



Planning Justification Report

Main at Longwood

925 Main Street West & 150 Longwood Road South, Hamilton

Project No. 022ii-14

Prepared for: 925 Main Street West (Hamilton) Limited
By: UrbanSolutions Planning & Land Development Consultants Inc.

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Project Team



UrbanSolutions Planning & Land Development Consultants Inc.

3 Studebaker Place, Unit 1, Hamilton, ON L8L 0C8

T. (905) 546-1087

mjohnston@urbansolutions.info



KNYMH Inc.

1006 Skyview Drive, Burlington, ON L7P 0V1

T. (905) 639-6595

kryso@knymh.com



Whitehouse Urban Design Inc.

3 Studebaker Place, Unit 1, Hamilton, ON L8L 0C8

T. (905) 546-1087

leann@whitehouseurbandesign.ca



S. Llewellyn & Associates

1709 Upper James Street, Hamilton, ON L9B 1K7

T. (905) 777-1454

sfrankovich@sla.on.ca



A.T. McLaren Ltd.

69 John Street South, Suite 230, Hamilton, Ontario L8N 2B9

T. (905) 527-8559

rmclaren@atmclaren.com



CIMA+

3027 Harvester Road, Suite 400, Burlington, ON L7P 0V1

T. (289) 288-0287

emma.bliss@cima.ca



NexTrans Consulting Engineers

520 Industrial Parkway South, Suite 201, Aurora, ON L4G 6W8

T. (905) 523-2563

richard@nextrans.ca



Gnobi Consulting Inc.

www.gnobiconsulting.com

T. (226) 343-0728

kelly.baah@gnobiconsulting.com

**Thornton
Tomasetti**



Thornton Tomasetti

366 Revus Avenue, Suite 23, Mississauga, ON L5G 4S5

T. (905) 271-7888

mwesolowsky@thorntontomasetti.com

Landtek Limited

205 Nebo Road, Unit 4B, Hamilton, ON, L8W 2E1

T. (905) 383-3733

ralph@landtek.ca

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1. Introduction

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) has been retained by 925 Main Street West (Hamilton) Ltd., (the Owner) for the lands known locally as 925 Main Street West and 150 Longwood Road South in the City of Hamilton (subject lands). UrbanSolutions is assisting with the coordination and preparation of development planning approvals, including these Applications for an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA).

The proposed development consists of a mixed-use building featuring two towers atop a 6-storey podium. The proposal consists of 635 rental dwelling units, 321.71 m² of commercial space at-grade, and 435 vehicle parking spaces spread across 4 levels of underground parking and at-grade. The proposal is also supported by 446 long-term indoor bicycle parking stalls and 65 short-term bicycle parking stalls.

Please refer to Section 2 for a more detailed overview of the development proposal.

This Report provides an overview of the subject lands, neighbourhood context, development proposal, supporting studies, applicable planning policy, By-law framework, and public engagement. This Report will analyze the foregoing and provide a professional opinion and recommendation as to its suitability for approval.

The lands previously received approval of Zoning and Official Plan Amendments which intended to facilitate the construction of a student residence building for Columbia International College (Refer to Section 2.1 of this Report for the complete application history). However, in response to shifting market conditions and in evolving land use policy framework policies, a revised development concept was prepared.

Accordingly, a Neighbourhood Information Meeting was held on October 28, 2024, to provide surrounding residents with an opportunity to learn more about the revised development concept consisting of a mixed-use building complex with two, 25-storey towers with a 5 & 6 storey podium containing 628 residential units and 382 parking spaces across 4 levels of underground parking. The proposal also included commercial space on the ground floor and a total of 3,780 square metres of amenity area across the site. Residents were able to participate in a question-and-answer period following the presentation.

The comments and questions received during the meeting generally focused on common themes, including traffic and parking impacts, proposed density, building height and massing, and potential impacts of the development on the surrounding neighbourhood.

During the Neighbourhood Information Meeting, it was presented to the public that a project microsite was created by UrbanSolutions to provide an additional platform for public engagement and access to information regarding the proposed development. The microsite was developed to enhance transparency throughout the planning process by providing the surrounding community with a centralized location to review details of the proposal, including the development concept, supporting materials, and technical information. The microsite includes downloadable copies of all plans, reports, and studies submitted to the City as part of the development application process, allowing members of the public to better understand the proposed development, the technical considerations undertaken, and the potential impacts on the surrounding community. The availability of these materials provides an additional resource for residents to review the proposal and stay informed throughout the review process.

Following the Neighbourhood Information Meeting, a Design Review Panel meeting was held on the 12th of December 2024 to facilitate a review of the updated proposal by urban design staff. At the time of Design Review Panel, the proposed development concept was consistent with the concept presented during the Neighbourhood Information Meeting.

During the meeting, staff expressed an overall receptive attitude towards the proposed infill development. Specifically, the Panel was interested in seeing further refinement to the proposal's tower elements and the interface between the building base and the proposed outdoor amenity area. It was recommended that the tower heights be made asymmetrical and the tower floor plates be reduced to 750 square metres to lighten the perceived massing.

After the Design Review Panel meeting, the proposed development was revised to implement comments and feedback provided by staff. Accordingly, the proposed tower floor plates have been reduced to 750 square metres each, and asymmetrically-designed to reach 26 and 29-storeys respectively. This revision, along with updated materiality and colour, has allowed for a lighter perceived massing of the development and the re-organization of units within the tower and podium section to incorporate a higher proportion of family sized (2 and 3-bedroom) units.

Further revisions to the extent of the underground parking garage and vehicular maneuvering areas at-grade were made in order to address the existing limit of the Conservation/Hazard Lane (P5) Zone boundary. This revision ensures the stable top of slope reflects the previous Hamilton Conservation Authority (HCA) Development Permit issued for the subject lands (Permit No. 2018-04). A comprehensive review of the proposed development is provided in **Section 2** of this report.

1.1 Location & Surrounding Context

The subject lands are within the Urban Boundary and are comprised of an irregularly shaped lot with an area of 1.9383 ha. The parcel is located at the southwest corner of Main Street West and Longwood Road South, (see **Figure 1**). The property is currently vacant but previously accommodated a car dealership.

Locally, the subject lands are within the Westdale South Neighbourhood. They also abut Highway 403 (Alexander Graham Bell Parkway / Chedoke Expressway) to the south. The majority of Westdale South's urban fabric consists of low-rise single residential dwellings north of Main Street West that date back to the early 1900s. However, Westdale South also has a diverse mix of land uses at a range of densities and are considered to have all the essentials of a complete community within close proximity to the Subject Lands and each other.

Figure 1: Aerial image of Subject Lands



The Hamilton Conservation Authority (HCA) has regulated features that impact the site which include the Chedoke Creek sub-watershed and an erosion hazard as part of its valley system. The northern portion of the site along Main Street West is situated above the tableland while the southern portion is located within the valley itself. Previously, HCA Permit No. 2018-04 was reviewed and approved to move the existing slope further south. This permit has since expired, and the HCA is aware that a new permit application will be submitted. The subject lands are not impacted by an advisory flood plain nor are the lands designated as part of the City's Natural Heritage System according to the Official Plan.

The surrounding neighbourhood is captured in **Figure 2** with McMaster University visible at the far west, Westdale Village's central business area to the north, and Downtown Hamilton lying east of Highway 403.

Figure 2: Aerial image of surrounding neighbourhood



The immediate surrounding land uses are generally characterized as follows:

North:

- Site of future Longwood LRT station;
- Vacant commercial land;
- Institutional uses, (e.g., Westdale Secondary School) to the northeast;
- Early 1900s detached residential housing; and further north,
- King West Business Improvement Area (BIA).

Figure 3: Northwest corner of Main St West & Longwood Rd South



East:

- Low-rise (1/2-storey), multi-unit neighbourhood & service commercial buildings;
- Highway 403; and further east,
- Employment lands.

Figure 4: Main St West looking east of Longwood Rd South



South:

- Highway 403 / Chedoke Creek; and further south,
- Employment lands plus large surface parking lots.

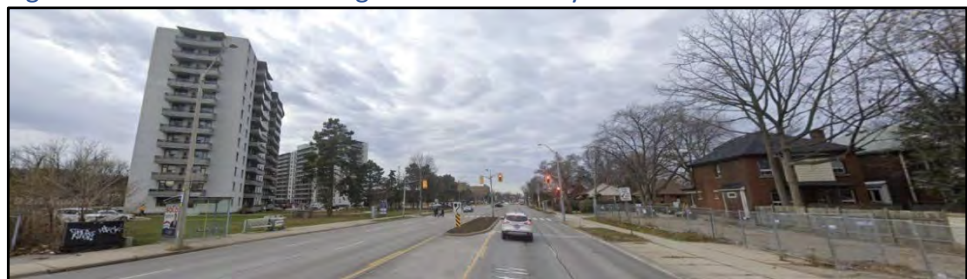
Figure 5: Hwy 403, Longwood Rd South overpass & McMaster Innovation Park



West:

- Mid-rise (12-storey) apartment towers;
- Institutional uses (Columbia International College);
- Early 1900s detached residential housing opposite Main Street West; and,
- Sporadic neighbourhood & service commercial uses.

Figure 6: Main St West looking west near Paisley Av South



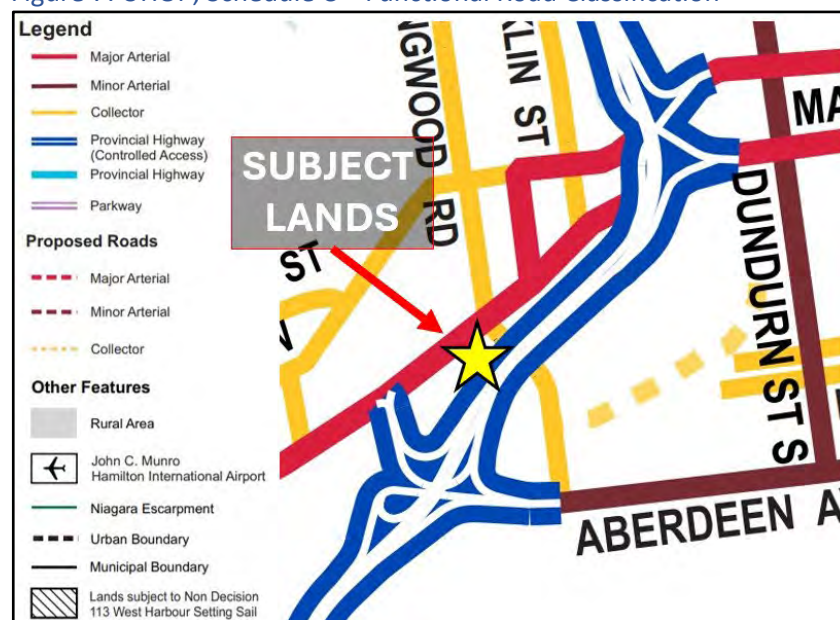
1.2 Transportation Context

The subject lands have corner lot frontage on Main Street West and Longwood Road South. The corridors are designated as a *Major Arterial* and *Collector*, respectively, according to Schedule C – Functional Road Classification in the Urban Hamilton Official Plan (UHOP) as shown in **Figure 7**.

Main Street West is a 2-way, 6-lane road with 3 eastbound lanes leading into downtown Hamilton, 2 westbound lanes leading into west Hamilton, and 1 central shared turning lane. The proposed Hamilton LRT project will run along Main Street West and, along the frontage of the subject lands, will reduce vehicular lanes from 6 to 4, introduce a range of roadway improvements including a brand new 2-lane cycling facility along the south side of Main Street West, and improve pedestrian crossing markings and infrastructure.

Longwood Road South is a 2-way, 4-lane road with 2 northbound and 2 southbound lanes. Longwood Road has a pedestrian sidewalk that runs along its eastern side connecting Main Street to the employment lands to the south of the highway. No bike lanes currently exist along this road, although the City's Accelerated Cycling Plan has identified Longwood Road South for a future separated bicycle facility.

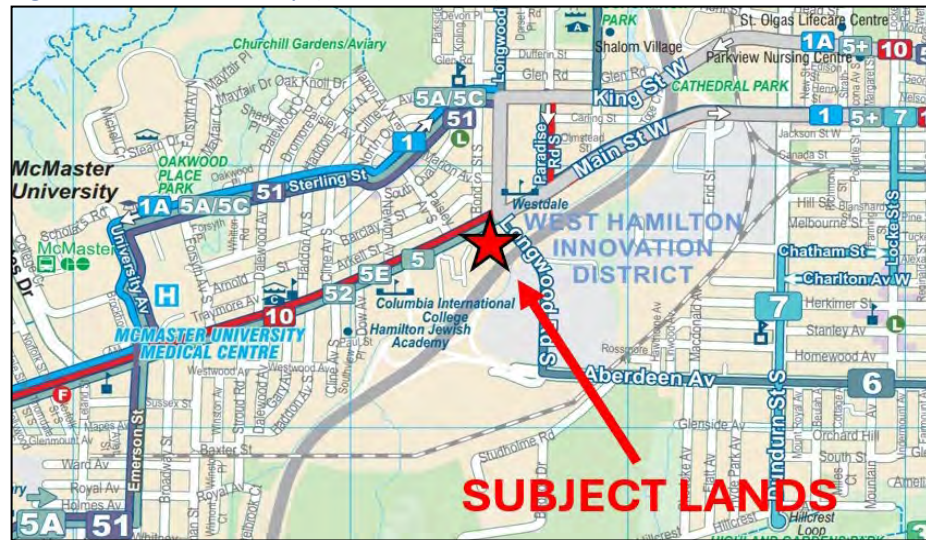
Figure 7: UHOP, Schedule C – Functional Road Classification



The subject lands are already well served by the City's existing public transit bus network. According to **Figure 8**, Hamilton Street Railway (HSR) Routes 5, 5E, 6, 10, and 52 run along Main Street West and/or Longwood Road South which abut the site. Multiple HSR bus stops are located steps from the subject lands. These will provide future residents and customers of the proposed development with

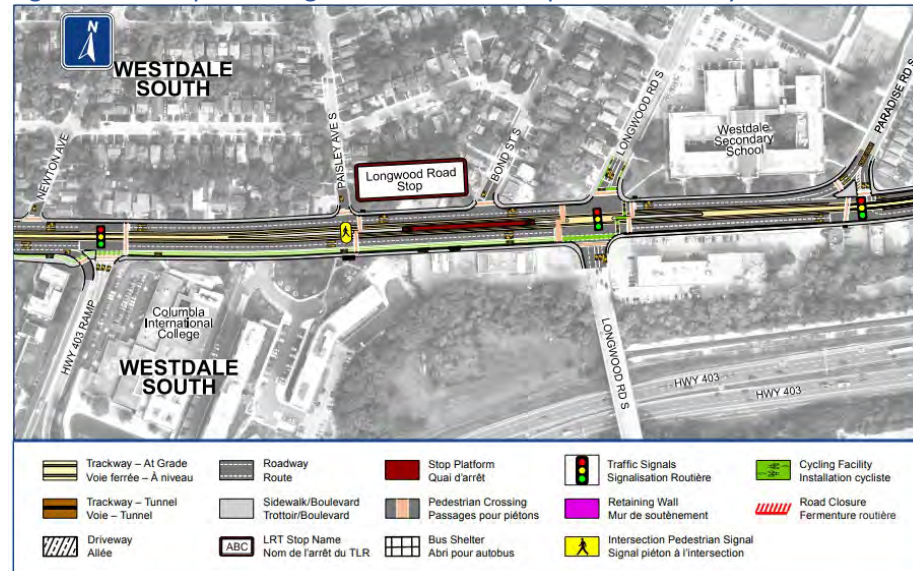
convenient, reliable, and accessible public transportation to the greater Hamilton area and Burlington. Regional transportation is also available nearby with the existing GO bus stop located 200 m west of the subject lands, at Columbia International College.

