form with a streetscape design and building arrangement that supports pedestrian use and circulation and creates vibrant people places. Further, Policy E.4.6.24 provides that new development shall respect the existing built form of adjacent neighbourhoods by providing a gradation in building height and densities, and by locating and designing new development to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods.

Policy 4.6.25 states that lands within Mixed-Use-Medium Density designation shall be integrated with the surrounding neighbourhoods through frequent street and pedestrian linkages. Further, Policies 4.6.26 and 4.6.27 provide that automobile access shall be balanced with pedestrian access and opportunities for active transportation and that reduced parking shall be considered to take advantage of higher levels of transit service.

#### URBAN DESIGN POLICIES

The preamble to the urban design policies states that urban design plays a vital role in upgrading and maintaining the City's civic image, economic potential, and quality of life. The intent of the UHOP is to create compact and interconnected, pedestrian-oriented, and transit-supportive communities within which people can attain a high quality of life. In this regard, Policy B.3.3.2.3, provides that urban design should foster a sense of community pride and identity by:

- Respecting existing character, development patterns, built form, and landscape;
- 2. Promoting quality design consistent with the locale and surrounding environment;
- 3. Recognizing and protecting cultural heritage;
- 4. Conserving and respecting the existing built heritage features; and,
- Demonstrating sensitivity toward community identity through understanding character of place, context and setting in both the public and private realms, among other things

Policy B.3.3.2.4 speaks to quality spaces both physically and visually and that both public and private redevelopment should create quality spaces by:

- Logically organizing new buildings, structures and landscaping;
- 2. Using consistent materials compatible with the surrounding context;
- Creating a continuous animated street edge in urban environments;
- Creating transitional areas between public and private spaces;
- Creating public spaces that are human-scale, comfortable and publicly visible with ample openings and glazing; and,
- Minimizing excessive street noise and stationary noise through the design, placement and construction of buildings and landscaping.

Policy B.3.3.2.8 states that urban design should promote environmental sustainability by achieving compact development and building forms, integrating, protecting and enhancing environmental features, encouraging on-site stormwater management, encouraging LEED design and other environmental building rating tools, encouraging the reduction of resource consumption in building and site development, and encouraging energy efficiency in neighbourhood design and development.

With respect to street design, Policy B.3.3.2.10 provides that streets shall not only be designed as part of the transportation network but also as continuous sidewalks, landscaping and boulevard trees, accessible space for pedestrians, bicycles as well as transit, pedestrian amenities including lighting, seating, wayfinding signage, on-street parking, public art and public gathering places.

#### BUILT FORM POLICIES

Policy B.3.3.3.1 of the UHOP specifies that new development shall be located and organized to fit within the existing or planned context of an area. Further, Policy B.3.3.3.2 provides that new development shall be designed to minimize impact on neighbouring buildings and public spaces by such things as creating transitions in scale to neighbouring buildings, ensuring adequate privacy and sunlight, and minimizing the impacts of shadows and wind conditions. In the same regard, Policy B.3.3.3.3 provides that new development shall be massed to respect existing and planned street proportions.

With respect to building placement, Policy B.3.3.3.4 provides that new development shall define the street through consistent setbacks and building elevations.

In order to create a comfortable pedestrian environment, Policy B.3.3.3.5 of the UHOP provides that built form shall do so by: locating principal facades and primary building entrances as close to the street as possible; including ample glazing on ground floors to create visibility from the public sidewalk; include a quality landscape edge along frontages where buildings are set back from the street; locate surface parking to the sides or rear of buildings; and, use urban design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.

### STORAGE, SERVICE AND LOADING AREA POLICIES

Policy B.3.3.7.1 of the UHOP provides that service and loading areas shall be located away from the street so as to minimize disruption or conflicts with adjacent land uses and pedestrian routes and shall be screened as necessary from views from the public right-of-way. Further, Policy B.3.3.7.2 provides that service and loading areas shall be buffered to reduce visual and noise impacts, particularly when located adjacent to residential areas. Regarding their location, Policy B.3.3.7.3 states that outside storage areas shall be sited and organized to reduce their potential negative impacts on the streetscape and that they should be located in the rear or side yards and screened from public view.

#### PARKING POLICIES

Policy B.3.3.10.1 of the UHOP encourages the parking structure and below grade parking areas and discourages surface parking to create and enhance safe, attractive pedestrian oriented streetscape. Policy B.3.3.10.4 provides that where surface parking is proposed, it should be located to the sides or rear of buildings to enable the development of a continuous street edge and creation of quality urban spaces. With respect to bicycle parking, Policy B.3.3.10.10 provides that bicycle parking facilities shall be located as close as possible to the entry points to buildings and that a variety of bicycle parking formats, such as sheltered racks and lockers, catering to both employees and visitors is encouraged.

Further, Policy C.4.5.15 of the UHOP provides that parking and loading requirements regulated the zoning by-law or site plan approval shall ensure adequate parking for the site, while avoiding excess parking supply that can discourage transit use and active transportation choices.

### CULTURAL HERITAGE RESOURCES POLICIES

Policy B.3.4.1.3 ensure that 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.

Policy B.3.4.1.4 encourage the rehabilitation, renovation, and restoration of built heritage resources in order that they remain in active use.

Policy B.3.4.2.1 of the UHOP provides that the City of Hamilton, in partnership with others will:

- Protect and conserve tangible cultural heritage resources of the City, including archaeological resources, built heritage resources, and cultural heritage landscapes for current and future generations;
- Identify cultural heritage resources through a continuing process of inventory, survey, and evaluation, as a basis for the wise management of these resources;
- Avoid harmful disruption or disturbance of known archaeological site areas of archaeological potential;
- Ensure the conservation and protection of cultural heritage resources in planning and development matters subject to the Planning Act either through appropriate planning and design measures or as conditions of development approvals; and,
- 5. Conserve the character of areas of cultural heritage significance, including designated heritage conservation districts and cultural heritage landscapes, by encouraging those lands uses, development and site alteration activities that protect, maintain and enhance these areas within the City.

Policy B.3.4.2.12 (b) A cultural heritage impact assessment may be required by the City and submitted prior to or at the time of any application submission pursuant to the Planning Act, R.S.O., 1990 c. P.13 where the proposed development, site alteration, or redevelopment of lands (both public and private) has the potential to adversely affect cultural heritage resources included in the City's Inventory of Buildings of Architectural or Historical Interest through displacement or disruption.

### BUILT HERITAGE RESOURCE POLICIES

Policy B.3.4.1.3 speaks to ensuring that all new development, site alterations, building alterations, and additions are contextually appropriate and maintain the integrity of all onsite or adjacent cultural heritage resources. Policy B.3.4.1.4 encourages the rehabilitation,

renovation, and restoration of built heritage resources in order that they remain in active use. Policy B.3.4.2.1 contains policies which speak to conserving cultural heritage resources and the character of areas of cultural heritage significance through the development process.

Policy B.3.4.5.2 provides that the City shall encourage the retention and conservation of significant built heritage resources in their original locations. Policy B.3.4.5.5 states that where a significant built heritage resource is to be unavoidably lost or demolished, the City shall ensure the proponent undertakes one or more of the following mitigation measures, in addition to a thorough inventory and documentation of the features that will be lost: a) preserving and displaying of fragments of the former buildings' features and landscaping; b) marking the traces of former locations, shapes, and circulation lines; c) displaying graphic and textual descriptions of the site's history and former use, buildings, and structures; and, d) generally reflect the former architecture and use in the design of the new development, where appropriate and in accordance with Section B.3.3 - Urban Design Policies.

The subject property comprises the grounds of Grace Evangelical Lutheran Church, which is included in the City's Inventory of Buildings and Architectural and/or Historical Interest as well as the Places of Worship Inventory. A Cultural Heritage Impact Assessment which is summarized in Section 5.6 of this report has been prepared and submitted concurrently with this report in support of the proposed development.