Figure 8: HSR Route Map (Westdale area)



In addition to the existing bus network across the City and notably in the area surrounding the site, the Longwood Station LRT Stop is proposed to be located on Main Street West immediately in front of the subject lands. With these transit options, future residents will be well connected to existing and planned transit infrastructure. Further information on the Longwood LRT and associated conceptual policy framework is discussed in **Section 4.8** of this report.

Figure 9: Conceptual Longwood Road LRT Stop and Street Layout



2. Proposed Development

The proposed development consists of a high-density mixed-use building featuring:

- One, 26-storey apartment tower and one, 29-storey apartment tower connected by a 6-storey podium and driveway overpass along with a 5-storey podium section oriented toward the intersection of Main Street West and Longwood Road South;
- 635 rental dwelling units (342 UPH);
- Four (4) commercial units totalling 321.71 m² of commercial GFA at-grade;
- 604 m² of indoor amenity area and 8,154 m² of outdoor amenity area including 627.03 m² of rooftop amenity area for a total of 8,758 m²;
- 435 vehicle parking spaces located across four (4) levels of underground parking and at-grade, including 33 visitor spaces;
- 40 small-vehicle parking spaces;
- 25 accessible parking spaces;
- 65 short-term bicycle parking spaces; and
- 446 long-term indoor bicycle parking spaces.

The proposed Site Concept Plan shown in **Figures 10a & 10b** illustrates a street-oriented building layout with limited outdoor surface parking lots, a large rear yard open space area, and a single 2-way driveway access off Main Street West.

Figure 10a: Site Concept Plan (Overall)

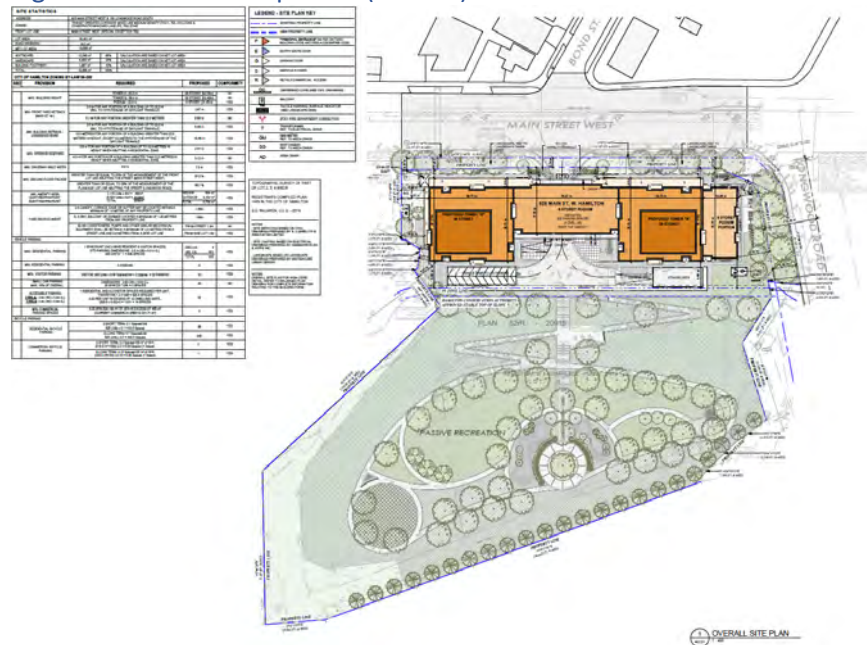


Figure 10b: Site Concept Plan (Enlarged)



The proposed unit provision of 635 will include an overall suite mix of:

- 49 (7.72 %) studios;
- 166 (26.14 %) one-bedrooms;
- 178 (28.03 %) one-bedrooms + den;
- 169 (26.61 %) two-bedrooms;
- 10 (1.57 %) two-bedrooms + den; and,
- 63 (9.92 %) three-bedrooms.

As per the above breakdown, family-sized units comprise 38.10% of all units proposed within this development.

The two apartment towers are spaced greater than 36 metres apart, exceeding the 25-metre standard of the City of Hamilton Tall Building Guidelines. This has been completed to maintain adequate daylight passage upon the surrounding area, and expanded views and increased privacy for interior-facing units, despite an increase in maximum tower height.

The proposal contemplates 8,758 m² of amenity area on site. This total is comprised of 604 m² of indoor amenity space and 8,154 m² of outdoor amenity space, representing approximately 12.84 m² of amenity area per unit.

The site layout has been designed to prioritize pedestrian circulation and minimize conflicts between vehicles and pedestrians. Vehicular drop-off activity is consolidated to a single location adjacent to the east tower, while generous internal sidewalk connections are provided throughout the site to support intuitive pedestrian movement. Access to the development is provided via a single consolidated driveway from Main Street West, thereby minimizing the number of vehicular access points along the frontage. A painted pedestrian crossing connecting the two building bases is also proposed across the central drive aisle to further enhance on-site pedestrian connectivity.

Ample long-term indoor, secured bicycle parking is provided within the underground parking levels while short-term bicycle parking will be provided in convenient locations at-grade and near building entrances. Contained predominantly within four underground levels are all but four of the proposed 435 vehicle parking spaces, with the remaining surface spaces located beneath the six-storey podium adjacent to the main driveway. While only 19 accessible parking spaces are required, the development proposes 25 accessible spaces, including two located at-grade. In addition, 40 small parking spaces (8.3% of total provided) are distributed throughout the underground parking structure.

Further, as part of the future Site Plan process, approximately 817 m² of lot area is to be dedicated to the City of Hamilton along Main Street West and Longwood Road South. The resulting lot will have an area of 1.8566 ha. Therefore, the anticipated site density is approximately 342 units per hectare (UPH).

2.1 Planning Applications

As previously noted, the lands have been subject to several *Planning Act* and development applications dating back to 2014. The previous proposal was for a mixed-use building complex which went through a few design iterations before eventually consisting of two, 16-storey towers linked by a 4-storey podium. The simplified Application chronology is provided below.

Chronology of Development Applications (2014 – Present)

Date	Event
2014	
2014-10-29	Formal Pre-Consultation held for previous mixed-use development proposal.
2016	
2016-04-28	OPA & ZBA Applications deemed complete. Files: UHOPA-16-11 and ZAC-16-29)
2017	
2017-05-16	HCA Development Permit Application submitted (File: H/F,C/17/33)
2018	
2018-02-12	HCA Development Permit approved
2018-06-28	SPA Application deemed complete. (File: DA-18-193)
2018-09-04	Statutory Public Meeting for OPA / ZBA held at City's Planning Committee
2018-09-12	OPA & ZBA approved by Council
2018-10-11	Appeal filed to LPAT by the neighbouring landowner (Case No. PL180816).
2018-11-15	Conditional Site Plan Approval granted (File: DA-18-193)
2020	
2020-02-12	HCA Development Permit expires (File: H/F,C/17/33)
2020-10-21	LPAT issues Order dismissing appeals, and granting approval of OPA & ZBA as enacted by the City of Hamilton

2023	
2023-11-15	SPA expires (File: DA-18-193)
2024	
2024-08-06	Waiver of Formal Pre-Consultation obtained
2024-12-12	Design Review Panel (DRP) meeting held.
2026	
2026-05-08	Zoning Compliance Review letter for revised site concept plan issued.
Present	Submission of updated Official Plan and Zoning By-law Amendment applications.

The new direction for the development proposal has been attributed to, among other things; challenges with the previous economic feasibility, evolving market conditions, demographics, planning legislation & government incentive programs, along with major planned capital works investments. Consequently, the revised development proposes an increased number of purpose-built rental units, and by extension, building height. It was confirmed that in order to pursue this revised concept, an amendment to the Urban Hamilton Official Plan and the City of Hamilton Zoning By-law No. 05-200 would be required.

A Waiver of Formal Pre-Consultation was issued by the City on August 6, 2024. The prescribed information required for new Official Plan and Zoning By-law Amendment Applications include the following:

- 1) Formal Consultation Waiver Letter;
- 2) Topographic Survey Plan;
- 3) Site Plan
- 4) Building Elevation Plans
- 5) Zoning Compliance Review Letter
- 6) Zoning Verification & Property Report
- 7) Public Consultation Summary
- 8) Planning Justification Report
- 9) Draft By-laws for each amendment
- 10) Ground Settlement Study
- 11) Geotechnical Study
- 12) Hydrogeological Brief
- 13) Watermain Hydraulic Analysis
- 14) Functional Servicing Report including,
 - i. Water & Wastewater Servicing Study
 - ii. Grading, SWM Drainage, and Servicing Plans
 - iii. Erosion & Sediment Control Plan
- 15) Tree Management Plan / Tree Protection Plan
- 16) Noise Impact Study
- 17) Sun / Shadow Analysis
- 18) Pedestrian Wind Study (quantitative)
- 19) Design Review Panel (DRP) Summary of Advice & Response
- 20) Transportation Impact Study

21) Swept Path / Turning Plan

In addition to the documents noted above, a Conceptual Landscape Plan has been prepared for the proposal.

2.2 Required Approvals

Approval of the following Planning Applications is required to facilitate the development:

- Official Plan Amendment (OPA);
- Zoning By-law Amendment (ZBA); and
- Site Plan Amendment.

The purpose of the proposed Official Plan Amendment (OPA) is to permit increased height and density permissions for the subject lands within the *High Density Residential 1* designation of the Ainslie Wood Westdale Secondary Plan. Specifically, the proposed OPA would amend Policy B.6.2.17.9 – Site Specific Policy – Area ‘H’ of Volume 2 to increase the maximum permitted density to 350 units per hectare and increase the maximum permitted building height to 29 storeys. The Draft Official Plan Amendment is provided in **Appendix B**.

The purpose of the proposed Zoning By-law Amendment (ZBA) is to modify the existing site-specific ‘Transit Oriented Corridor Mixed Use Medium Density’ (TOC1, 703, H31) Zone to permit a maximum building height of 95 metres (29 storeys). The proposed ZBA would not alter the existing zoning boundaries of the TOC1 or P5 Zones, but rather refines the existing site-specific permissions applicable to the developable northern portion of the subject lands. The Draft Zoning By-law Amendment is provided in **Appendix C**.

Final approval of a Site Plan Amendment (SPA) Application will be required prior to the issuance of a building permit.

3. Supporting Studies

In addition to this Planning Justification Report, the required studies have been completed in support of this proposal. The following is intended to provide a brief summary of the findings of each study.

3.1 Functional Servicing Report & Stormwater Management Brief

A Functional Servicing and Stormwater Management Report was prepared by S. Llewellyn & Associates Limited in July 2023 and revised in June of 2026. The report

confirms that the proposed development can be adequately serviced and is supportable from a municipal infrastructure perspective. The analysis demonstrates that sufficient capacity exists within the municipal water, sanitary, and storm systems to accommodate the development, and that the proposed servicing strategy can be implemented in accordance with City standards.

The report further concludes that appropriate stormwater management measures will be provided to control post-development runoff and maintain discharge rates at acceptable levels, while also achieving the required level of water quality treatment. In addition, the proposed grading and servicing approach will ensure that stormwater is appropriately managed on-site and directed to suitable outlets, with erosion and sediment control measures implemented during construction. Overall, the findings of the report support the conclusion that the subject lands can be developed as proposed without adverse impacts on municipal servicing infrastructure.

3.2 Geotechnical Study

A Geotechnical Investigation was undertaken and completed by Landtek Limited for the subject lands in June 2026. The investigation assessed subsurface conditions and provided preliminary design and construction recommendations for the proposed high-rise, mixed-use development. It is considered by Landtek that the anticipated highly-loaded, high-rise structure can be, in part, supported by the native soils underlying the site using conventional, concrete strip or pads foundations. Where higher foundation capacities are required, alternative foundation systems, including raft or piled foundations, may be necessary. The report also identifies groundwater conditions requiring appropriate waterproofing and dewatering measures for the proposed underground parking levels.

3.3 Hydrogeological Investigation & Ground Settlement Study

An updated Hydrogeological Investigation was issued by Landtek Ltd. on May 8, 2026. To evaluate on-site groundwater conditions, 29 boreholes were drilled and monitored from December 2022 to May 2023. The report offers two options for implementing long-term groundwater control measures at the site for the proposed development, including damp-proofing of the basements by use of weeping tiles and perimeter drainage, or waterproofing of the underground basements below the established seasonally high groundwater level. The report also provides a mitigation plan to limit potential adverse ground settlement resulting from dewatering activities during construction.

3.4 Noise & Vibration Impact Study

A Noise & Vibration Impact Study was prepared by Thornton Tomasetti on January 26, 2026, followed by an addendum report dated June 10, 2026. The Study assessed

the potential impacts of surrounding noise and vibration sources, (E.g., Highway 403, City streets, future LRT etc.) on sensitive receptors of the proposed building, namely apartment windows and outdoor amenity areas. The Study also modelled the anticipated noise sources caused by the proposed development itself based on the information available.

The Study concludes that noise levels associated with the proposed development are expected to be able to meet all applicable land use planning authority noise requirements and/or guidelines, subject to recommended control measures and precautions. Among others, the following mitigation measures are recommended:

- Minimum sound transmission class (STC) ratings be achieved on certain wall assemblies and windows.
- That central air conditioning be installed.
- That a 'No-Idling' policy be implemented at the loading docks and that deliveries be limited to the daytime hours only.
- That warning clauses be inserted into all Offers / Agreements of Purchase and Sale or Lease.

Overall, the potential adverse noise impacts can be adequately controlled and are not considered to be impediments to the development's approval.

3.5 Sun/Shadow Study

A Design Impact Analysis (Sun/Shadow Study) was prepared by KNYMH Inc., dated March 26, 2026. The analysis reviewed the proposed shadow impacts of the proposed development, having regard for shading conditions on March 21st on adjacent sensitive land uses and the public realm. The study was completed in accordance with the City of Hamilton's Sub/Shadow Study Terms of Reference and appropriately evaluates the required criteria including minimum sun coverage periods and maximum shadow coverage on outdoor amenity spaces and the public realm. The study demonstrates that the proposal conforms to all criteria except minimum sun coverage periods along the sidewalk of Main Street West. However, the as-of-right permissions on site also result in a non-conformity to this criteria, and the proposed tower heights of 26 and 29-storeys do not increase the severity of shading on the sidewalk over the as-of-right conditions. Therefore, the proposed development meets the impact criteria prescribed in the 'Development Application Guidelines for Sun Shadow Study' developed by the City of Hamilton.

3.6 Transportation Impact Study

A Transportation Impact Study (TIS) was prepared by NexTrans Consulting Engineers dated June 2026. The Study was prepared in accordance with the City's TIS Guidelines and reviewed both the existing and future transportation network improvements. Transit, walking, bicycling, and vehicle infrastructure impacts were

assessed. The TIS recommends the following conclusions and recommendations are noted within the TIS:

- The proposed development implements the TDM measures and incentives identified in this report to support active transportation and transit and to reduce the numbers of single-occupant-vehicle trips to and from the proposed development;
- The proposed development is only required to provide a parking rate of 2 + 0.05 spaces/unit for visitor. Therefore, a minimum of 33 visitor spaces are required by the Zoning By-law. The proposed development provides a total of 435 vehicle parking spaces, including with 33 visitor spaces, 25 accessible parking spaces, and 40 small car parking spaces;
- The proposed development provides a total of 511 bicycle parking spaces, including 66 short-term and 445 long-term spaces to encourage sustainable mode of transportation and reduce the numbers of single-occupant-vehicle trips;
- Implement the comprehensive internal sidewalk network as illustrated in this Study; and
- No additional physical improvements for the area at this time to accommodate the proposed development, under the future background and future total conditions.

The Study concludes that the proposed development will be appropriately accommodated by the existing & future transportation network, existing Hamilton Transit service, as well as the recommended Transportation Demand Management measures and incentives recommended in the report.

3.7 Tree Protection Plan, Restoration Plan, and Landscape Concept Plan

Whitehouse Urban Design (WUD) prepared the Tree Preservation Plan dated March 17th, 2026. WUD concluded that compensation would be required for sixty-three (63) trees given the current development concept. The Landscape Concept Plan prepared by Whitehouse Urban Design provides a landscape planting program for the proposed development which includes features that support the proposed mixed-use development, including the detailed design of outdoor amenity spaces, pedestrian circulation, surface materials for all areas not covered by buildings, fencing/visual barriers, streetscape, proposed plantings, planting chart including size and quantity, as well as appropriate details to express design intent.

3.8 Watermain Hydraulic Analysis

An updated Watermain Hydraulic Analysis dated June 25, 2026 was prepared by CIMA+. The Assessment concludes that the service pressures under existing and future peak demand conditions are expected to fall within the operating standards established by the MECP and City of Hamilton Guidelines. The fire-flow analysis

determined that the required fire flow can be achieved at the hydrants on Main Street West.

3.9 Pedestrian Wind Study

An updated Pedestrian Wind Assessment was prepared by Gnobi Consulting, dated June 2026. The assessment demonstrates that the proposed development will provide appropriate wind conditions for its intended uses and will satisfy applicable pedestrian comfort criteria throughout the site. Building entrances, sidewalks, and proposed amenity areas are expected to experience suitable wind conditions on a seasonal basis, while the recommended pedestrian wind safety criterion is satisfied across the site. Although a minor and localized wind safety exceedance is predicted at the roof level of Tower A during the winter months, no amenity area is proposed in this location and no adverse impacts are anticipated. Overall, the study concludes that the development is not expected to result in any significant adverse wind impacts.

4. Planning Policy Framework & Analysis

The following is intended to provide a summary of the applicable planning legislation, policy and regulatory framework for this development proposal. A review and analysis of relevant objectives, policies, and regulations will be included. The key legislative and policy documents which affect the applications include:

- *Planning Act*, R.S.O. 1990, c. P.13
- Provincial Planning Statement
- Urban Hamilton Official Plan
 - o Ainslie Wood Westdale Secondary Plan
- City of Hamilton Zoning By-law

Council adopted design Guidelines which are relevant and apply include:

- City-Wide Corridor Planning Principles and Design Guidelines (2012)
- Downtown Hamilton Tall Buildings Guidelines (2018)
- Hamilton Complete Streets Design Guidelines (2022)

4.1 *Planning Act*, R.S.O. 1990, c. P.13

The *Planning Act* provides the legislative foundation for land use planning in Ontario. The Act promotes sustainable economic development in a healthy and natural environment within the means provided and led by Provincial policies to encourage cooperation and coordination among various interests (Section 1.1).

Section 2 of the *Planning Act* identifies matters of provincial interest that approval authorities must have regard for when evaluating development proposals. They are as follows:

- a) *The protection of ecological systems, including natural areas, features and functions;*

Planning Comment: The subject lands are not impacted by any natural heritage features or areas according to the Urban Hamilton Official Plan.

- b) *The protection of the agricultural resources of the Province;*

Planning Comment: The high density mixed-use development is not located on agricultural lands and will accommodate significant new housing units within the built-up urban area and make efficient use of the City's existing urban land base.

- c) *The conservation and management of natural resources and the mineral resource base;*

Planning Comment: The proposed development does not adversely impact natural resources or the mineral resource base, as such it has regard for these matters.

- d) *The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*

Planning Comment: There are no Part IV designated heritage resources located on, or adjacent to the subject lands. The subject lands meet four (4) of the 10 criteria used by the City and Ministry of Tourism, Culture, & Sport, for determining archaeological potential. Therefore, the lands are considered to have the potential for containing buried archaeological resources. In keeping with the previous Official Plan and Zoning By-law Amendment applications (ZAC-16-029 & UHOPA-16-011, based on the existing surface conditions, a warning clause will be applied to the future Site Plan Approval, to the City's satisfaction.

- e) *The supply, efficient use and conservation of energy and water;*

Planning Comment: Multi-unit, multi-storey buildings which share walls and ceilings are inherently more energy efficient than low rise and low-density alternatives. In addition, all new development is required to comply with the Ontario Building Code, which establishes minimum performance standards for energy efficiency in building design and systems, as well as provincial requirements for efficient water use and fixtures, providing for the efficient use and conservation of energy and water.

- f) *The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*

Planning Comment: The subject lands are located within a built-up urban settlement area which is already well served by existing public utilities and municipal infrastructure.

- g) *The minimization of waste;*

Planning Comment: Appropriateness of waste management systems provided will be secured through the Site Plan conditions of approval.

- h) *The orderly development of safe and healthy communities;*

Planning Comment: The development proposal is located within a well established built-up urban area situated along a future rapid transit line, and nestled between McMaster University, the Westdale central business district, and the Downtown Hamilton Business Improvement Area (BIA).

h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

Planning Comment: The proposed development must satisfy the Ontario Building Code (OBC) which prescribes minimum barrier-free accessibility standards. An abundance of accessible vehicular parking is provided on site, and exterior walkways shall meet or exceed regulatory accessibility guidelines and controls, where applicable.

- i) *The adequate provision and distribution of educational, health, social, cultural and recreational facilities;*

Planning Comment: The Subject Lands are within the jurisdiction of the Hamilton District School Board and the Hamilton Catholic District School Board. These boards will be circulated on the Official Plan & Zoning By-law Amendment applications to evaluate school allocation.

- j) *The adequate provision of a full range of housing, including affordable housing;*

Planning Comment: The preliminary building plans for the mixed-use rental building contemplate a mix of studio, 1-bedroom, 2-bedroom, and 3-bedroom suites. Just under 40 % of the unit mix will constitute 2 and 3-bedroom units, helping to accommodate a broader range of household sizes in a higher-density built form.

k) The adequate provision of employment opportunities;

Planning Comment: The lands are in proximity to a variety of Hamilton's extensive built-up industrial employment areas and the Downtown Hamilton BIA.

l) The protection of the financial and economic well-being of the Province and its municipalities;

Planning Comment: The development is located within a built-up urban area and will be reliant upon existing municipal and public infrastructure investments. There is no horizontal expansion of infrastructure, and thus, financial burden on the general public, necessary to accommodate the development proposal.

m) The co-ordination of planning activities of public bodies;

Planning Comment: The comprehensive review of this application by the City of Hamilton ensures matters of provincial interest are accounted for and a coordinated approach of planning activities has been implemented.

n) The resolution of planning conflicts involving public and private interests;

Planning Comment: N/A

o) The protection of public health and safety;

Planning Comment: The site is not located near emissive or noxious land uses. A regulated erosion hazard exists south of the proposed building envelope. Future conditions of Site Plan Approval will ensure no adverse impacts to public safety are created. Further detailed design of the frontage interface at the Site Plan stage will improve safety between pedestrians, vehicle through traffic, and driveway turning conflicts.

p) The appropriate location of growth and development;

Planning Comment: The subject lands are located within the City of Hamilton, which has been identified as a Large and Fast-Growing Municipality within the PPS 2024. Based on the subject property being located within the Urban Settlement Boundary for the municipality, within an identified future Protected Major Transit Station Area (PMTSA), and within two-kilometres of the Downtown Hamilton Business Improvement Area, the proposed development aids the City of Hamilton in achieving their growth target and implements appropriate intensification within delineated built-up areas.

- q) *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*

Planning Comment: The proposed development will connect with the road network of the surrounding neighbourhood and provides routes which are walkable and support active transportation. The subject lands are placed in close proximity to several public transit stops, including the future proposed Longwood LRT Station, encouraging the use of public transit by future residents.

- r) *The promotion of built form that,*
- i. *is well-designed,*
 - ii. *encourages a sense of place, and*
 - iii. *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

Planning Comment: The proposed development offers a well-designed, attractive pedestrian environment with access to a large landscaped outdoor amenity space at the rear of the site. The overall design of the massing and façade is aesthetically pleasing and will aid in promoting a pedestrian-oriented environment along Main Street West, while serving as a gateway feature from those entering the Westdale area via Longwood Road.

- s) *The mitigation of greenhouse gas emissions and adaptation to a changing climate.*

Planning Comment: Multi-unit dwellings have been shown to require less energy and water per resident compared to low-density built forms, making them an integral part of the solution to address climate change. This form of intensification maximizes municipal resources and makes efficient use of the City's urban land supply. Further, the site is situated along a planned priority transit corridor which supports higher-order transit opportunities and comprises the planned route of the future Hamilton LRT, greatly reducing reliance on private automobiles. As such, the proposed built form and site's direct access to existing and planned transit infrastructure supports sustainable transportation methods and has regard for the mitigation of greenhouse gas emissions and adaptation to a changing climate.

This proposal has regard for matters of Provincial interest as identified in Part 2 of the *Planning Act*.

4.2 Provincial Planning Statement, 2024



In October of 2024, an updated Provincial Planning Statement (PPS) came into effect which replaced the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement. The new PPS consolidated and broadly carried forward the existing vision, objectives and policies of its two predecessors. Major changes included, among others less relevant to this development, broader permissions for residential intensification, and policies for ‘*large and fast-growing municipalities*’, ‘*strategic growth areas*’, and ‘*major transit station areas*’ (MTSAs).

The PPS continues to provide policy direction, and the foundation of Provincial interests related to land use planning and development. It guides appropriate development while protecting resources of Provincial interest, public health and safety, and the quality of the natural and built environment.

In accordance with Section 3 of the *Planning Act*, all decisions affecting land use planning matters made after this date shall be consistent with the PPS. The PPS policies represent minimum standards. Recognizing that, this proposal has been prepared in accordance with this new policy framework.

Section 2.1 (Planning for People and Homes)

6. *Planning authorities should support the achievement of complete communities by:*
 - a) *Accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs;*
 - b) *Improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
 - c) *Improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

Planning Comment: The proposed development supports the achievement of complete communities due to its provision of a sustainable, high-density mixed-use built form. The proposal will make a meaningful contribution to the overall housing supply within the Westdale neighbourhood while also increasing the overall provision of commercial uses along Main Street West. This is an important step forward in creating a more pedestrian-oriented environment along Main Street West, which has traditionally been an auto-oriented corridor. In addition to the built form of the site, the intended unit mix of the proposal will accommodate a broader range of household sizes consisting of one, two, and three-bedroom units throughout the podium and tower, therefore ensure the proposal remains consistent with Section 2.1.6 of the PPS.

Section 2.2 (Housing)

1. *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*
 - b) *Permitting and facilitating:*
 1. *All housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 2. *All types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
 - c) *Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
 - d) *Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Planning Comment: The proposed development contemplates intensification on an underutilized parcel which formerly consisted of commercial and institutional uses. This intensification will result in a significant net increase in residential rental units (nearly 408 of which will be family-sized) contained in an optimized built form which makes efficient use of land, resources, and existing and planned public services. As a result of the proposal's density and relationship to the existing and planned transit context along Main Street West, the proposal is representative of good transit-oriented development and is consistent with policy 2.2.1 of the PPS.

Section 2.3.1 (General Policies for Settlement Areas)

2. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
3. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a) *Efficiently use land and resources;*
 - b) *Optimize existing and planned infrastructure and public service facilities;*
 - c) *Support active transportation; and*
 - d) *Are transit-supportive.*
4. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning*

for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Planning Comment: The proposed development efficiently uses the City's available urban land base and municipal services, while supporting planned transit facilities by providing a high-density built form within the future proposed MTSA associated with the future Longwood LRT Station. The proposal also includes a mix of units with a range of one, two, and three-bedrooms to support housing availability for a broader range of people. Accordingly, the proposal is consistent with Section 2.3.1 of the PPS.

Section 2.4.1 (General Policies for Strategic Growth Areas)

1. *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*
2. *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*
 - a) *To accommodate significant population and employment growth;*
 - b) *As focal areas for education, commercial, recreational, and cultural uses; c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
 - c) *To support affordable, accessible, and equitable housing.*
3. *Planning authorities should:*
 - a) *Prioritize planning and investment for infrastructure in strategic growth areas;*
 - b) *Identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
 - c) *Permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.*

Planning Comment: The subject lands are located within a strategic growth area and a complete community, especially given their context in the future proposed MTSA associated with the Longwood LRT Station. The site-specific Official Plan and Zoning By-law Amendments intend to ensure a compact form will be achieved that can financially support public infrastructure investments, allow responsible levels of intensification, and support a more complete community by allowing additional residents to serve the existing local businesses and public service facilities, especially in proximity to Westdale, McMaster University, and the Downtown Hamilton BIA. Accordingly, the proposal is consistent with Section 2.4.1 of the PPS.