### NOISE AND RAILWAY TRAFFIC NOISE AND VIBRATION

Policy B.3.6.3.7 of the UHOP provides that a noise feasibility study, or a detailed noise study, or both, shall be submitted as determined by the City prior to or at the time of application submission, for development of residential or other noise sensitive uses on lands in the following locations: within 400 metres of a major arterial road, as identified on Schedule  $C-Functional\ Road\ Classification\ (Main\ Street\ West)$ .

### INTEGRATED TRANSPORTATION NETWROK

Policy C.4.11 of the UHOP speaks to providing a balanced and integrated transportation network which includes all modes of transportation such as active transportation, transit, automobiles, and goods movement vehicles, among others. Further, Policy C.4.1.4 provides that urban areas should be planned so that travel by automobile is an option but not a necessity.

Policy C.4.2.5 of the UHOP speaks to integrated transportation networks and provides that public transit shall be an integral component of planning for new development and redevelopment of residential and other uses within the urban areas of the City.

Policy C.4.4.2 of the UHOP provides that transit service levels shall be increased incrementally, in conjunction with other policies to improve the viability of transit, with a goal of increasing annual transit ridership per capita with service levels being directed primarily to urban nodes and urban corridors, such as Main Street West.

### FUNCTIONAL ROAD CLASSIFICATION

Policy C.4.5.2(c)(i) provides that the primary function of a major arterial road shall be to carry relatively high volumes of intra-municipal and inter-regional traffic through the City in association with other types of roads. Further, Policy 4.5.2(c)(iii) provides that the basic rightof-way widths for major arterial roads shall be 45.720 metres unless otherwise described in Schedule C-2 – Future Road Widenings.

As per Policy C.4.5.2(f)(i), the primary function of local roads shall be to provide direct land accesses. The secondary function shall be to enable movement of low volumes of traffic to collector roads. Further, criteria (ii) provides that the basic maximum right-of-way widths for local roads shall be 20.117 metres (in all other areas except Employment Areas).

Policy C.4.5.19 of the UHOP provides that new development on properties adjacent to major arterial roads shall include provisions for sufficient parking, loading, maneuvering, and off-street parking.

### STORMWATER MANAGEMENT FACILITY POLICIES

Policy C.5.4.2 provides that any new development that occurs shall be responsible for submitting a detailed stormwater management plan prior to development to properly address on site drainage and to ensure that new development has no negative impact on off-site drainage.

For the reasons set out in Section 5 of this report, it is our opinion that the proposal conforms to the general intent of the UHOP and would complement and reinforce the mid-rise urban structure vision and built form of Medium Mixed-Use designated areas along Primary Corridors. However, an amendment to the UHOP is required to permit the proposed built form and height.

### 4.5 Ainslie Wood Westdale Secondary

Official Plan Amendment 201 and By-law No. 05-208 were enacted by Hamilton City Council on July 13, 2005 which incorporated the Ainslie Wood Westdale Secondary Plan into the former City of Hamilton Official Plan and is now incorporated into the UHOP. The Ainslie Wood Westdale Secondary Plan area is bounded by the former boundaries between the former City of Hamilton and former Town of Dundas on the west, Cootes Paradise on the northwest, and Highway 403 on the east and southeast. The purpose of the Secondary Plan as described in Policy 6.2.1 is that it establishes land uses, development standards and provisions regarding cultural heritage, urban design and transportation, to guide the development and/ or redevelopment of lands located in the Ainslie Wood Westdale Secondary Plan area.

The vision for the Ainslie Wood Westdale area over the 20-year period (from 2005) of the plan is to create a balanced stable community in which the diverse needs of all stakeholders are met. Further, McMaster University and the surrounding community support each other by the provision of services and amenities, and residents are housed in high-quality neighbourhoods providing amenities suitable for various types of households (Policy 6.2.2).

Policy B.6.2.4 outlines the objectives of the Secondary Plan, those of which apply to proposed development include:

- Providing suitable housing choice for families, students, seniors and others;
- Maintain low density, single detached residential areas:
- 3. Ensuring new infill housing are compatible with existing development;
- Encourage compact development forms to help relieve pressures for urban expansion, such as higher density and mixed-use along major roads;
- Reduce conflicts between adjacent land uses by buffering and distance separation;
- 6. Provide commercial areas along major roads;
- Enhance the design and identity of the Ainslie Wood Westdale area with the addition of design features to accentuate streetscapes and gateways;
- Recognize McMaster University and McMaster University Medical Centre as major community stakeholders, which help to define community identity;
- Ensure the transportation system provides for the needs of all citizens, encourages compact form and enables the use of alternative travel modes; and.
- 10. Ensure the municipal infrastructure, such as water, sewers, storm water management facilities and public/private utilities are provided to adequately service the residents, businesses and institutions of this area.

The General Residential Policies of the Secondary Plan, in particular Policy B.6.2.5.3(b) provide that higher residential densities are directed to major roads, namely arterial and collector roads, to new or redeveloped residential or mixed-use commercial/residential developments.

With respect to enhancing and preserving the heritage character of the Ainslie Wood Westdale residential area, Policy B.6.2.5.3(g)(i) recognizes the retention of buildings and areas which have been designated or listed as having historical or architectural significance.

## MIXED USE - MEDIUM DENSITY DESIGNATION POLICIES

The subject site is designated 'Mixed Use-Medium Density' on Map B.6.2-1 – Land Use Plan of the Secondary Plan (see **Figure 11**, Ainslie Wood Westdale Land Use Plan). Policy B.6.2.7.1 outlines the objectives of the Mixed Use-Medium Density, those of which apply to proposed development include:

- Encourage mixed uses, with residential apartments on upper floors of commercial buildings located along major roads, namely arterial and collector roads, with higher densities to support use of infrastructure;
- Provide commercial areas in combination with other uses to serve the needs of residents and visitors.

With respect to the specific policy direction for Mixed Use - Medium Density uses, policy B.6.2.7.2. (a) and (c) provide that residential, commercial or institutional uses shall be permitted either as stand-alone developments or in a mixed use building. Other permitted building forms may include low rise apartment buildings which are entirely residential, other residential uses subject to the Medium Density Residential and low rise commercial buildings. Policy B.6.2.7.2 (d) regards for the building forms that shall be in keeping with the predominant character of the surrounding area with respect to materials, roofline and setbacks. Policy B.6.2.7.2 (e) provides that the residential density shall generally be about 30-49 units per gross hectare. Policy 6.2.7.2 (f) provides that Mixed Use-Medium Density designated lands shall only front onto the major streets and shall generally have access only onto these major streets. Policy B.2.6.7.2 (g) requires provision of sufficient parking to accommodate all users and considers shared use parking where appropriate.

Policy B.6.2.7.2 (h) provides criteria for development or redevelopment of lands designated Mixed Use - Medium Density on the south side of Main Street West, opposite McMaster, for mixed uses which includes:

 Uses such as mixed-use commercial/residential, including rental residential units, and educational facilities including classrooms, offices and amenities shall be encouraged;

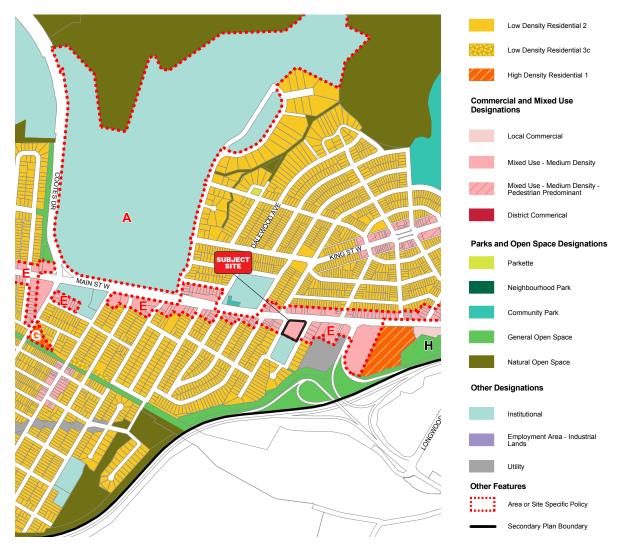


Figure 11 - Ainslie Wood Westdale Land Use Plan

- Building heights shall not exceed three (3) storeys. Increased building heights of four (4) to six (6) storeys may be permitted if it can be demonstrated that the height shall not produce any adverse shadow impacts on public spaces and/ or private outdoor amenity spaces. Consideration of increased heights may include consideration of comprehensive development of the entire block, including Main Street frontage and the existing residential lands to the rear, and terracing of buildings;
- Provision of satisfactory access and parking shall be required;
- Measures to ensure the safety of pedestrian traffic crossing Main Street West in this area shall be required.
- Street beautification by the City of Hamilton shall be encouraged.