Section 2.4.2 (Major Transit Station Area)

1. *Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or amendment.*

2. *Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:*
 - b) *160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit.*
6. *All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:*
 - b) *Infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking.*

Planning Comment: As previously noted, the subject lands fall within an identified future MTSA associated with the future Longwood LRT Station. The proposed development will ensure that the prescribed minimum densities of the PPS are achieved on the subject lands and maximize the access to the City's existing HSR Bus Network and the proposed LRT network. The site's design will accommodate functional circulation to and from primary building entrances, parking areas, outdoor amenity space, and the public realm along Main Street West and Longwood Road South. Accordingly, the proposal is consistent with Section 2.4.2 of the PPS.

Section 2.9 (Energy Conservation, Air Quality and Climate Change)

1. *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
 - a) *Support the achievement of compact, transit-supportive, and complete communities;*
 - c) *Support energy conservation and efficiency; and*
 - d) *Promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality.*

Planning Comment: The proposed development contemplates a compact, sustainable built form which makes use of both existing and planned municipal infrastructure, services, and transit corridors. In addition, all new development is required to comply with the Ontario Building Code, which establishes minimum performance standards for energy efficiency in building design and systems, as well as provincial requirements for efficient water use and fixtures, providing for the efficient use and conservation of energy and water. Detailed engineering review of the proposal will have regard for low-impact development techniques where feasible to accommodate stormwater management on site. Accordingly, the proposal is consistent with Section 2.9 of the PPS.

Section 3.2 (Transportation Systems)

2. *Efficient use should be made of existing and planned infrastructure.*
3. *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved.*

Planning Comment: The proposed Longwood LRT Station provides direct access to the City's vast transit network providing the site with high-capacity, consistent transportation. Planned transit facilities along Main Street such as the addition of a new protected bike lane are also proposed to be implemented along the south side of Main Street West along the subject lands which will foster a strong multi-model transportation context for the site and surrounding area. Accordingly, the proposal is consistent with Section 3.2 of the PPS.

Section 3.9 (Public Spaces)

1. *Healthy, active, and inclusive communities should be promoted by:*
 - a) *Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity.*

Planning Comment: In keeping with the City's Complete Streets Design Guidelines and the TIS recommendations, the planned reconstruction of the southern Main Street West public sidewalk provides an opportunity to improve pedestrian safety and comfort through increased buffering to active traffic lanes. This passive traffic calming measure is achieved through wider roadside boulevards on site working in conjunction with planned transit facilities along Main Street such as the addition of a new protected bike lane. The details of the proposed street interface will be refined through the future Site Plan Amendment application. Accordingly, the proposal is consistent with Section 3.9 of the PPS.

Section 4.1 (Natural Heritage)

1. *Natural features and areas shall be protected for the long term.*

Planning Comment: The subject lands are not located within, or adjacent to a key natural heritage feature, area, or key hydrological feature according to Schedule 'B' of the Official Plan. Accordingly, the proposal is consistent with Section 4.1 of the PPS.

Section 4.6 (Cultural Heritage and Archaeology)

2. *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*

Planning Comment: The lands are considered to have the potential for containing buried archaeological resources. In keeping with the previous OPA and ZBA approvals, a warning clause will be applied to the future Site Plan Approval, to the satisfaction of the City. There are no Part IV designated heritage resources located on, or adjacent to the subject lands. Accordingly, the proposal is consistent with Section 4.6 of the PPS.

Section 5.2 (Natural Hazards)

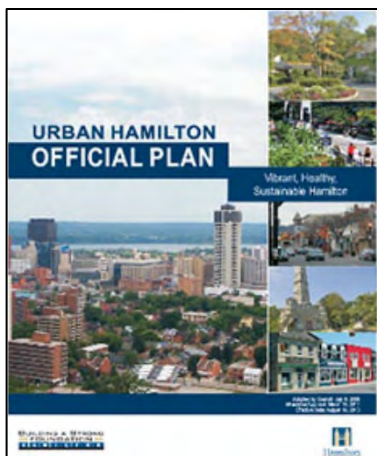
1. *Development and site alteration shall not be permitted within:*
 - a) *Areas that would be rendered inaccessible to people and vehicles during times of erosion hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard.*

Planning Comment: The proposed passive outdoor recreation area will require a Permit from the Hamilton Conservation Authority (HCA) prior to any site alteration to stabilize the existing unstable slope. Subject to appropriate engineering design, landscaping, and mitigation measures, the proposed recreation area and slope reconstruction will greatly improve public safety due to the existing erosion hazard. Accordingly, the proposal is consistent with Section 5.2 of the PPS.

The proposed development is accompanied by a range of supporting studies and reports to inform the overall design of the site. Together with appropriate zoning regulations & Site Plan approval conditions, the applications will help to ensure adequate land use compatibility & public safety are maintained, functional on & off-site manoeuvrability, and stormwater management will occur post-construction.

The proposed development is consistent with the PPS as it will help support the vitality of existing / new businesses and future capital investments in public transit. The PPS also encourages municipalities to exceed the minimum intensification targets, where appropriate. The subject applications will help significantly improve the residential housing stock in the neighbourhood. The proposal will enhance the public realm, assist the City in achieving its streetscaping objectives, and optimize use of the existing and proposed transport network. Lastly, the development will avoid negative impacts to any sensitive natural heritage features, hazards, and do not impact any cultural heritage resources. In these regards, the proposed development satisfies the PPS.

4.3 Urban Hamilton Official Plan, 2009



The City of Hamilton's Urban Hamilton Official Plan (UHOP) was adopted by Council in 2009 and received final approval from the Ontario Municipal Board in 2013. The UHOP is a local guiding planning document which provides policies on community management, land use changes, and physical development in the City.

According to *Schedule E – Urban Structure*, the subject lands are designated as, 'Neighbourhoods', 'Primary Corridor' and 'Priority Transit Corridor', (**Figure 11**). Further, according to *Schedule E-1 – Urban Land Use*, the northern portion of the subject lands are designated 'Neighbourhoods' whereas the southern portion of the lands is designated as 'Open Space' (**Figure 12**). The site is also located within the Ainslie Wood Westdale Secondary Plan which contains further policy designations discussed in Section 4.4 of this Report.

Figure 11: UHOP – Schedule E (Urban Structure)

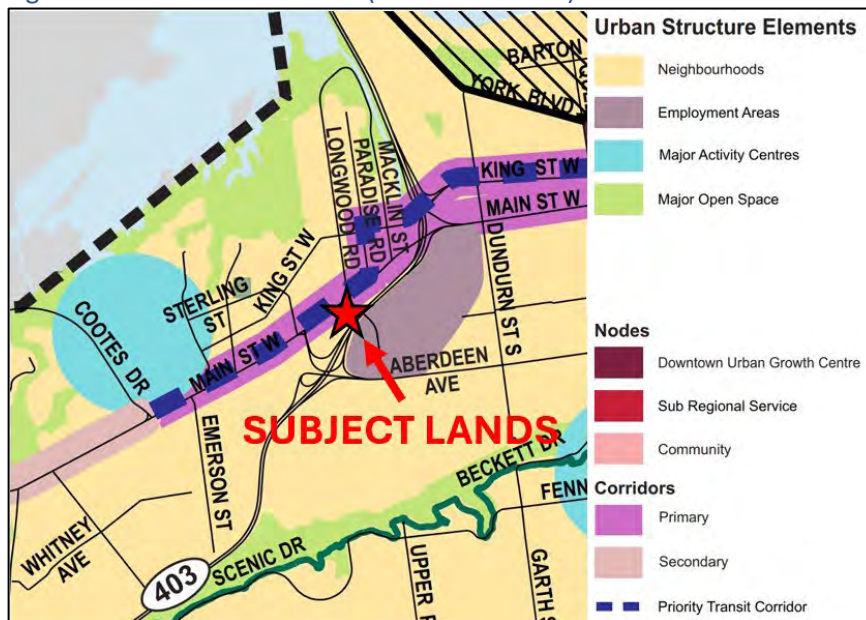
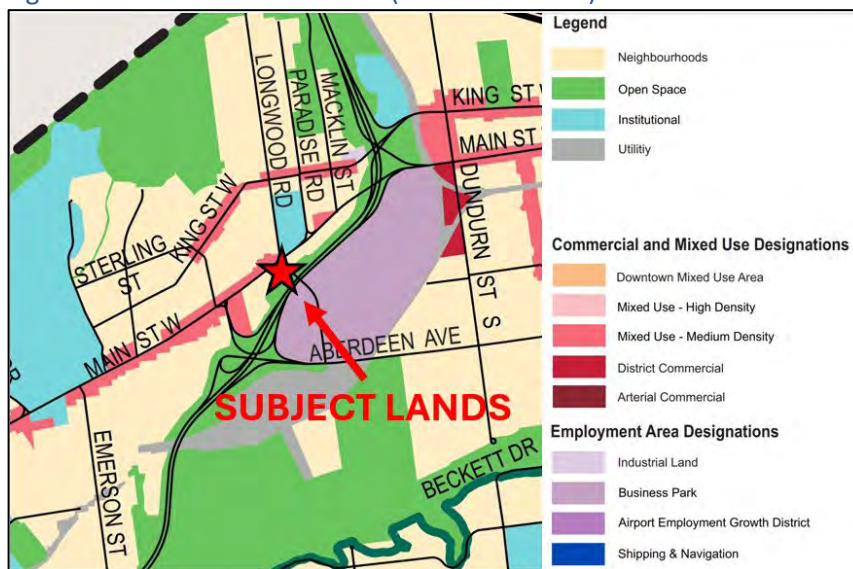


Figure 12: UHOP – Schedule E-1 (Urban Land Use)



Communities

B.2.4.1 (General Residential Intensification Policies)

B.2.4.1.2 – the City's primary strategic growth areas shall be the Urban Nodes and Major Transit Station Areas as illustrated on Schedule E – Urban Structure and as further defined in secondary plans.

B.2.4.1.3 – the residential intensification target of 80 % or 88,280 housing units shall generally be distributed through the built-up area as follows:

- b) The Urban Nodes and Urban Corridors identified in Section E.2.0 - Urban Structure, excluding the Downtown Urban Growth Centre, shall be planned to accommodate approximately 40% of the residential intensification target.*

Planning Comment: The revised proposal for 635 purpose-built rental apartment units provides a significant residential intensification opportunity that supports the City's vision for growth and complements public investments into its new rapid transit facilities.

B.2.4.1.4 – residential intensification developments within the built-up area shall be evaluated based on the following criteria:

- a) A balanced evaluation of the criteria in b) through l), as follows;*
- b) The relationship of the proposed development to existing neighbourhood character so that it builds upon desirable established patterns and built form;*
- c) The contribution of the proposed development to maintaining and achieving a range of dwelling types and tenures;*
- d) The compatible integration of the proposed development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques;*
- e) The contribution of the proposed development to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;*

Planning Comment: The surrounding neighbourhood consists of a mix of traditional neighbourhood designs, and late-1900s era residential homes. The immediate surrounding land uses are undergoing transition away from car-oriented low density development patterns to a more urban, transit-oriented built environment. The move to a more compact, higher density development pattern reflects the City's policy vision for the Longwood MTSA. The proposed development abuts existing mid-rise apartment towers and is well separated from existing ground-related housing and sensitive uses. *Chapter G – Glossary* of the UHOP defines compatibility as follows:

Compatibility/Compatible: “means land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area. *Compatibility* or *compatible* should not be narrowly interpreted to mean “the same as” or even as “being similar to”.”

As per the enclosed supporting documents, there are no adverse effects created by the development, ensuring it is compatible with the surrounding locale.

- f) Existing and planned water, wastewater and stormwater capacity;*
- g) The incorporation and utilization of green infrastructure and sustainable design elements in the proposed development;*

Planning Comment: Based on the *Functional Servicing Report* and *SWM Brief*, there are no concerns respecting municipal servicing capacity subject to implementing the design engineer's recommendations. Rain gardens are also proposed in the lower lands to help with ground water infiltration. The Ontario Building Code further establishes minimum performance standards for energy and water efficiency in the building design.

- h) The contribution of the proposed development to supporting and facilitating active transportation modes;*
- i) The contribution of the development to be transit-supportive and supporting the use of existing and planned local and regional transit services;*
- j) The availability and location of existing and proposed public community facilities/services;*

Planning Comment: As previously noted, the subject lands fall within an identified future MTSA associated with the future Longwood LRT Station. The proposed development will ensure that the prescribed minimum densities of the PPS are achieved on the subject lands and optimize access to the City's existing HSR Bus Network and the proposed LRT network. The site's design will accommodate functional circulation to and from primary building entrances, parking areas, outdoor amenity space, and the public realm along Main Street West and Longwood Road South. The proposal provides 446 long-term and 65 short-term bicycle parking spaces.

- k) The ability of the development to retain and/or enhance the natural attributes of the site and surrounding community including, but not limited to native vegetation and trees; and,*

Planning Comment: The proposed development has no identified impacts to natural heritage features on site. As per the conceptual landscape plan prepared by Whitehouse Urban Design, additional plantings and new pathways throughout the rear of the site will enhance and improve accessibility for all residents to benefit from the existing and planned natural features on the site.

- l) Compliance of the proposed development with all other applicable policies.*

Planning Comment: The proposal conforms with all other applicable policies, and the nature of the policy amendment meets the general purpose and intent of the UHOP.

B.3.2.4 (Urban Housing)

Section B.3.2.4 provides general policies for urban housing which include, but aren't limited to, ensuring that an appropriate range of housing forms, types, sizes, densities, tenure, and affordability are available for both current & future residents.

The proposed mixed-use building will feature significant volume of purpose-built rental housing stock and provide a range of unit sizes to accommodate various household, demographic, and income bracket needs.

B.3.3 (Urban Design)

B.3.3.2.3 – 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;*
- d) Conserving and respecting the existing built heritage features of the City and its communities; and*
- g) Contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas.*

B.3.3.2.4 – public and private development and redevelopment should create quality spaces by:

- b) Recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric;*
- c) Using materials that are consistent and compatible with the surrounding context in the design of new buildings;*
- d) Creating streets as public spaces that are accessible to all;*
- e) Creating a continuous animated street edge in urban environments;*
- g) Creating public spaces that are human-scale, comfortable, and publicly visible with ample building openings and glazing;*

B.3.3.2.5 – Places that are safe, accessible, connected and easy to navigate shall be created by using the following design applications, where appropriate:

- b) Providing connections and access to all buildings and places for all users, regardless of age and physical ability;*
- c) Ensuring building entrances are visible from the street and promoting shelter at entrance ways;*
- d) Integrating conveniently located public transit and cycling infrastructure with existing and new development;*

B.3.3.2.6 – new development and redevelopment should enhance the character of the existing environment by:

- c) Allowing built form to evolve over time through additions and alterations that are in harmony with existing architectural massing and style;*
- d) Complementing the existing massing patterns, rhythm, character, colour, and surrounding context; and,*
- e) Encouraging a harmonious and compatible approach to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm.*

B.3.3.2.8 – urban design should promote the reduction of greenhouse gas emissions, ability to adapt to the impacts of a changing climate now and in the future, and protect and enhance the natural urban environment by:

- a) Achieving compact development and resulting built forms that promotes the reduction of greenhouse gas emissions;*
- b) Integrating, protecting, and enhancing environmental features and landscapes, including existing topography, forest and vegetative cover, green spaces and corridors through building and site design;*
- c) Encouraging on-site storm water management and infiltration through the use of techniques and technologies, including storm water management ponds, green roofs, vegetated swales, and low impact development techniques and green infrastructure.*

B.3.3.2.9 – community health and well-being shall be enhanced and supported through the following actions, where appropriate:

- a) Creating high quality, safe streetscapes, parks, and open spaces that encourage social interaction, physical activity and active transportation;*
- b) Ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for active and passive recreation uses;*
- c) Encouraging development of complete and compact communities or neighbourhoods that contain a variety of land uses, transportation, recreational, and open space uses; and*
- d) Reducing air, noise, and water pollution.*

B.3.3.2.10 – streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate:

- a) Adequate and accessible space for pedestrians, active transportation, as well as transit, other vehicles, and utilities;*
- b) Continuous sidewalks; and*
- c) Landscaping such as street trees and landscaped boulevards.*

Planning Comment: The proposed development conforms with the urban design policies by:

- Activating the streetscape via ground-floor commercial space, and apartment lobbies with transparent glazing and frequent entrances opening up directly towards the public street with direct walkway links.
- Improving the municipal sidewalk conditions through new boulevard and landscaping initiatives to be further refined at the Site Plan approval stage;
- Consolidating driveway access to improve public safety by reducing vehicle conflict points with vulnerable street users;
- Human-scaled podium proportions oriented toward the Right-of-Way which contribute to a consistent urban streetwall;
- Implementing articulated tower heights to support a transition in massing to adjacent lands and foster architectural variation in the overall building design; and,

- Achieving a well-built, high-quality, compact, and sustainable built-form which intends to make use of existing and planned services.

B.3.3.3 (Built Form)

B.3.3.3.2 – new development shall be designed to minimize impact on neighbouring buildings and public spaces by:

- a) Creating transitions in scale to neighbouring buildings;*
- b) Ensuring adequate privacy and sunlight to neighbouring properties; and,*
- c) Minimizing the impacts of shadows and wind conditions.*

B.3.3.3.4 – new development shall define the street through consistent setbacks and building elevations.

B.3.3.3.5 – built form shall create comfortable pedestrian environments by:

- a) Locating principal façades and primary building entrances parallel to and as close to the street as possible;*
- b) Including ample glazing on ground floors to create visibility to and from the public sidewalk;*
- d) Locating surface parking to the sides or rear of sites or buildings, where appropriate; and,*
- e) Using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.*

B.3.3.9.5 – pedestrian walkways shall be made continuous across driving aisles as well as across driveway entrances at the street where appropriate.

Planning Comment: The proposed development achieves the built form policies of the UHOP Chapter B through the provision of articulated tower heights to support a transition in massing to adjacent lands. Further, the proposed 750 m² tower floorplates are set back from the podium and seek to facilitate comfortable sunlight and shading conditions along the pedestrian realm of Main Street West and adjacent lands.

Numerous building entrances are located along the north and eastern building facades, facilitating a high degree of pedestrian permeability along the street frontage. The interface with the public realm is also enhanced through the use of ground-floor glazing providing sightlines to and from the sidewalks along Main Street West and Longwood Road South. As depicted in the enclosed Site Concept Plan, continuous sidewalks are provided across the driveway entrance to Main Street West to clearly depict pedestrian priority and improve the safety of pedestrians crossing at this location.

B.3.3.10.1 – to create and enhance safe, attractive pedestrian oriented streetscapes, surface parking shall be discouraged, and parking located below grade or in parking structures shall be encouraged.

Planning Comment: Nearly all proposed vehicular parking on site is accommodated within a four-level underground parking garage. There are two accessible and two standard parking spaces located at-grade beneath the podium bridge and are set back from the street as to preserve a safe and attractive pedestrian oriented streetscape.

B.3.6.2 – the following goals and policies:

- a) Promoting compact, mixed use urban communities;*
- c) Promoting active transportation, including walking and cycling, and the use of public transit;*
- f) Enhancing vegetative cover.*

Planning Comment: The proposed development provides a compact and sustainable built-form which intends to make use of existing and planned transit services. The proposal supports the achievement of complete communities through a mixed-use built form on a site well-connected through public transit infrastructure.

B.3.6.3 (Noise, Vibration, and Other Emissions)

B.3.6.3.1 – development of noise sensitive land uses, in the vicinity of provincial highways, arterial or collector roads, railway lines, or other uses considered to be noise generators shall comply with all applicable provincial and municipal guidelines and standards.

Planning Comment: As discussed in Section 3 of this Report, a Noise & Vibration Impact Study was prepared in accordance with the City's requirements. It concluded that noise impacts associated with the proposed development aren't expected to conflict with applicable requirements or guidelines, subject to recommended mitigation measures. Similarly, the predicted vibration associated with the future LRT B-line is not expected to adversely impact the inhabitants of the proposed building due to the City's own recommended use of a Level 2 Embedded Rail Vibration Isolation System which provides vibration attenuation.

C.3.3 (Open Space Designations)

C.3.3.1 – lands designated as Open Space are public or private areas where the predominant use of or function of the land is for recreational activities, conservation management and other open space uses.

Planning Comment: No development is proposed on the lower, Open Space designated lands except for passive recreation space consisting of extensive landscaping, walking paths, gardens, and seating.

C.4.2 (Transportation Network)

C.4.2.4 – all land use planning and design decisions shall be coordinated with, and consider, the integrated transportation network goals and policies of Section C.4.0.

Planning Comment: As discussed in Section 3 of this Report, a Transportation Impact Study (TIS) was conducted in accordance with the City's requirements. The TIS assessed, among other things, the development's potential impact on the existing street network as it relates to cars, active transportation facilities, the future rapid transit line, and *transportation demand management (TDM)* measures.

The proposed development does not require any vehicle parking relief, provides ample bicycle parking, and improves the pedestrian experience across its street frontages. The development represents a prime opportunity for high density, transit-oriented mixed-use development which will support the viability of the future Longwood rapid transit station, offering convenient, viable alternatives to private automobiles. The subject lands are also located in a highly walkable neighbourhood in proximity to McMaster University, the Westdale business district, Downtown Hamilton BIA, and various commercial, employment, and public service facilities.

C.4.3.4 – states, within the designated right-of-way, the design of complete streets and sidewalks shall provide a buffer between vehicular and pedestrian flow where feasible.

Planning Comment: The planned reconstruction of the southern Main Street West public sidewalk provides an opportunity to improve pedestrian safety and comfort through increased buffering to active traffic lanes. The details of the proposed street interface will be refined through the future Site Plan Amendment application. The feasibility of the re-alignment will be more easily done with the anticipated right-of-way (ROW) widening and conform with policy C.4.3.5 e), the *Complete Streets Guidelines*, and the recommendations outlined in the supporting Transportation Impact Study.

Urban Structure

(Urban Corridors)

E.2.4 – the City's corridors provide a significant opportunity for creating vibrant pedestrian and transit-oriented places through investment in infrastructure, residential intensification, infill and careful attention to urban design.

E.2.4.2 – Urban Corridors are a separate structural element from Neighbourhoods.

E.2.4.3 – Urban Corridors shall be the location for a range of higher density land uses along the corridor, including mixed uses where feasible, supported by higher order transit on the Primary Corridors.

E.2.4.10 – the built form along the Urban Corridors shall generally consist of low to mid rise forms, but will vary along the length of the corridors with some areas permitted to accommodate high density and high rise built form. The Primary

Corridors shall have a greater proportion of the corridor length in retail and mixed use forms.

E.2.4.11 – Urban Corridors shall provide a comfortable and attractive pedestrian experience.

E.2.4.14 – Urban Corridors shall be a focus for intensification through the Neighbourhoods which they traverse.

E.2.4.16 – new development shall respect the existing built form of adjacent neighbourhoods where appropriate by providing a gradation in building height. New development shall locate and be designed to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods.

E.2.5 – planned densities of future Major Transit Station Areas on the priority transit corridor shall be a minimum of 160 residents and jobs combined per hectare, or a lower target as approved by the Province, to be identified through a future Amendment to this plan.

Planning Comment: With regards to the Urban Corridor policies above, the high-density mixed-use proposal meets the intent and purpose of each policy given its location between McMaster University, Westdale, Downtown Hamilton BIA, Highway 403, and its proximity to the future Longwood LRT station. The high-rise structure is adequately buffered from low rise neighbourhoods north of Main Street West.

The ground-floor commercial units will help activate the public realm and improve walkability through journey interest, purpose, and comfort. The proposed increase of building height was accompanied by a Sun-Shadow Analysis prepared by KNYMH Inc. which demonstrates that the proposal conforms to all criteria except minimum sun coverage periods along the sidewalk of Main Street West.

E.2.7 (Neighbourhoods)

E.2.7.2 – Neighbourhoods shall primarily consist of residential uses and complementary facilities and services intended to serve the residents.

E.2.7.4 – the Neighbourhoods element of the urban structure shall permit and provide the opportunity for a full range of housing forms, types and tenure, including affordable housing and housing with supports.

Planning Comment: The proposed mixed-use building provides commercial uses at-grade which address the public realm and complement the 635 purpose-built rental dwelling units on upper storeys. The proposed residential units will cater to a mix of household sizes and incomes while supporting the provision of dedicated rental units to the City's housing stock.

Urban Land Use

The intent of the ‘Neighbourhoods’ designation is to describe neighbourhood functions, identify appropriate scales of development, design requirements for land uses, and allow for the continued evolution of neighbourhoods. It supports the policies of the Neighbourhoods Urban Structure element by providing for a range and mix of uses with the goal of developing compact, mixed-use, transit-supportive, and active transportation-friendly neighbourhoods.

E.3.0 (Neighbourhoods Designation)

E.3.2.7 – the City shall require quality urban and architectural design. Development of lands within the Neighbourhoods designation shall be designed to be safe, efficient, pedestrian oriented, and attractive, and shall comply with (among other things,) the following criteria:

- b) Garages, parking areas, and driveways along the public street shall not be dominant.*
- c) Adequate and direct pedestrian access and linkages to community facilities/services and local commercial uses shall be provided.*
- d) Development shall improve existing landscape features and overall landscape character of the surrounding area.*
- e) Development shall comply with Section B.3.3 – Urban Design Policies and all other applicable policies.*

Planning Comment: Nearly all off-street parking is being accommodated sub-grade with just four parking stalls and drop-off / loading areas being within and behind the building footprint. Frequent pathway linkages are illustrated to connect the commercial and residential spaces with the public sidewalk. As depicted in the conceptual landscape plan prepared by Whitehouse Urban Design, there are plentiful opportunities for planting and landscaping on the subject lands particularly on the southern lands designated “Open Space”. The future Site Plan application process will further refine and implement the proposed landscaping on site.

E.3.6 (High Density Residential)

E.3.6.4 – High density residential uses shall be located within safe and convenient walking distance of existing or planned community facilities/services, including public transit, schools, and active or passive recreational facilities.

Planning Comment: The subject lands fall within a Priority Transit Corridor and have direct access to existing HSR bus routes and the future Longwood LRT station. Furthermore, the site is less than 100 metres from Westdale Secondary School, less than 200 metres away from Columbia International College, and has access to a variety of commercial and community services along Main Street West. A large open space, Churchill Park, is located less than 600 metres north of the subject lands providing ample space for passive and active recreation within a reasonable (10-15 minute) walking distance from the site, in addition to the vast open space proposed to be enhanced on the subject lands.

E.3.6.7 – the maximum height shall be 30 storeys. For high density residential uses below the Niagara Escarpment, building height shall not exceed the height of the top of the Niagara Escarpment, nearest to the development site. Applicants shall demonstrate that the proposed development shall not exceed the height of the top of the Niagara Escarpment through the submission of a height elevation survey depicting the proposed building in profile to the height of the top of the escarpment located nearest to the development site, to the satisfaction of the City.

Planning Comment: The proposed development reaches a maximum height of 29 storeys and is therefore smaller than the height limit of 30 storeys implemented by Policy E.3.6.7. The location of the proposed towers is not anticipated to negatively impact any public view corridors or cultural heritage landscapes given its surroundings.

E.3.6.8 – Development within the high density residential category shall be evaluated on the basis of the following criteria:

- a) Development should have direct access to a collector or major or minor arterial road.*
- b) Multiple dwellings greater than 12 storeys shall not generally be permitted immediately adjacent to low density residential uses.*
- d) Development shall:*
 - i) Provide adequate landscaping, amenity features, on-site parking, and buffering where required;*
 - ii) Be compatible with existing and future uses in the surrounding area in terms of heights, massing, and an arrangement of buildings and structures;*
 - iii) Provide adequate access to the property, designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets;*
 - iv) Provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law; and,*
 - v) Incorporate sustainable building and design principles.*
- e) In accordance with the policies of Section B.3.3 – Urban Design Policies, development shall contribute to an attractive public realm by minimizing the view of the following elements from the abutting public streets (excluding public alleys):*
 - i) Surface parking areas;*
 - ii) Parking structures;*
 - iii) Utility and service structures such as garbage enclosures; and*
 - iv) Expanses of blank walls.*

Planning Comment: The proposal entails a high-density residential development which has direct frontage along a Major Arterial Road (Main Street West) and a Collector Road (Longwood Road South) as depicted in *Schedule C – Functional Road*

Classification in the UHOP. Given the nature of Main Street West and the location of the site on the periphery of the Westdale South neighbourhood, the subject lands are not immediately adjacent to low density residential uses and are buffered to low-rise residential neighbourhoods via existing built forms along Main Street West. Parking and loading, in cases which are not located underground, are set back from the street and appropriately buffered from the public realm.

In keeping with the architectural package prepared by KNYMH Architects and conceptual landscape plan prepared by Whitehouse Urban Design, the proposed site design provides adequate landscaping, parking, and buffering of parking and loading from the public realm. As previously noted, the proposed residential units will cater to a mix of household sizes and incomes while supporting the provision of dedicated rental units to the City's housing stock.