#### AREA SPECIFIC POLICY -AREA E

The subject site is located within the Area Specific Policy - Area E where specific uses including drive through facilities, gas bars and car washes and vehicular service stations are prohibited (Policy B.6.2.17.5 (a)).

Policy B.6.2.17.6 provides that the following policies shall apply to the lands located on Main Street between Hollywood Avenue and Highway 403, designated Mixed Use – Medium Density, and identified as Area Specific Policy — Area E on Map B.6.2-1 – Ainslie Wood Westdale – Land Use Plan:

a. In addition to Section E.4.0 – Commercial and Mixed Use Designations of Volume 1, and notwithstanding B.6.2.7.2 of Volume 2, the following policies shall apply:

 building forms shall be in keeping with the predominant character of the surrounding area with respect to materials, roofline and setbacks;

#### URBAN DESIGN POLICIES

Policy B.6.2.13.1 of the Secondary Plan identifies the urban design objectives in the Ainslie Wood Westdale area which are as follows:

- Built forms and landscaped areas, including residential neighbourhoods, commercial areas, arterials roads, and other areas shall be enhanced through high quality design initiatives;
- New development, including infill and additions to existing buildings, shall complement and enhance the existing character of the surrounding environment, using appropriate building materials and attention to the scale, massing, colour, and special features of the existing built context;
- 3. Public urban spaces, including roads, sidewalks, and open spaces, shall also be enhanced to harmonize with the existing built form.

Policy 6.2.13.12(c) speaks to Urban Design policies in the Secondary Plan area and specifies that to protect the integrity and residential character of established historical neighbourhoods, new residential development including infill and additions to existing buildings shall reflect the scale, form, and other building features of that specific area and street. Further, the policy provides that new development shall reflect the existing built form context by conforming to existing setback, building height, roof types and complementary construction material. The policy establishes that historical neighbourhoods shall include, but not be limited to the following areas: Cultural Heritage Landscapes, as specified on Map B.6.2-2 — Ainslie Wood Westdale — Cultural Heritage Landscapes.

Policies B.6.2.13.2 (d) through (h) specify that special design treatments may be considered for various entrance points to the Ainslie Wood Westdale community identified in the Streetscape Master Plans. It should be noted that there is no Street Master Plan for this stretch of Main Street West. In this regard, the policies speak to treatments such as public art, landscape elements, and signs among others, street trees, views and vistas, and public realm, among others.

### CULTURAL HERITAGE POLICIES

As per Policy B.6.2.14 of the Secondary Plan, the heritage and historical significance of the Ainslie Wood Westdale community should be celebrated and incorporated into aspects of current development and that areas such as Westdale subdivision, one of the first planned communities in North America, be recognized.

Policy B.6.2.14.1 sets out cultural heritage objectives in the Ainslie Wood Westdale community which are to: recognize the existing heritage and design features of the area, and take advantage of opportunities to further enhance these features; conserve the historic and architecturally significant buildings and areas, and reflect this heritage character in adjacent lands; and ensure the appropriate management, conservation, mitigation or preservation of archaeological resources.

Policy B.6.2.14.2 regards for policies related to the Cultural Heritage Landscapes as are identified on Map B.6.2-2 Ainslie Wood Westdale - Cultural Heritage Landscapes. These policies do not apply to the subject site as it is not listed within the Cultural Heritage Landscapes.

#### TRANSPORTATION POLICIES

Policy B.6.2.15 of the Secondary Plan supports that the transportation system in the Ainslie Wood Westdale community provides for various forms of travel including transit, cycling and walking for people who live, work and attend school in this area. Further, the policy also adds that the community shall also continue to provide important through links for City-wide transportation networks, such as roads, bicycle paths and transit, for people travelling to and from destinations such as the University and nearby Downtown Hamilton.

Policy B.6.2.15.2(a) of the Secondary Plan provides that through traffic shall be directed to appropriate streets, particularly arterial and collector roads, and shall be minimized on local streets. Policy B.6.2.15.2(b) provides that the bicycle network shall continue to be recognized as a vital component of the City's overall transportation system.

Policy B.6.2.15.2(g) provides that a comprehensive transit review shall be undertaken for the Ainslie Wood Westdale community to address transit routing; opportunities for improving system efficiency; and, integration of transit services with other modes of transportation. In addition, Policy B.6.2.15.2(i) speaks to the location and design of parking in that parking spaces required on-site shall be appropriately landscaped and screened to adjacent residential, and that required parking shall be located to the rear of buildings wherever possible.

#### INFRASTRCUTURE POLICIES

Policy B.6.2.16 of the Secondary provides that municipal services, such as sewers, water, storm water systems and public/private utilities, shall be provided, maintained and upgraded as necessary to accommodate the needs of existing and future development in the Ainslie Wood Westdale area.

For the reasons set out in Section 5 of this report, the proposal meets the general content of the Ainslie Wood Westdale Secondary Plan policies, however, an official plan amendment is required to permit the proposed built form and height.

#### 4.6 City of Hamilton Zoning By-law 05-200 (Consolidated December 2018)

The City of Hamilton's Comprehensive Zoning By-law 05-200 came into effect on May 25, 2005 and is being implemented in stages. The City of Hamilton Council further approved By-law No. 16-265 to amend Zoning By-law 05-200 on October 12, 2016 to add new Transit Oriented Corridor (TOC) Zones, including Mixed-use (TOC1) Zone and other associated provisions.

The subject site is zoned *Transit Oriented Corridor* Mixed Use Medium Density (TOC1) as per the City of Hamilton's online interactive zoning tool (see Figure 12, Zoning By-law 05-200 Map).

As per the explanatory note in Section 11.1 of By-law 05-200, the TOC1 Zone is located along collector and arterial roads that function as higher order transit corridors. The Zone provides for a mixture of service commercial,

retail and residential uses in standalone or mixed-use buildings. The intent of the built form requirements is to create complete streets that are transit supportive and will provide for active, and pedestrian oriented streets.

Section 11.1.1 of By-law 05-200 lists a wide range of permitted uses which includes dwelling unit(s), multiple dwelling, office, restaurant, retail, and other related uses. Further, Section 11.1.2 of Bylaw 05-200 prohibits the following uses: drivethrough facilities, motor vehicle dealerships, motor vehicle gas bars, motor vehicle rental establishments, motor vehicle service stations, motor vehicle washing establishments, semidetached dwelling, single-detached dwelling and street townhouse dwelling.

The City of Hamilton's Comprehensive Zoning By-law 05-200 defines:

- multiple dwelling as:
  - "a building or part thereof containing three or more dwelling units but shall not include a street townhouse dwelling or semi-detached dwelling."
- street townhouse dwelling as:

"a building divided vertically into three or more dwelling units, by common walls which prevent internal access between units and extend from the base of the foundation to the roof line and for a horizontal distance of not less than 35 percent of the horizontal depth of the building but shall not include a maisonette. Each townhouse shall be designated to be on a separate lot having access to and frontage on a street, laneway or common condominium driveway."

Section 11.1.3 of By-law 05-200 establishes specific zoning regulation which are as follows:

- a. Building Setback from a Street Line: a building must be setback a minimum of 3.0 metres for a building with residential units on the ground floor facing a street and it can only be setback by a maximum of 4.5 metres, except where a visibility triangle is required or 6.0 metres where access to a driveway or garage is provided.
- b. Minimum Rear Yard: a building must be setback by 7.5 metres in the rear yard.
- c. Minimum Interior Side Yard: the subject site does not have interior side yards.
- d. Building Height: A building must have a minimum height of 11.0 metres and maximum height of 22.0 metres.



Figure 12 - Zoning By-law 05-200 Map

- e. Maximum Gross Floor Area for Microbrewery: N/A
- f. Maximum Gross Floor Area for an Office Building: N/A
- g. Built Form for New Development:
  - Rooftop mechanical to be screened from view of any abutting street;
  - ii. For a through lot, the minimum with of the ground floor façade facing the front lot line shall be greater than or equal to 75% of the measurement of the front lot line and comply with the setback requirements above;
  - iii. A maximum of one driveway with a maximum permitted width of 6.0 metres shall be permitted for ingress and egress;
  - iv. No parking, stacking lanes, or aisles shall be located between the required building façade and the front lot line or flankage lot line;
  - All principle entrances shall face the street and be accessible form the building façade with direct access from the public sidewalk;
- Minimum Amenity Area for Dwelling Units and Multiple Dwellings: on a lot containing more than 10 dwelling units, the following minimum amenity are requirements shall be provided:

- i. An area of 4.0 square metres for each dwelling unit less than 50 square metres;
- ii. An area of 6.0 square metres for each dwelling unit more than 50 square metres;
- iii. In addition to the definition of Amenity Area, and Amenity Area located outdoors shall be unobstructed and shall be at or above the surface, and exposed to light and air and may include balconies and patios; and
- iv. In addition to the definition to Amenity Area, the required Amenity Area shall be provided exclusively for the residential component and shall be functionally separated from public areas associated with any commercial component.
- Visual Barrier: A visual barrier shall be required along any lot line abutting an Institutional Zone in accordance with the requirements of Section 4.19 of this by-law.
- j. Outdoor Storage: No outdoor storage of goods, materials, or equipment shall be permitted. The display of goods or materials for retail purposes accessory to a retail use shall only be permitted in a front yard or flankage yard.

Section 11.1.5 of By-law 05-200 references the parking requirements which are outlined in Section 5 of the By-law. The requirement for *Multiple Dwelling* uses under Section 5.6 — Parking Schedules of By-law 05-200 is provided in Table 3.

Table 3 - Parking Requirements

Multiple Dwelling in all Transit Oriented Corridor Zone	Dwelling units less than 50.0 square metres in gross floor area	0.3 space per unit (Minimum) 1.25 space per unit (Maximum)		
	Dwelling units greater than 50.0 square metres in gross floor area; 51+ units			
		Min.	Max.	
	–14 Units	0.7 per unit	1.25 per unit	
	15 - 50 Units	0.85 per unit	1.25 per unit	
	51 + Units	1.0 per unit	1.25 per unit	

# 4.7 City-Wide Corridor Planning Principles and Design Guidelines (April 2012)

The purpose of the City-Wide Corridor Planning Principles and Design Guidelines is to provide planning and design directions for Corridors in the City of Hamilton. The principles and guidelines provide direction for new development, public realm investments and future planning studies along the City's primary and secondary corridors. The UHOP identifies corridors as areas of streetoriented uses which incorporate a mix of retail, employment and residential uses, developed at overall greater densities, located along arterials roads serving as major transit routes.

The following design guidelines would apply to the subject site:

- Guideline 4.2 Development Potential Property Size: 2-12 storeys based on existing lot area, depth and width of property;
- Guideline 4.3.1 Maximum Building Height Related to Property Depth: new buildings should be limited by a 45 degree angular plane measured from the rear property line. All portions of the building above 2-storeys should be below the build to plane, although properties with greater depths can accommodate higher buildings without increasing impacts on adjacent existing properties;

- Guideline 4.3.2 Maximum Building Height Related to Street Width: new buildings should be limited by a 45 degree build to plane beginning from a line at-grade parallel to the front property line at a distance of 80% of the width of the arterial right-of-way. All portions of the building above 3-storeys should be below the build to plane, although properties with wider streets can accommodate higher buildings without increasing impacts on existing street;
- Guideline 4.4 Minimum Building Height: new development should have a minimum building height of 2-storeys, for a minimum of 75% of the building frontage along arterial streets.
- Guideline 4.5 Landscaping: a 3 metre landscape strip should be provided along property lines with single-detached, semi-detached or duplex residential in the adjacent neighbourhood;
- Guideline 4.6 Parking and Loading: should not be located between a building and the public street, located away from the public street façade, on-street parking should be provided where appropriate, and vehicular access from an arterial street should maintain sidewalk continuity and comfort and safety of the pedestrian;
- Guideline 4.7 Relationship to the Street: all buildings should have their principal entrances facing the arterial street and the facades of all buildings along the public street should have a combination of windows and doors to allow for views from the sidewalk;
- Guideline 4.7.3 Residential Character: building façade should be built at a minimum distance of 3.0 metres and a maximum distance of 5.5 metres from the property line, and small commercial uses may be permitted on the ground floor;

- Guideline 4.9 Long Buildings: where a portion of a building is longer than 60 metres and greater than 3 storeys high, it should be divided into two separate built forms above the 3<sup>rd</sup> storey;
- Guideline 4.10 Sidewalks and Streetscapes:

   a minimum sidewalk of 2.0 metres and 0.5 metre
   area between the curb and clear path should be
   provided for street furniture and lighting, street
   trees should be planted at regular intervals, at
   unique locations along the corridor such as corner
   or highly important buildings an enhanced public
   realm should be provided; and,
- Guideline 4.12 Shadow Impacts: upper floor setbacks, building orientation and shape should be considered in the design of multi storey buildings to minimize shading of adjacent properties, public spaces and public sidewalks, shadows of the proposed building should be measured on March 21st, adjacent properties and public spaces/public sidewalks should receive a minimum of 5 hours of sunlight throughout the day measured on March 21st.

In our opinion and as explained in Section 5 of this report, the proposed development has had appropriate regard for the City-Wide Corridor Planning Principles and Design Guidelines.

## 4.8 Transit Oriented Development Guidelines (August 2010)

The City of Hamilton's Transit Oriented Development (TOD) Guidelines were prepared as part of joint project between the City of Hamilton's Planning and Economic Development Department and Public Works in collaboration with Joseph Bogdan Associates Inc. and were adopted by City Council in August 2010. The guidelines can be used as a tool to guide development that recognizes the important relationship between land use and transportation planning. Further, Table 1 of the TOD guidelines recognize several different TOD typology areas, including Urban Corridor Area of which the subject site is within. According to the guidelines, Urban Corridors are a focus for neighbourhoods and joins together other nodes and activity centres. The primary goal for Urban Corridor is to provide access to higher levels of transit from the surrounding neighbourhoods. TOD along corridors can develop into pockets of higher density with neighbourhood amenities.

Urban Corridors will have higher density uses compared to the surrounding neighbourhoods. Residential densities will be directed by the Urban Hamilton Official Plan and implemented by zoning, though generally the highest density uses should be located nearest to the transit stations. Medium and low density uses will be applied gradually moving away from the transit stations. With respect to parking, limited to no on-street parking will be provided along corridor areas and parking requirements will be reduced in areas adjacent to the corridor. TOD in corridor areas should have a high degree of pedestrian and cycling amenities clustered near the transit stations.