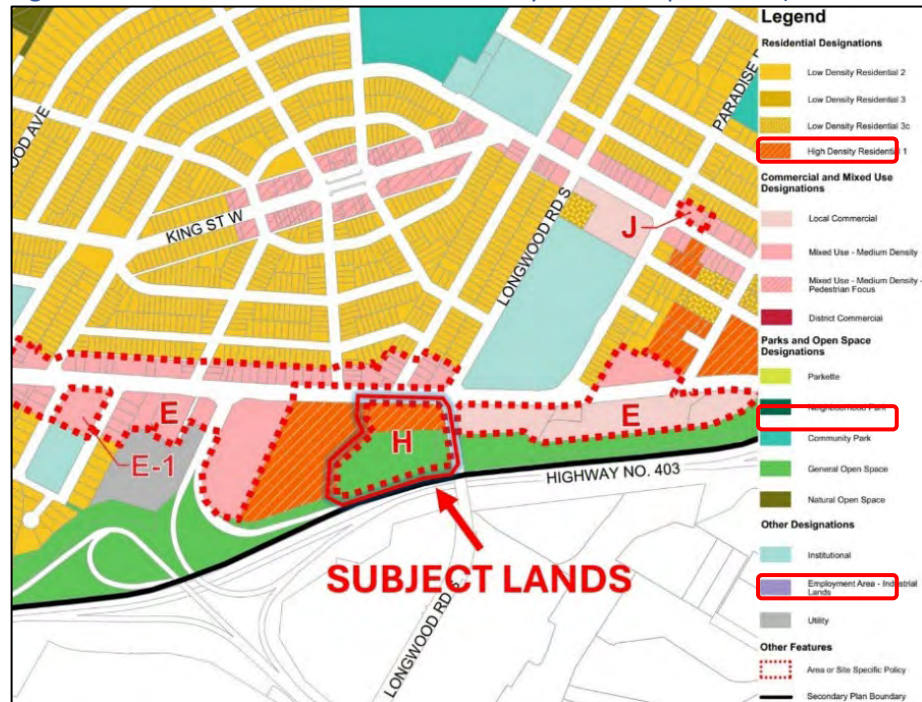
Transportation

As previously noted, Main Street West is classified as a Major Arterial Road in *Schedule C – Functional Road Classification* in the UHOP. Longwood Road South is identified as a Collector Road in Schedule C of the UHOP, as shown on Figure 3. As part of previous *Planning Act* applications on the subject lands, a varying Right-of-Way dedication of 3.34 metres to 4.35 metres has been identified along Main Street West, along with a Right-of-Way dedication along Longwood Road South of approximately 8.23 metres. These dedications will facilitate future Right-of-Way improvements and the appropriate implementation of the Hamilton LRT network.

4.4 Ainslie Wood Westdale Secondary Plan, 2005

Volume 2 of the UHOP contains the Secondary Plan policies for the UHOP. The subject lands are located within the Ainslie Wood Westdale Secondary Plan area. According to the *Land Use Plan Map B.6.2-1*, the property has split designations. Flanking Main Street West towards the north, the designation is, '*High Density Residential 1*' while the southern part near Highway 403 is designated, '*General Open Space*'. The entire property is also bound by a Site-Specific Policy Area 'H', (see Figure 13). The site-specific policy was a result of a 2018 Official Plan Amendment (OPA 113) which increased the maximum residential density to 250 units per (net) hectare and building height to 18-storeys.

Figure 13: Ainslie Wood Westdale Secondary Plan – Map B.6.2-1 (Land Use Plan)



The southern portion of the lands designated as ‘General Open Space’ generally reflect the Chedoke Creek sub-watershed and seek to mitigate the erosion hazards associated with the Chedoke Creek valley system. No development is proposed on these lands besides passive recreation walking paths, gardens, and seating.

Objectives

Section 6.2.4 – the objectives of the Secondary Plan are to:

- a) Provide a diversity of suitable housing choice for families, students, seniors and others.
- b) Maintain low density, single detached residential areas.
- c) Ensure new infill housing and renovations are compatible with existing development.
- d) Encourage development forms which are compact, to help provide opportunities to relieve pressures for urban expansion, such as higher densities and mixed use along major roads.
- f) Reduce conflicts between adjacent land uses by buffering and distance separation.
- g) Retain all existing open space areas and natural areas.
- h) Provide commercial areas along portions of other major roads.
- j) Enhance the design and identity of the Ainslie Wood Westdale area by the addition of design features to accentuate streetscapes and gateways.

- l) Ensure that the transportation system provides for the needs of all citizens, encourages a compact urban form and enables the use of alternative travel modes.*

Planning Comment: The proposal protects existing low-density single-detached residential areas as the lands are not immediately adjacent to low density residential uses and are buffered to low-rise residential neighbourhoods via existing built forms along Main Street West. The proposed mixed-use building represents sustainable infill and supports the provision of a complete community that will cater to a mix of household sizes and incomes.

The southern portion of the lands designated as ‘General Open Space’ does not have any development proposed on it aside from landscaping works related to the proposed walking paths, gardens, and seating. Rather, all development is concentrated along the northern portion of the site oriented towards the intersection of Longwood Road South and Main Street West. This site orientation will assist in reinforcing the gateway prominence of the site into the Ainslie Wood Westdale area, both for people entering via Highway 403 and Longwood Road South, and for those entering via the future Longwood LRT station.

- m) Ensure that 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.*

Planning Comment: The Functional Servicing Report prepared by S. Llewellyn & Associates confirms that municipal servicing along Main Street West can adequately accommodate the water and wastewater needs produced by the proposed development.

Section 6.2.5.2 – *The residential policies are intended to help achieve the following objectives:*

- a) Provide a wide variety of housing forms for many types of households, including households of various sizes and age groups.*

Planning Comment: The proposed residential units will cater to a mix of household sizes and incomes while supporting the provision of dedicated rental units to the City’s housing stock.

- d) Create opportunities for and direct higher densities, and mixed-use commercial / residential development, to locate along major roads.*

Planning Comment: The proposed mixed-use building is located at the intersection of two major streets, classified as a Major Arterial Road and a Collector Road.

Section 6.2.5.3 – *The following general policies apply to all residential land use designations in the Ainslie Wood Westdale Secondary Plan:*

- a) *Rental housing is important in providing a range of housing types.*
- b) *Higher residential densities are directed to major roads, namely arterial and collector roads, to new or redeveloped residential or mixed commercial/residential developments. Population densities should be reflective of average densities for similar higher density residential uses across the City.*
- e) *Housing forms which shall be encouraged for new rental housing and student units include mixed use commercial / residential on major roads.*

Planning Comment: The proposal consists of a mixed-use high-density development with 635 purpose-built rental dwelling units situated along a Major Arterial Road and a Collector Road. The proposal provides a density which supports the efficient use of the City's existing urban land base and supports the provision of dwelling units to accommodate provincial population growth forecasts.

Section 6.2.5.5 – *The following policies shall apply:*

- a) *The maximum building height shall be 18-storeys.*
- b) *The maximum residential density for the entire site shall be 250 units per hectare.*

Planning Comment: The proposed OPA seeks an increased building height of 29-storeys and an increased residential density of 350 UPH.

Section 6.2.15.2 – *In addition to Section C.4.0 – Integrated Transportation Network, the following policies shall apply:*

- f) *The pedestrian system shall ensure the safety of pedestrians, shall provide user-friendly facilities and amenities to encourage pedestrian use.*

Planning Comment: The proposed building is clearly oriented to the public sidewalk with multiple storefronts and lobby entrances that provide direct pathway connections. Furthermore, in keeping with the Transportation Impact Study prepared by NexTrans, the comprehensive internal sidewalk network illustrated in the study will ensure the safety of pedestrians and provide intuitive connections to user-friendly facilities and amenities.

- i) *ii) Required parking shall be located to the rear of buildings wherever possible.*

Planning Comment: All proposed vehicle parking areas are located either underground or within the envelope of the building, screened from view from the public realm.

Official Plan Summary

As previously noted in Section 2.2 of this report, an Official Plan Amendment is required to facilitate the proposed development. The existing designation on site

was established through a previous Official Plan Amendment application that had regard for a similar built form, though contemplated at a different height and density. As such, the purpose of this amendment is to modify the provisions of Site-Specific Policy – Area ‘H’ to facilitate the updated development concept. A copy of the draft Official Plan Amendment can be found within Appendix B of this report.

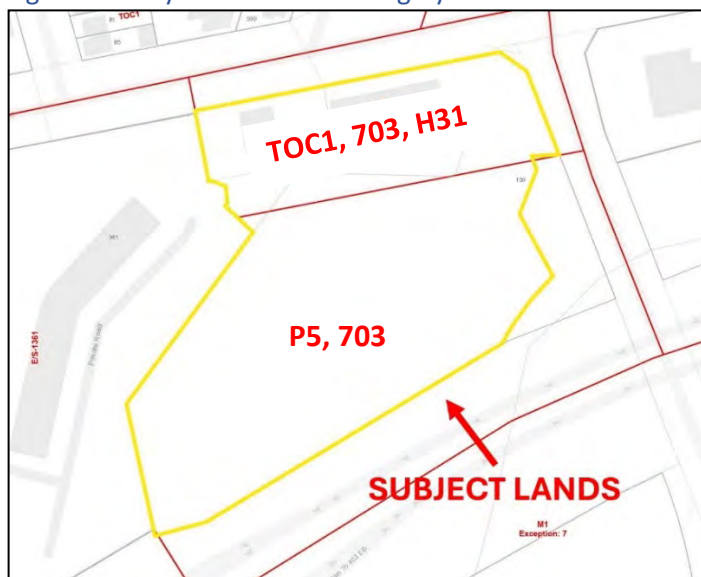
4.5 City of Hamilton Zoning By-law No. 05-200



The subject lands have split zoning, (see Figure 9). The northern portion of the lands along Main Street West are zoned ‘Transit Oriented Corridor Mixed Use Medium Density’ (TOC1, 703, H31) Zone, Exception 703, Holding H31, with the southern portion of the site being zoned ‘Conservation / Hazard Lands’ (P5, 703) Zone, Exception 703.

As noted in Section 2.2 of this report, a Zoning By-law Amendment is required to facilitate the proposed development. The existing Zoning was established through a previous Zoning By-law Amendment application (ZAC-16-029) that had regard for a similar two tower proposal but with fewer units and lower height at 18-storeys. As such, the purpose of this amendment is to modify the regulations of the site-specific TOC1 (703, H31) zone and provide the necessary site-specific provisions to facilitate the updated 26 and 29-storey development concept.

Figure 14: City of Hamilton Zoning By-law No. 05-200



The required site-specific modifications include:

- Modified minimum setback to the streetline for Mechanical and Unitary Equipment;

- Modified visual screening requirements for Mechanical and Unitary Equipment along Main Street West;
- Added permissions for Tandem Parking Spaces;
- Modified maximum permitted provision of Small Car Parking Spaces based on actual parking provision rather than required minimum parking;
- Modified setback requirements for a portion of a building greater than 22.0 metres along Main Street West;
- Modified minimum interior side yard setback for a portion of a building greater than 22.0 metres in height; and,
- Increased maximum permitted building height.

Mechanical and Unitary Equipment

The amending Zoning By-law seeks to permit a minimum setback of 1.3 metres to a streetline for mechanical and unitary equipment, whereas 3.0 metres is required, and to remove the requirement for visual screening along Main Street West. These modifications are required to accommodate a proposed transformer and an underground parking garage exhaust shaft.

The location of the transformer has been established through coordination with Alectra and the Owner's Electrical Consultant to satisfy servicing requirements. Visual screening cannot be provided due to the required clearance area surrounding the transformer, which must remain free of fencing and vegetation. The transformer is not anticipated to be visually prominent within the streetscape, as the proposed buildings, street trees, and surrounding vegetation will remain the dominant visual elements. Similarly, the exhaust shaft projects only 0.2 metres above grade and will not be visually obtrusive.

Tandem Parking

The amending by-law seeks to permit tandem parking on the subject lands, whereas tandem parking spaces would not generally be permitted for the proposed built form. Specifically, 16 tandem parking spaces are proposed within the underground parking garage to make efficient use of developable area on site.

Small Car Parking

The amending by-law seeks to revise the provisions for small car parking. The Zoning By-law currently permits 10% of required parking spaces to be provided as reduced-dimension small car spaces, which would permit a maximum of 3 spaces for the proposal. The amending by-law instead permits 10% of the total provided parking supply to be provided as small car spaces. Based on a total parking provision of 435 spaces, the permitted maximum is 43 small car spaces. The proposal currently provides 40 small car spaces, which is within the permitted maximum.

Building Setback to Main Street West

The amending by-law seeks to permit a minimum setback to Main Street West of 5.65 metres for a portion of a building greater than 22.0 metres, whereas 6.1 metres is required. This modification is required to maintain adequate space to the rear of the building for the appropriate siting of loading, parking, and maneuvering space in relation to the P5 zone limit.

Building Setback to Interior Side Yard

The amending by-law seeks to permit a minimum interior side yard of 3.12 metres when abutting a residential zone, whereas a minimum interior side yard of 4.0 metres is required. This setback is required to accommodate the layout and design of the proposed development. There is an existing mature tree canopy along the eastern property boundary of the adjacent parcel which enhances the buffering between the lands. Further, the modified setback reflects one pinch point along the shared property line, with the balance of the side yard being closer to 9.0 metres.

Height

The amending by-law seeks to implement a permitted maximum height of 95.0 metres on the subject lands. The increased height permission will accommodate the proposed 26 and 29-storey towers on the subject lands. The increased height is supported by a Sun Shadow Study which confirms all applicable City criteria are met by the proposal.

The Draft Zoning By-law is enclosed as **Appendix C**.

Overall, we are of the opinion the requested zoning change and site-specific relief conforms to the general purpose and intent of the Zoning By-law.

4.6 City-Wide Corridor Planning Principles and Design Guidelines

The City-Wide Corridor Planning Principles and Design Guidelines (Corridor Guidelines) provides a framework for the design and development of the City of Hamilton's primary and secondary corridors as identified in the Urban Hamilton Official Plan. The Design Guidelines were established by the City of Hamilton in April of 2012 and directly relate to the Main Street West primary corridor for which the subject lands reside.

Section 4.0 of the Corridor Guidelines outline the Corridor Design Goals for the City and consists of:

- Encourage new intensification and infill development by allowing flexibility and providing alternatives to minimize constraints and provide opportunities.

- Create streetscapes that are attractive, safe and accessible for pedestrians, transit users, cyclists and drivers.
- Minimize the negative effects of shading on existing adjacent properties, streets and public spaces.
- Minimize the negative effects of changes in building scale and character on existing streetscapes and adjacent properties.
- Minimize the negative effects of overview on existing adjacent private properties.
- Encourage a diversity of built form, neighbourhood character and development opportunities along corridors.

The proposed development is consistent with Section 4.0 of the Corridor Guidelines, as it delivers intensification through infill development that enhances the existing streetscape and subject lands. The design carefully addresses potential shading and privacy impacts typically associated with tall buildings. Mitigation measures have been integrated into both the site and building design, including a 6-storey podium that remains below the Main Street West angular plane, tower floorplates limited to a maximum of 750 m², and appropriate tower separation distances. These elements reduce the proposal's perceived massing, improve permeability, and support more favourable sunlight and shadow conditions for the public realm and surrounding properties while also addressing the comments received from the City's Design Review Panel. In combination with the existing built context, the proposed design provides an appropriate and comfortable transition in scale to the low-density residential neighbourhoods primarily located north of the subject lands.

As such, the proposal implements best practices described within the City-Wide Corridor Planning Principles and Design Guidelines.

4.7 Downtown Hamilton Tall Buildings Guidelines

The Downtown Hamilton Tall Buildings Guidelines (the "Guidelines") is a reference document created by the City of Hamilton in February of 2018 to guide the design of tall buildings within Hamilton's Downtown. Specifically, the Guidelines provide direction on building height, massing, transitions, sun/shadowing and building articulation for new high-rise developments. While the subject lands are not located within Hamilton's Downtown Urban Growth Centre, the Guidelines remain a relevant evaluation tool for the proposed development. Though some components of the Guidelines are not applicable due to the lands being outside of the delineated downtown, the following design considerations for tall buildings are relevant to the proposal:

3.3 Parks & Open Spaces

Park space within Hamilton's Downtown is currently limited, and care must be taken to mitigate any potential negative impacts from tall buildings on these spaces. As tall buildings are developed, opportunities to supplement the open space network is encouraged. Schools and their yards are key components of the Downtown's open space network. Shade, overlook and other impacts on these spaces need to be carefully considered and mitigated.

- a) Tall buildings should be oriented and massed to minimize shadow impacts on parks, open spaces and school yards at all times of the day;

Planning Comment: A sun/shadow study has been completed by KNYMH architects. The study confirms that there are no adverse shading impacts expected on any nearby parks, open spaces, or school yards.

3.4 Vibrant Streets

Tall buildings should be designed with active frontages, where there is an active visual engagement between the street and ground floors of buildings. An active frontage is achieved when the façade of a building opens towards the streets (entrances, glazing, etc.) and may be assisted by the location of the active uses at grade (retail, common areas, etc.). New Development shall meet the following design principles:

- c) Residential and mixed-use development should locate common areas and amenities at grade to provide animation and overlook on the street;
- e) Building entrances should be emphasized as a focal point of a building's façade and be placed in highly visible locations where they have the ability to animate a longer stretch of street;
- f) Driveways are discouraged on primary streets. Loading and servicing are not permitted on primary streets; and,
- g) Tall buildings should be oriented and massed to minimize shadow impacts on the public realm. It should be demonstrated that the full width of the sidewalk in the context of the development shall allow for a minimum of 3 hours of sun coverage between 10:00 am and 4:00 pm as measured from March 21st to September 21st.

Planning Comment: The proposed development offers a well-designed, attractive pedestrian environment with a permeable façade featuring numerous entrances at grade to private residential lobby areas as well as public commercial units. The overall design of the massing and façade is aesthetically pleasing and will aid in promoting a pedestrian-oriented environment along Main Street West by providing loading and parking uses at the rear of the site, and optimizing shading conditions in the public realm via suitable tower separation and floor plate sizing.

3.5 Transit Proximity

Hamilton is home to two Mobility Hubs that connect to the broader GTHA areas, including the Hunter Go Station and the newly built James Street North (West Harbour) GO Station.

- a) Integrate public transit stop amenities (benches, shelters) within the site and building design;
- c) Tall buildings should incorporate active frontages with clear glazing at grade to serve transit users;
- d) Tall buildings should provide barrier-free and universal access between buildings and station areas, where applicable - refer to City's Urban Braille System Guidelines;
- f) Unique tall buildings and design is encouraged to act as focal points along transit lines; and,
- g) Buildings along transit lines are highly visible and susceptible to become landmarks (see 3.6); it is highly encouraged to maximize the remarkable scale and singular materials of tall buildings to produce a unique design that will act as a focal point in the street.

Planning Comment: As previously noted, the subject lands fall within an identified future MTSA associated with the future Longwood LRT Station. The proposed development will ensure that the prescribed minimum densities of the PPS are achieved on the subject lands and optimize access to the City's existing HSR Bus Network and the proposed LRT network. The site's design will accommodate functional circulation to and from primary building entrances, parking areas, outdoor amenity space, and the public realm along Main Street West and Longwood Road South. The site's proposed architectural design and overall height intends to reinforce the site as a gateway feature for those entering the Westdale area via Longwood Road.

4.2 Site Organization & Building Base

Placement

- a) Building bases should generally be placed parallel to the property line and/or centreline of the street, in a fashion that brings uniformity to the built form and frame the street;
- b) The façades of the building base should align with adjacent building façades and align with the existing street wall; if there is none, a new street wall should be designed in coordination with adjacent blocks.

Setbacks

- f) Maximum setbacks from a street line are permitted as follows (in accordance with Zoning By-Law 05-200):
 - 2.0 metres for the first storey, except where a visibility triangle shall be provided for a driveway access;

- 6.0 metres for that portion of a building providing an access driveway to a garage;

Building Base

- a) Façade height should reflect the existing adjacent building façade height but not be lower than 7.5 m for any portion of a building along a streetline;
- b) Maximum building base height at the streetline should be equal to the width of the right-of-way to ensure sunlight access to the sidewalk across the street;
- c) For corner sites, where buildings have multiple street frontages, the scale and form of the building base should respond to each facing condition;
- d) Along main retail streets the minimum height of a building base should be 3 - 4 storeys in keeping with the built form typology of the street

4.3 Building Tower

The size and shape of the tower floorplate relates to the height and placement of the tower in relation to site metrics including dimensions, required setbacks, stepbacks and separation distances. Tower floorplates should be limited to 750 square metres per floor as a best practice to limit shadow and facilitate views.

- a) The maximum gross floor area for the floor plate of the tower portion of a tall building proposed should not exceed 750 square metres for residential purposes and 850 square metres for offices, excluding balconies; however, in small sites, smaller floorplates may be required when applying all appropriate setbacks. Larger floorplates may only be permitted where the other guidelines of this document can be met to the City's satisfaction;
- c) Towers shall have a "lighter" appearance in general, which may be achieved with material selection as well as tower top design - refer to section 4.4.

Placement

- a) Towers should be arranged to minimize shadow and adverse wind impacts on adjacent properties and public spaces, including streets, parks and open spaces, and other shadow sensitive areas such as school yards and outdoor amenity areas;

Stepbacks

- c) Towers should be stepped back a minimum of 3 m from the building base along all streets;

Separation Distances

- f) Offsetting and staggering towers is preferred to add variation and visual interest, to facilitate sunlight and sky views and mitigate wind impacts; and,
- g) Towers should be separated by at least 25 m with a minimum 12.5 m setback from the side and rear property lines to allow for adequate light, views and privacy.

4.4 Building Top

Roof

Hamilton's skyline is particularly noticeable from the Escarpment, including lookout areas such as Sam Lawrence Park. This factor should be taken into consideration to ensure a harmonious integration between the built and natural environments.

- a) Rooftop mechanical equipment, as well as stair and elevator towers, should be sized and located and/or screened from view, in order to protect or enhance views of the Downtown from other buildings and the public street;
- b) Rooftop mechanical equipment, as well as stair and elevator towers should be sized and located so that they are screened from view from the street;
- c) Mechanical penthouses as well as signage shall be well-integrated into the overall massing of the building and clad in materials that are consistent with the quality of the entire building;

Design

- f) Design strategies should be employed to lighten tower top volumes and provide a termination to the continuous mid-volume of the tower, in order to create a visually attractive skyline profile, such as stepbacks and other architectural treatments in the upper most floors;
- g) The tower top should be integrated with the tower and building architecture;

Height

- j) In addition to meeting the performance standards and guidelines contained within this document, the maximum tall building height within the Downtown should be no greater than the height of the top of the Escarpment. Given that the elevation increases gradually towards the Escarpment, buildings may potentially be taller the farther away they are from the Escarpment (refer to sections 2.1 and 2.12 of the Study).

Planning Comment: The proposed development has regard for the building base, tower, and building top design practices as established within the Guidelines. The building base aligns with the street and established street wall, incorporates appropriate setbacks, and reflects the surrounding context. The 750m² tower floorplate, stepbacks, and proposed tower separation are designed to address shadow, wind, and privacy considerations while maintaining an overall lighter perceived massing. The building top integrates mechanical elements within the overall massing and provides a cohesive termination that contributes positively to the Downtown skyline and respects the Escarpment height framework.

5.1 Streetscape & Landscape Design

The streetscape and landscape design associated with tall buildings can play a vital role in strengthening Hamilton's public space network. Landscape spaces may be located between the property line and the building line that function as an extension of the public boulevard, contributing to the widening of the sidewalk. Landscape spaces may also serve to integrate building entrances into the public

realm. Localized setbacks may alleviate specific pinch points in the pedestrian boulevard and/or offset the mass and scale of a tall building in relation to the pedestrian realm.

- a) At-grade levels of the building fronting the landscape setback should address the street with the presence of building entrances and fenestration;
- d) Natural features and landscapes, such as existing trees, should be protected and maintained where possible;
- e) In limited landscape areas, colourful flowers, grasses and shrubs are encouraged to highlight the presence of the landscape feature despite the constrained space;
- f) If appropriate (based on use and scale), accent lighting and seating should be provided;
- g) Where space permits, new trees should be planted to improve the microclimate and urban canopy;
- j) Conform with universal design standards, as per the Accessibility for Ontarians with Disabilities Act (AODA); additionally, refer to City's Urban Braille System Guidelines.

Planning Comment: The proposed streetscape and landscape design complies with the Guidelines noted above. The proposed development offers a well-designed, attractive pedestrian environment with a permeable façade featuring numerous entrances at grade to private residential lobby areas as well as public commercial units. As per the conceptual landscape plan prepared by Whitehouse Urban Design, additional plantings and new pathways throughout the rear of the site will enhance and improve accessibility for all residents to enjoy the existing and planned natural features on the site.

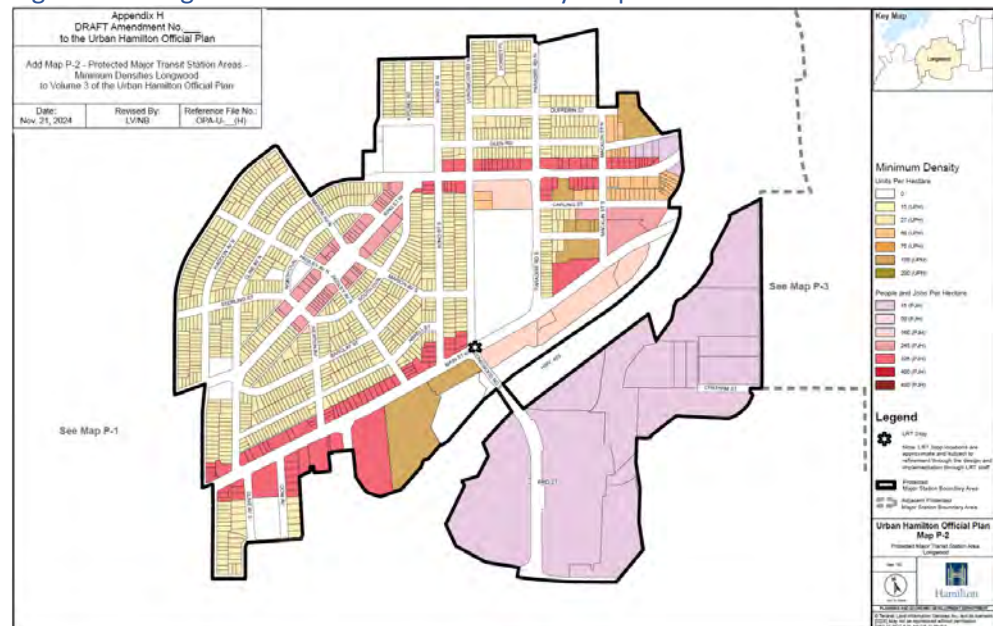
4.8 Longwood Protected Major Transit Station Area

On March 24, 2026, City Staff brought report No. PED23105(a) to Planning Committee, which outlines various proposed policies and updated figures outlining the intended minimum densities of the Protected Major Transit Station Areas (PMTSAs). According to Appendix B of the report, the subject lands fall within the Longwood PMTSA and are expected to meet a minimum density of 100 UPH. More broadly, the Longwood PMTSA is proposed to have a minimum total density target of 160 people and jobs per hectare. At full build-out, the PMTSA is estimated to accommodate a density of 181 people and jobs per hectare, with the Intensification Areas anticipated to reach 310 people and jobs per hectare.

As noted within the February 2026 Major Transit Station Areas Report Addendum prepared by Dillon Consulting, intensification within the Longwood PMTSA is intended to be directed away from the Westdale Village Core on King Street West to preserve the existing heritage landscape, and instead focused along the Main Street West corridor near Highway 403. The subject lands are centrally located

within the MTSA and fall within an area identified to accommodate the highest densities and greatest degree of intensification. The Longwood PMTSA boundary is depicted below, in **Figure 15**.

Figure 15: Longwood PMTSA Minimum Density Map



The proposed development achieves a density of just below 350 UPH. As such, the built form exceeds the minimum density contemplated for the Longwood PMTSA. The proposal represents a transit-supportive form of development and will make a considerable contribution to the density output of the Longwood PMTSA as a whole to support the achievement of prescribed minimum densities.

The proposed PMTSA policies and figures will be subject to review by the Minister of Municipal Affairs and Housing and may evolve further. However, the proposed development is appropriately scaled and designed to align with potential future refinements to the PMTSA framework, including higher density expectations.

5. Conclusion

In summary, the proposal will repurpose vacant lands formerly occupied by a car dealership into a productive, transit-supportive, high-density mixed-use development that responds appropriately to this strategically important location within the City of Hamilton. The site is located along the future McMaster-to-Eastgate LRT corridor, in proximity to Westdale Village, Downtown Hamilton, and established employment lands. Ultimately, the Official Plan & Zoning By-law

Amendment Applications will help establish a high-density, mixed-use development along a priority transit corridor and within steps from a future LRT Station.

The redevelopment will stitch together a vacant, unproductive gap in the urban fabric by providing a near continuous street-oriented building presence. The 6-storey podium helps ensure a human-scale building interfaces with the Main Street West public realm and improves the overall livability of the area.

The additional concentration of residents within immediate proximity of a future major transit station will help ensure a sustainable level of ridership and support the efficient use of the City's investment into this significant infrastructure project. The increased population density will also help improve the economic vitality of existing / future local businesses, support public service facilities and municipal infrastructure through an expanded assessment base. Further, the proposal can be accommodated via existing municipal servicing along Main Street West.