The following TOD guidelines apply to the subject site:

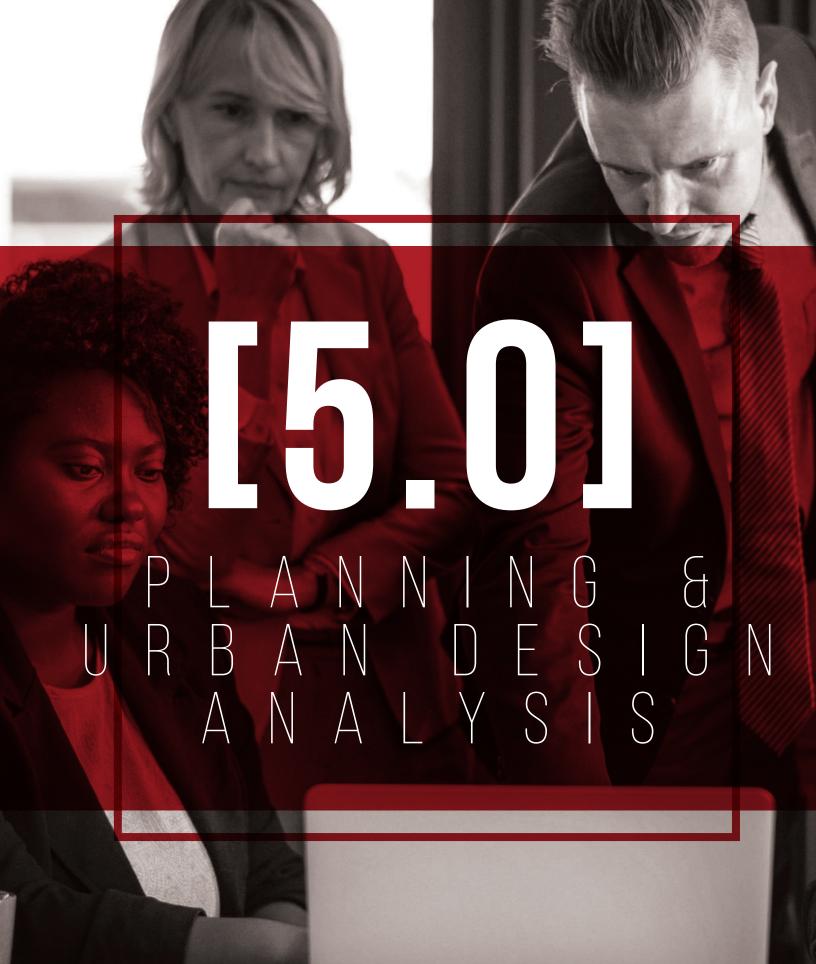
- Typical Residential Density Range: Minimum 60-120 units/hectare;
- Typical Commercial Density Range: Minimum 1-1.5 Floor Area Ratio;
- Typical Land Use: Mixed-Use, Local Commercial, Neighbourhood;
- Scale of Development: up to 8 storeys and minimum 3 storeys;
- Typical Parking Standards: Low to no parking minimum, Discourage surface lots
  - Residential: 0.75-1.2 spaces per unit (maximum)
  - o Retail: 1-2/300 square metres

In addition, the following typical design elements are suggested for Urban Corridors:

- Achieve higher density with medium rise buildings (up to 8 storeys). An increase in lot coverage permitted to achieve this density;
- Limit parking in front of buildings directly fronting onto the rapid transit corridor
- Require main entrance to front on the street;
- Building Setback: encourage a continuous streetwall of built form;
- Ensure connectivity of sidewalks;
- Encourage loosely spaced shade trees, where feasible, to improve walking environment.
- TOD related uses (mixed use, retail, residential, institutional) to be clustered within 400m of the rapid transit station;
- Some specialized TOD areas are acceptable (e.g. some station areas mainly residential, some station areas mainly commercial, etc.)
- Individual station area works together to make a viable TOD corridor

- Transit stop located to create optimal walking distance of 150-300m to access work and 400-800m for residential areas, where feasible
- Incorporate connections to other transit routes into design of station areas (sidewalks, bus layover, fully accessible transfers, etc.)

The proposed development has regard for the TOD guidelines listed above and has implemented the intent of these guidelines throughout the design of the building, wherever possible.



#### 5.1 Intensification

Intensification on the subject site is in keeping with the numerous policy directions articulated in the Provincial Policy Statement (PPS), the Growth Plan and the UHOP, all of which support intensification on sites within built-up urban areas that are well served by municipal infrastructure, including public transit.

The subject site is ideally situated to take advantage of some of the key policies of the PPS which promote intensification, redevelopment and compact built form, particularly in areas that are well-served by public transit. More specifically, Policy 1.1.3.2, 1.1.3.3, 1.1.3.4 and 1.4.3 promote and facilitate intensification with an appropriate range and mix of housing types and densities, compact built form while taking advantage existing and planned infrastructure, and in particular public transit and public service facilities. In this respect, the subject site promotes a higher density form of development which takes advantage of existing infrastructure, particularly the efficient use of public transit. The proposed residential and commercial/retail uses contribute to the range and mix of housing types within the area and has the potential to accommodate densities that are consistent with the vision for the City's Primary corridors.

The subject site is located in the Built-Up Area, within a Major Transit Station area along a transit priority corridor (LRT). The Growth Plan supports mixed-use intensification within urban areas, particularly in proximity to transit. The Growth Plan sets minimum residential and employment densities in major transit station areas long transit priority corridors and envisages increasing intensification with a focus on transit and infrastructure investments to support future growth. More specifically, Policy 2.2.2(1) provides that by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, a minimum of 50% of all residential development will occur within the delineated built-up boundary, while Policy 2.2.4(3) provides that Major Transit Station areas on priority transit corridors or subway lines will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit.

As such, the proposed development meets the intent of the Growth Plan intensification policies as it directs significant intensification and growth to built-up areas including major transit station areas on priority transit corridors while focusing the intensification in a transit-supportive manner with less focus on automobile dependency. The proposed intensification of the subject site will help achieve a viable public transit network.

The UHOP promotes mixed-use commercial and residential intensification as a key component to Hamilton's growth strategy. More specifically, the UHOP supports intensification of the existing built-up area of the City, with a focus on intensification of planned Urban Nodes and Urban Corridors. Policy B.2.4.1.1 provides that residential intensification shall be encouraged throughout the entire built-up areas while Policy B.2.4.1.2 provides that the City's primary intensification areas shall be the Urban Nodes and Urban Corridors as defined in the OP and further defined in secondary plans and corridor studies. Further, Policy 2.4.1.3 identifies Urban Nodes and Urban Corridors as being planned to accommodate approximately 40% of the residential intensification target.

Mixed-use commercial and residential intensification on the subject site would be located within the built-up area, along an intensification corridor (Primary Corridor), and would contribute to the 40% residential intensification target for urban corridors. Further, the proposed development would take advantage of the wide array services, restaurants and cultural facilities along Main Street West and within the Ainslie Wood Westdale, as well as the proximity of the subject site to employment opportunities and urban amenities. The optimization of density on the subject site is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. In this regard, Policy E.2.4.10 reinforces mid-rise development along urban corridors with some areas permitting high density and high-rise built form while primary corridors shall have a greater proportion of the corridor length in retail and mixed-use form.

The Ainslie Wood Westdale Secondary Plan also supports mixed-use commercial and residential intensification of the subject site as Policy B.6.2.5.3(b) provides that higher residential densities are directed to major roads through new or redeveloped residential or mixed-use development.

In this regard, the proposed development conforms to the intensification policies of the PPS, Growth Plan and UHOP, providing a mix of commercial and residential uses in a dense and transit oriented form along a key *Primary* intensification corridor.

#### 5.2 Land Use

The proposed mixed-use development conforms with the land use permissions of the *Mixed Use – Medium Density*, which include a broad range of commercial uses such as retail stores and offices, and multiple dwellings.

The proposed development will consist of atgrade commercial and residential uses which conforms with Policy E.4.6.5. Further, Policy E.4.6.15 provides that the intention of UHOP is to increase the proportion of multiple storey, mixeduse buildings that have retail and commercial uses at grade while medium density ground related housing forms are also permitted.

In our opinion, the proposed mixed use building conforms to the range of permitted uses in the UHOP and Secondary Plan.

In our opinion, the existing buildings and asof-right zoning permissions represent an underutilization of land and infrastructure, which is inconsistent with the evolving planning framework along an intensification corridor (primary corridor). The site is currently occupied by low-rise and low-density buildings as well as a large surface parking area. The underlying zoning permits a maximum building height of 22 metres (approximately a 6-storey building). The optimization of density on the subject site is consistent with both good planning principles and the evolving planning framework, which permit intensification and a full range of commercial and residential uses in a mid-rise built form on the subject site that fronts onto a primary corridor with planned and funded LRT.

### 5.3 Height, Massing and Density

The proposed height, massing and density are based on a number of contextual and urban design considerations, including:

- The site's location along Main Street West, a Primary Corridor identified in the UHOP;
- Proximity to existing and planned transit services;
- The right-of-way width of Main Street West;
- Separation distance from, and transition to, properties designated Neighbourhoods (through the stepping of heights); and,
- Size and depth of the site.

In our opinion, the proposed height, massing and density conform with the recently updated planning framework that envisions a mid-rise form along Main Street West. In this regard, the mid-rise form establishes a scale of up to 8-storeys (Policy E.4.6.8) along the *Primary Corridor* and suggests that additional height, beyond 8-storeys, would require an official plan amendment on a site by site basis. The criteria for additional height are established in Policy E.4.6.8 and includes the development to demonstrate:

 a. there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;

A full analysis on the built form impacts is provided in Section 5.4 of this report, and outlines that the proposal does not create any adverse shadow impacts on the adjacent residential lands.

b. buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,

The proposal includes massing steps back and transition from its 15-storey portion at Main Street West to its 10 and 8-storey at the rear as well as stepping down to the side streets. Two-storey townhouses are incorporated along the site's Dow Avenue and Cline Avenue South frontages. This massing responds with an appropriate built form with grade related residential uses that properly interface with the low rise single detached dwellings on the east side of Dow Avenue and west side of Cline Avenue South. Step backs are provided from the third level to the middle portions (levels 3-4) and upper portions (8-10) of the building at approximately 2.0 metres and 6.9 metres respectively.

The City's Corridor Planning Principles and Design Guidelines include angular plane guidelines, which are illustrated in Figures 13 and 14. A 45-degree angular plane was used from the front lot line of the single detached dwellings on Dow Avenue and Cline Avenue South. A 45-degree angular plane was also used related to the street width along Main Street.

The proposed massing does not include any projection into the angular plane measured from the 80% of the width of Main Street. However, the proposed massing includes some projections into the angular planes measured along Cline Avenue and Dow Avenue; however, it is our opinion that the proposal provides an appropriate massing and does not create any adverse built form impacts, ultimately addressing the evaluation criteria contained in this policy.

c. buildings are stepped back from the street to minimize the height appearance from the street, where necessary.

The proposed built form appropriately responds to each of its street frontages. In this regard, 2-storey townhouses are formed in the base of the building along Dow Avenue and Cline Avenue South to respond to the existing single detached and low-rise buildings opposite the streets. Upper portions of both the east and west wings are stepped back from these streets in order to maintain the low-rise and grade-related character at the ground plane. Along Main Street West, the 15-storey portion steps back at the first floor, while no step backs are provided for the 8-storey portion at the northeast end of the building. This configuration along Main Street breaks up the building's massing and reinforces the pedestrian scale. The planned right-of-way width for Main Street West, being a major arterial road, is 45.72 metres. In our opinion, bringing the 8-storey portion of the built form to the street line and stepping back the 15-storey portion above the first floor, respond appropriately to the width of Main Street West and achieves the Primary Corridor built form goals of creating pedestrian oriented places that are well enclosed with a well formed streetwall.

It is our opinion that the **height** of the proposed building is a contextually appropriate location for the proposed massing, given its location along a Primary Corridor and in close proximity to Major Activity Centres with good access to higher order

public transit, as well as its proximity to other existing and approved mid-rise and tall buildings.

From a broader urban structure perspective, the Primary Corridor are intensification areas where taller buildings already exist and are planned. The proposed height of 15 storeys and 45.0 metres, plus the mechanical penthouse, will fit harmoniously within the range of heights in the surrounding area. In this regard, we have reviewed the segment of Main Street West from Longwood Road to Cootes Drive (see Figure 15-Main Street West Corridor Analysis). Existing tall buildings of up to 14-storeys exist on the McMaster Campus node, which are at the same height of the subject proposal. As well, there are proposed tall buildings along Main Street West at 925 Main Street West (16 and 18 storeys) and 1190 Main Street West (15, 10,8,2 storeys).

In this regard, the greatest heights are generally located along Main Street between Longwood Road to Cootes Drive. Furthermore, the recently updated planning framework recognizes this segment of Main Street as mid-rise intensification corridor. In reviewing the segment of Main Street West from Longwood Road to Cootes Drive, the subject site represents an underutilized parcel with a depth and width that is appropriate to accommodate a taller building than envisioned by the UHOP.

The applicable policy direction, namely Policy E.2.4.10 of the UHOP, recognizes that the Urban Corridors will generally consists of low to mid rise forms, but will vary with some areas permitted to accommodate high density and high-rise built form. The UHOP also recognizes that intensification is to be compatible with the surrounding area and will limit built form impacts on the surrounding area.

As a matter of good urban design, it is generally acceptable principle that mid-rise buildings should respond with a height that is equivalent to the right-of-way in which it fronts. Accordingly, the proposed development achieves this principle as the subject site represents an underutilized parcel with a depth and width that is large enough to accommodate a 15-storey building and will fit harmoniously within the range of heights in the surrounding area.

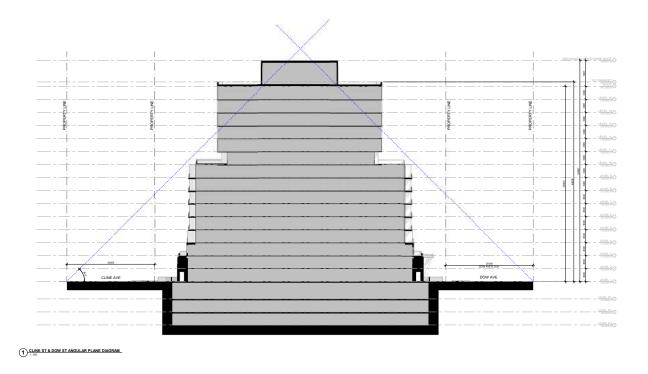


Figure 13 - Cline Street and Dow Avenue Angular Plane (Source: srm Architects Inc.)

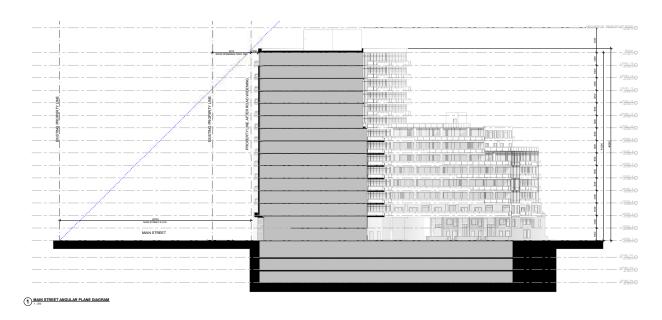


Figure 14 - Main Street Angular Plane (Source: srm Architects Inc.)



Figure 15 - Main Street West Corridor Analysis

The planned right-of-way of Main Street West is 45.72 metres (currently 41.96 metres), while the proposed building excluding the mechanical penthouse is 45 metres (50.9 metres to the top of the mechanical penthouse). Furthermore, the proposal adequately addresses the criteria for additional height established in Policy E.4.6.8.

In our opinion, the proposed **massing** would represent an improvement in the quality of built form on the site, especially along Main Street West. The existing two 1-storey buildings represent a significant underutilization of land along a high order transit corridor. In contrast, the proposed building would create a consistent street wall along Main street West in a form of a 1-storey podium integrating the historical element of the existing church building with commercial units to activate the ground level.

The overall building mass will be reduced through its articulated design and step backs to the low-rise neighbourhood along Dow Avenue and Cline Avenue as well as along the rear portion. Although the proposal includes projections into the 45-degree angular plane, which is measured from the front lot line of the properties on the east side of Dow Avenue and Cline Avenue South, it does not create any adverse light, view or privacy impacts. Along Cline Avenue and Dow Avenue, it is our opinion that the proposed massing is appropriate. The proposed building is in a unique location which fronts onto local streets

with an existing low-rise character and directly interfaces with single detached dwellings. The proposed massing steps back by 2 metres at level 3 and Level 4 along Dow Avenue and Cline Avenue. The proposed townhouse units along Dow Avenue include front yard landscaping, private sunken terraces and walkway connections to the municipal sidewalks. Along the southern portion of the building, the proposed stepped back at level 8 is appropriate, given its interface with the existing surface parking and the 1-storey building to the south which locates approximately 18.0 metres from the southern property line. For the foregoing reasons, it is our opinion that the proposed massing and setbacks are appropriate for the subject site.

In our opinion, the proposed **density** of 5.1 times the area of the lot is appropriate and desirable for an underutilized parcel along a primary corridor with a depth and width that is large enough to accommodate a 15-storey building. Firstly, it is important and appropriate from a planning policy perspective to optimize density on the subject site given its proximity to existing and planned transit routes. Secondly, it is noted that the Official Plan does not generally contain density limitations on the subject site. Accordingly, it is reasonable to establish an appropriate density for the site based on specific built form design, context and urban structure considerations, rather than on the basis of density numbers.

#### 5.4 Built Form Impacts

The built form impacts associated with the proposal have been reviewed in detail and the results are acceptable. In this regard, the light, view and privacy impacts have been reviewed and the 15-storey portion of the building falls within the front 45-degree angular plane setbacks with minimal penetration to the sideline 45-degree angular plane setbacks on the thirteen to fifteen levels measured from the property lines along Dow and Cline Avenue South. The proposal is designed to mitigate any potential built form impacts on the surrounding lands. The proposed building design and site organization conforms with the applicable built form and urban design policies of the UHOP and Secondary Plan.

Light, View and Privacy (LVP) impacts are generally dealt with through a combination of spatial separation, orientation and mitigating measures between buildings. In our opinion, such impacts will be minimal in this case given the midrise building typology, the appropriateness of the proposed building setbacks and stepbacks and the separation distance of the proposed building from neighbouring buildings.

#### SKY VIEW

Theproposedbuildingwillresultinnounacceptable sky view impact given the surrounding low-rise context and municipal streets surrounding the subject site. When viewed from the surrounding sidewalks, the proposed mid-rise building will not create enclosure that will limit sky views in any way given the width of the abutting right of ways and low-rise buildings on the opposite sides of the streets. On the subject site, the east and west wings of the building are setback 16.0 metres from one another and provide sufficient area to accommodate a courtyard. As a matter of good urban design, an 11 metre distance between mid-rise buildings is generally acceptable and provides a sufficient facing distance to protect skyview and limit privacy and overlook impacts. As such, it is our opinion that the proposal will not result in any unacceptable sky view impacts.

#### SHADOW IMPACT

In order to assess shadow impacts of the proposed development, a Sun/Shadow Study was prepared by SRM Architects. The study illustrates the shadow impacts for March 21 and September 21 to assess the incremental shadow impact of the proposed buildings.

From a policy perspective, Policy B.3.3.3.2 of the UHOP provides that new development shall be designed to minimize impact on neighbouring buildings and public spaces by such things as creating transitions in scale to neighbouring buildings, ensuring adequate privacy and sunlight, and minimizing the impacts of shadows and wind conditions. Also, Section 4.12 of the City-Wide Corridor Planning Principles and Design Guidelines, includes the following shadow impact criteria:

- a. Upper floor setbacks, building orientation and shape should be considered in the design of multi storey buildings and incorporated wherever possible to minimize the shading of adjacent properties, public spaces and the public sidewalk.
- b. Shadows of the proposed building design should be measured on March 21st when the sun's angle is halfway between winter and summer as light levels will improve over the summer months when people tend to be outdoors.
- c. To minimize shadow impacts adjacent properties, adjacent public spaces and the public sidewalk on one side of the street should receive a minimum of 5 hours of sunlight throughout the day measured on March 21<sup>st</sup>.

In this regard, between the hours of 10:00 am and 4:00 pm as measured from March 21 to September 21, the proposed development allows for full 6 hours of sun coverage for all off-site private and public amenity areas.

Between the hours of 10:00 am and 4:00 pm as measured from March 21 to September 21, public sidewalks on Cline Avenue South and Dow Avenue receive approximately 5 hours of full sun coverage. The portion of the south sidewalk on Main Street West between Cline Avenue and Dow Avenue area is in shadow for most of the day. However, it must be noted that this area would still receive 0 hours of full coverage in an as-of-right scenario. In our opinion, the proposed built form and stepbacks of the taller elements of the building are appropriate and the shadow impact on the existing neighbourhoods and public sidewalks has been adequately limited.

During the test times, the shadows from the proposed development add 0 new net shadows to all public plazas, parks and open spaces, school yards, and playgrounds and allows for the required minimum 50% sun coverage during all test times. Such areas include the Adas Israel Synagogue playground, Columbia International College sports field and Dalewood Middle School yard.

For the foregoing reasons, it is our opinion that the shadowing produced by the proposed building meets the UHOP policies and the principal objective and general intent of the City-Wide Corridor Planning Principles and Design Guidelines.

#### 5.5 Urban Design

In our opinion, the proposed building design and site organization conforms with the applicable built form and urban design policies of the Urban Hamilton Official Plan and the Ainsley Wood Westdale Secondary Plan. In this regard, Policy B.3.3.3.1 of the UHOP specifies that new development shall be located and organized to fit within the existing or planned context of an area. The proposed mid-rise building is designed in a built form that respects the abutting low-rise residential character and appropriately responds to the Main Street West Primary Corridor with a strong and well-articulated building that reinforces its urban structure role.

Further, Policy B.3.3.3.2 provides that new development shall be designed to minimize impact on neighbouring buildings and public spaces by such things as creating transitions in scale to neighbouring buildings, ensuring adequate privacy and sunlight, and minimizing the impacts of shadows and wind conditions. In this respect, the proposed development fits within its existing and planned context and is appropriate in terms of both land use and built form. In addition, the proposed development is located on a large parcel with minimal impacts on adjacent land uses and where the potential for impacts may exist, the proposed building creates built form transitions that lesson the appearance and street wall of the building from the low-rise built form across the street and also mitigate the potential impacts of shadows.-

With respect to Policy B.3.3.3.4, the building has been designed to define the streetwall edge and to create proper animation both from a residential context and from a mixed-use and pedestrian predominant context along Main Street. Consistent with Policy B.3.3.3.5 of the Official Plan, the proposal locates principal facades and entrances as close to the street as possible, provides for ample glazing on ground floors, and designs a public sidewalk and quality landscaping to contribute to the public realm and desirability of high-traffic transportation corridor.

From an urban design perspective, Policy B.3.3.2.3, provides that urban design should foster a sense of community pride and identity by:

- a. respecting existing character, development patterns, built form, and landscape;
- b. promoting quality design consistent with the locale and surrounding environment;
- c. recognizing and protecting the cultural history of the City and its communities;
- d. conserving and respecting the existing built heritage features of the City and its communities;
- e. conserving, maintaining, and enhancing the natural heritage and topographic features of the City and its communities;
- f. demonstrating sensitivity toward community identity through an understanding of the character of a place, context and setting in both the public and private realm;
- g. contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;
- h. respecting prominent sites, views, and vistas in the City; and,
- i. incorporating public art installations as an integral part of urban design.

In our opinion, the proposed development achieves these UHOP urban design principles,

- will provide a mid-rise form along the Main Street West *Primary Corridor* and grade-oriented dwellings in the building's base along Cline Avenue South and Dow Avenue, which respects and enhances the evolving development pattern with a built form that is similar to other recently approved and proposed buildings along the Main Street West and existing building across the street.
- Includes a quality design that maintains elements of the existing church, including the main entry elevation, which protects and respect the existing built heritage culture of this community.



#### Rendering

 Preserves the character of the place, context and setting by preserving key built heritage features and reorganizing them to reinforce community identity, all of which contributes to the character of the community and respecting the site and its role in the urban design structure of the community.

Further, the proposed design of the building uses high quality materials [NTD: add the sustainable elements used in the building design] that are consistent and compatible with the existing dwellings in the neighbourhood, create a continuous animated street edge with active atgrade uses facing the primary corridor, creates a human-scaled base building that relates to its existing context and minimizes any potential noise impacts with the placement of buildings and anticipated rooftop mechanical and amenity areas within the building (Policy B.3.3.2.4).

Consistent with Policy B.3.3.2.10, the development proposes landscaping and boulevard trees, accessible space for pedestrians including pedestrian amenities, and provides adequate parking and bicycle parking to serve the needs of the anticipated users and function of the property.

In our opinion, the proposed development maintains the general intent of the City-Wide Corridor Planning Principles and Design Guidelines and TOD Guidelines, since:

- The subject site is large enough to accommodate the proposed development (Guideline 4.2)
- The proposed building maintains appropriate angular planes (Guideline 4.3.1)
- The proposed building's height and front step backs are appropriate (Guideline 4.3.2)
- The proposed building provides an appropriate built frontage along Main street West (Guideline 4.4)
- The proposed parking and loading are located within the building and screened from the public realm (Guideline 4.6)
- The proposed building appropriately animates the public streets in which it fronts with active at-grade uses and their windows and entrances (Guideline 4.7)
- The proposed building's ground floor is pulled close the street lines (Guideline 4.7.3)
- The site is approximately 60 metres wide and the proposed building has been designed to break up its Main Street West façade (Guideline 4.9)
- The proposed development will include a wide boulevard and sidewalk area, given the 8.9 metre road widening (Guideline 4.10)
- The proposed building has been designed with upper storey step backs, which limits its shadow impacts on the surrounding lands (Guideline 4.12)

- The proposed development includes both commercial and residential apartment uses that will add to the range of uses along the Main Street West corridor, which will help to achieve the complete community goal of the TOD guidelines
- The proposed development includes a continuous streetwall along Main Street West
- The subject site is within close proximity to existing and planned public transit stops.

#### 5.6 Cultural Heritage Impact Assessment

In support of this application, Metropolitan Design Ltd. prepared a Cultural Heritage Impact Assessment in support of the proposed development.

The report noted that the Grace Lutheran Church is in the City of Hamilton's "Inventory of Buildings of Architectural and/or Historical Interest". The Grace Lutheran Church, as a place of worship, is also included on the "Inventory of Significant Places of Worship" in the City of Hamilton. The subject site is adjacent to Adas Israel Synagogue (125 Cline Avenue South) which is also an "Inventoried Property".

The CHIA recommends that the entire, main entry elevation, currently facing west, be disassembled, palleted and stored off-site until construction of the new development is at a stage that it could be re-assembled as part of the entry experience of the new building's north-west corner. The repurposing of the entry elevation provides the opportunity to orient this element to Main Street West. The report also recommends reusing the entry elevation windows and exterior stone base, cut limestone, accents and carved corner stone as a sitting wall/landscape feature within the proposed courtyard.

The report concludes that the redevelopment of the subject site has the potential to create homes and retail for many people who will add to the animation and vitality of the area and the streetscape. The heritage of this area will be embedded in the future of the neighbourhood and this project will help continue the story of Hamilton's successful Main Street West.



Rendering

#### 5.7 Transportation Impact Study

In support of this application, GHD prepared a Transportation Impact Study including a Parking Review and Transportation Demand Management Report to determine the traffic-related impacts on the roadway system from the proposed residential development. It is also to determine the appropriate Transportation Demand Management measures and to demonstrate that the subject site has adequate pedestrian, transit and cycling linkages to existing and proposed infrastructure.

The study concludes that the proposed development can be accommodated by the abutting street system with the future LRT line. Traffic generated by the proposed development does not add adverse impacts on the nearby road network and no road improvements are triggered as a result of this development.

The study also concludes that the proposed development exceeds the minimum parking requirements established in Hamilton Zoning Bylaw 05-200.

The Circulation Review confirms that the proposed site plan is sufficient to accommodate the

circulation requirements of garbage trucks as well as medium single unit trucks. The proposed

parking level plans are sufficient to accommodate circulation requirements of the passenger car design vehicles. The site's residents can easily access to the surrounding pedestrian network and transit system along Main Street West via sidewalks on Cline Avenue and Dow Avenue.

The study also concludes that it is possible that through transit ridership, cycling, and carpooling to reduce auto-dependency since all or a combination of these Transportation Demand Management (TDM) practices can be implemented. With the implementation of the suggested TDM measures, the overall subject site generated trips could be reduced by approximately 14 trips (13%).

#### 5.8Servicing and Stormwater Management

In support of this application, IBI Group prepared a Functional Servicing Report in order to describe the proposed functional grading, servicing and stormwater management for the development in order to demonstrate the feasibility and approach for the design of the proposed development from a site municipal engineering perspective. The report concludes that the development is feasible and can be designed and constructed in accordance with municipal standards, including:

- The site grading will achieve gentle gradients between 0.5% to 5% for all vehicular and pedestrian areas, with the exception of the parking garage ramp which will have a maximum slope of 12%;
- Stormwater management quantity control will utilize rooftop storage and a stormwater storage tank of 272 m3 with an orifice of 50mm diameter to attenuate the 100-year peak flow to the 2-year peak flow. As the stormwater collected on the site is from rooftop or pedestrian areas, and not vehicular areas, stormwater quality control is not required.
- Existing 375mm diameter municipal combined sewer infrastructure on Dow Avenue will provide service to the site; and,
- The existing 300mm diameter watermain on Main Street West will provide potable water and fire protection for the site. The existing fire hydrants on Dow Avenue and Cline Avenue South will be maintained with the proposed development.



For the reasons set out in this report, it is our opinion that the proposed development is appropriate and desirable. The applicable policy framework at the Provincial and local level supports residential intensification on the subject site, while the proposed building will contribute in a positive manner to the ongoing growth and evolution of the Main Street West corridor, an important intensification corridor that continues to evolve.

From a planning policy perspective, the subject site is an appropriate location for residential intensification, given its *Primary Corridor* designation and location along a planned LRT line. The proposed intensification of the subject site will contribute to the minimum required provincial and city wide intensification targets. The proposal conforms to the Urban Structure policies of the UHOP and the range of uses permitted in the *Mixed use Medium Density* designation. The proposal will add new housing stock and add to the mix of unit types, which will provide new choices for existing and new residents to the neighbourhood.

From a built form and urban design perspective, the proposal will complement and reinforce the mid-rise urban structure vision and built form policies of the UHOP and recently adopted OPA 65. Architecturally, the new building will frame the Main Street frontage in a built form that responds to the street's width, while transitioning with generous step backs toward the interior of the neighbourhood, particularly the single-detached dwellings along Cline Avenue and Dow Venue and the Synagogue site located south of the subject site. Two-storey townhouse style units have been incorporated into the building's ground floor with direct access from Cline Avenue South and Dow Avenue.

Accordingly, it is our opinion that the proposed development is appropriate and desirable, and we recommend approval of the Official Plan and Zoning By-law Amendments.