The range of unit sizes and unit mix proportions proposed will accommodate a wide range of demographics.

The grade-related commercial units and residential lobby entrances are sidewalk-oriented which provide increased safety, comfort, and vibrancy to the street. The development's emphasis on urban design, active at-grade uses, and 'eyes-on-the-street' will help support a safe, comfortable, and animated public realm.

The proposal will allow for a desirable and compact mixed residential-commercial land use that makes efficient use of existing available infrastructure. The proposed development avoids any negative impacts to the local ecology and natural heritage system. The development supports a human-scaled built environment, safe, active-transportation-friendly mobility, good urban design, and can adequately manage stormwater runoff in accordance with the overall servicing strategy. The requested amendments are appropriate and desirable for the City of Hamilton as they will provide efficient development standards in keeping with local and Provincial policy objectives.

Overall, the proposed Official Plan and Zoning By-law Amendments represent good land use planning for the following reasons:

- 1) They have regard for, and are consistent with the Provincial Planning Statement;
- 2) They have regard for, and conform to the general purpose and intent of the City's Official Plan, and do not conflict with any policy, as amended;
- 3) The proposed site-specific Zoning By-law supports the intent, goals and objectives of the Mixed Use – Medium Density designation in the Urban Hamilton Official Plan;

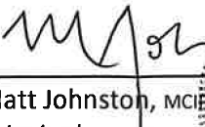
- 4) The resulting development will contribute to the City's rental housing stock, support the economic viability of existing and future neighbourhood businesses, and support existing and proposed public service facilities;
- 5) Land use compatibility is appropriately maintained for the context;
- 6) There are no anticipated adverse impacts to the natural environment, drainage matters, or cultural heritage resources.

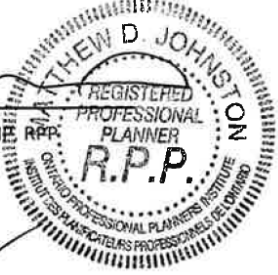
The Application upholds the general purpose and intent of the Zoning By-law and includes appropriate regulations that are context-sensitive and maintain the integrity of the streetscape and public space. The proposal should not adversely impact the surrounding neighbourhood in regards to land use compatibility issues, drainage, or traffic. Following the approval of these Amendments, the proponent will proceed to work with City, Conservation Authority, and Ministry staff on obtaining a *Site Plan Approval* and pertinent *Development Permits*.

Based on a review of the site context, supporting studies, applicable policy & regulatory framework, and subject to the implementation of recommended mitigation measures through the Site Plan Approval process, these Applications are considered appropriate from a land use planning perspective.

Regards,

UrbanSolutions Planning & Land Development Consultants Inc.


Matt Johnston, MCIP RPP
Principal
UrbanSolutions




Stefano Rosatone, BES
Planner
UrbanSolutions

This report has been prepared based on a review of the subject application and cannot be used for any other purpose.

7. Appendices

Appendix 1 – Site Concept Plan

- Prepared by KNYMH Inc. (dated 2026-06-23)

Appendix 2 – Draft Official Plan Amendment

- Prepared by UrbanSolutions (dated 2026-06-26)

Appendix 3 – Draft Zoning By-law Amendment

- Prepared by UrbanSolutions (dated 2026-06-26)

Appendix 1 – Site Concept Plan

SEC	PROVISION	REQUIRED	PROPOSED	CONFORMITY
		TOWER A - 62.0 m	29 STOREY (92.55m)	NO
		TOWER B - 56.0 m	26 STOREY (83.40m)	NO
		PODIUM - 22.0 m	6 STOREY (21.45m)	YES
	MAX. BUILDING HEIGHT			
		0.0 M FOR ANY PORTION OF A BUILDING UP TO 22.0 M (INC. TO HYPOTENUSE OF DAYLIGHT TRIANGLE)	2.97 m	YES
	MIN. FRONT YARD SETBACK (MAIN ST. W.)	6.1 M FOR ANY PORTION GREATER THAN 22.0 METRES	5.65 m	NO
		0.0 M FOR ANY PORTION OF A BUILDING UP TO 22.0 M (INC. TO HYPOTENUSE OF DAYLIGHT TRIANGLE)	6.66 m	YES
	MIN. BUILDING SETBACK - LONGWOOD ROAD	15.0 METRES FOR ANY PORTION OF A BUILDING GREATER THAN 22.0 METRES IN HEIGHT, EXCEPT 8.8 METRES TO THE HYPOTENUSE OF THE DAYLIGHT TRIANGLE.	18.46 m	YES
		0.9 m FOR ANY PORTION OF A BUILDING UP TO 22.0 METRES IN HEIGHT WHEN ABUTTING A RESIDENTIAL ZONE.	3.51 m	YES
	MIN. INTERIOR SIDEYARD	4.0 m FOR ANY PORTION OF A BUILDING GREATER THAN 22.0 METRES IN HEIGHT WHEN ABUTTING A RESIDENTIAL ZONE.	3.12 m	NO
	MIN. DRIVEWAY AISLE WIDTH	6.0 m	7.5 m	YES
	MIN. GROUND FLOOR FACADE	GREATER THAN OR EQUAL TO 50% OF THE MEASUREMENT OF THE FRONT LOT LINE ABUTTING THE STREET (MAIN STREET WEST)	87.5 %	YES
		GREATER THAN OR EQUAL TO 25% OF THE MEASUREMENT OF THE FLANKAGE LOT LINE ABUTTING THE STREET (LONGWOOD ROAD)	56.7 %	YES
	MIN. AMENITY AREA i)UNIT<50m²=46m²/UNIT ii)UNIT>50m²=66m²/UNIT	i) 115 Units x 4m² = 460m² ii) 520 Units x 6m² = 3120m² TOTAL 3580m²	INDOOR 604 m² OUTDOOR 8,154 m² TOTAL 8,758 m²	YES
	YARD ENCROACHMENT	i) A CANOPY, CORNICE, EAVE OR GUTTER MAY BE LOCATED WITHIN A MINIMUM OF 1.0 METRE OF ANY PROPERTY LINE	1.95m	YES
		i) A BAY, BALCONY OR DOWNER LOCATED A MINIMUM OF 1.25 METRES FROM ANY PROPERTY LINE	1.95m	YES
		ii) AIR CONDITIONERS, PUMPS AND OTHER SIMILAR MECHANICAL EQUIPMENT SHALL BE SETBACK A MINIMUM OF 3.0 METRES FROM A STREET LINE AND 0.6 METRES FROM A SIDE LOT LINE	FROM STREET 1.3m FROM SIDE LOT 1.0m	YES
	VEHICLE PARKING			
	MAX. RESIDENTIAL PARKING	1 SPACE/UNIT (INCLUSIVE RESIDENT & VISITOR SPACES) STD PARKING DIMENSIONS: 2.8 m (W) x 5.8 m (L), 635 Units * 1 = 635 SPACES	GRD LVL 4 UG LVL 431 TOTAL 435	YES
	MIN. RESIDENTIAL PARKING	0 PARKING	0	YES
	MIN. VISITOR PARKING	VISITOR: 635 Units x 0.05 Spaces/Unit + 2 Spaces = 33 PARKING	33	YES
	SMALL CAR PARKING MAX. 10% OF OVERALL	DIMENSIONS: 2.6m (W) x 5.5m (L), 33 SPACES*10% = 3 SPACES	40	NO
	ACCESSIBLE PARKING TYPE A: 3.4m (W) x 5.8m (L) TYPE B: 2.4m (W) x 5.8m (L)	1 RESIDENTIAL AND 0.3 VISITOR SPACES REQUIRED PER UNIT, THEREFORE 1.3 x 635 = 826.5 SPACES 0.02 PER UNIT IN EXCESS OF 12.5 LIVING SPACES (826.5 x 0.02) ÷ 2 = 16.51 = 19 SPACES	25	YES
	MIN. COMMERCIAL PARKING SPACES	6.25 SPACES/100 m² OF GFA IN EXCESS OF 450 m² (CURRENT COMMERCIAL AREA IS 321.71 m²)	0	YES
	BICYCLE PARKING			
	RESIDENTIAL BICYCLE PARKING	i) SHORT TERM: 0.1 Spaces/Unit 635 Units x 0.1 = 63.5 Spaces	64	YES
		ii) LONG TERM: 0.7 Spaces/Unit 635 Units x 0.7 = 444.5 Spaces	445	YES
	COMMERCIAL BICYCLE PARKING	i) SHORT TERM: 0.2 Spaces/100 m² of GFA (318.5 m²/100) x 0.2 = 0.64 Spaces (1 Space)	1	YES
		ii) LONG TERM: 0.15 Spaces/100 m² of GFA (318.5 m²/100) x 0.15 = 0.48 Spaces (1 Space)	1	YES

TOPOGRAPHIC SURVEY OF PART
OF LOT 2, 3, 4 AND 6

REGISTRAR'S COMPILED PLAN
1479 IN THE CITY OF HAMILTON

S.D. McLAREN, O.L.S. - 2019

NOTES:

- SITE PREPARED BASED ON CIVIL
DRAWINGS PROVIDED BY S. LLEWELLYN &
& ASSOCIATES LIMITED.
- SITE LIGHTING BASED ON ELECTRICAL
DRAWINGS PREPARED BY HAMMERSCHLAG
& JOFFE INC.
- LANDSCAPE BASED ON LANDSCAPE
DRAWINGS PREPARED BY WHITEHOUSE
URBAN DESIGN.

NOTES:

OVERALL SITE PLAN FOR HIGH LEVEL
DETAIL. REFER TO ENLARGED PLAN
DRAWING FOR COMPLETE INFORMATION
RELATING TO THE BUILDING FORM.



NOT FOR
CONSTRUCTION



A0.01

Appendix 2 – Draft Official Plan Amendment

Urban Hamilton Official Plan Amendment No. __

The following text constitutes Official Plan Amendment No. __ to the Urban Hamilton Official Plan.

1.0 Purpose and Effect:

The purpose and effect of this Amendment is to modify existing policies on the lands shown on *Appendix 'A'* to permit a mixed-use building complex consisting generally of commercial space at-grade and 635 residential units above within 26-storey and 29-storey tower towers atop a 6-storey podium. The site-specific Amendment modifies the Ainslie Wood Westdale Secondary Plan to have regard for a larger maximum building height and density than the permissions installed by UHOPA-16-11.

2.0 Location:

The lands affected by this Amendment are known locally as 925 Main Street West and 150 Longwood Road South and described legally as Part of Lots 2 – 4, and 6 on Registrar's Compiled Plan No. 1479, in the City of Hamilton and shown on *Appendix 'A'*.

3.0 Basis:

The basis for permitting this Amendment is as follows:

- The subject lands are located in a highly walkable urban neighbourhood and reflect appropriate transit-oriented development given its location across from a future light rail transit station;
- The proposed development is compatible with the existing and planned neighbourhood, represents an appropriate and compatible form of intensification by making more efficient use of limited urban land and existing infrastructure;
- The development will provide additional residential rental housing supply and commercial business space for the community. The urban design and built form will improve the public realm and help build a complete community.
- The Amendment has regard for the *Planning Act*, is consistent with, and conforms to the Provincial Planning Statement and the general purpose & intent of the Urban Hamilton Official Plan and Ainslie Wood Westdale Secondary Plan; and
- The proposed Amendment will not have any negative impacts to natural heritage features.

4.0 Actual Changes:

4.1 Text Changes

- 4.1.1 That Volume 2: Chapter B.6.2 – Ainslie Wood Westdale Secondary Plan of the Urban Hamilton Official Plan be amended by revising Policy 6.2.17.9 (Site Specific Policy – Area H) to read as follows:

“In addition to Section E.3.6 – High Density Residential of Volume 1, Section B.6.2.5.5 – High

Density Residential Designation of Volume 2, and Section B.6.2.10 – Parks and Open Space Designations of Volume 2, for lands located at 925 Main Street West and 150 Longwood Road South, designated “High Density Residential 1” and “Open Space”, and identified as Site Specific Policy – Area H, the following policies shall apply:

- a) Notwithstanding Policy E.3.6.6 b) of Volume 1 and Policy B.6.2.5.5 b) of Volume 2, the maximum residential density for the entire site shall be 350 units per net hectare; and,
- b) Notwithstanding Policy E.3.6.7 of Volume 1 and Policy B.6.2.5.5 a) of Volume 2, the maximum building height for the High Density Residential 1 designation shall be 29-storeys.”

Implementation:

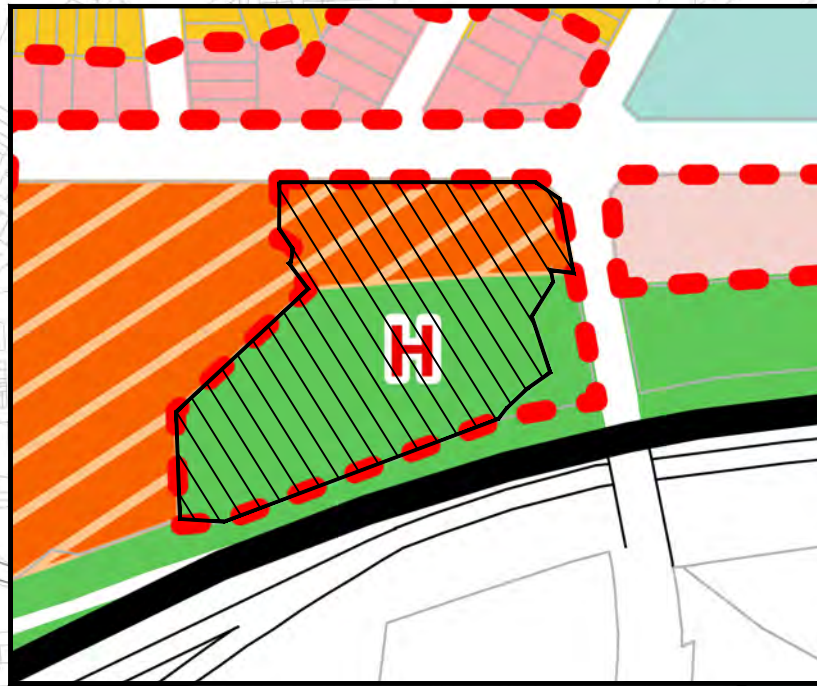
An implementing Zoning By-law will give effect to this Amendment.

This is Schedule “1” to By-Law No. 26-____, passed on the ____ day of _____, 2026.

Mayor

Clerk

UHOPA-26-____



APPENDIX A
AMENDMENT TO THE URBAN HAMILTON OFFICIAL PLAN
AINSLIE WOOD WESTDALE SECONDARY PLAN

 Block 1: Subject Lands

DATE: JUNE 26, 2026	PREPARED BY: Laura Drennan	REFERENCE FILE NO.: UHOPA - ____
------------------------	-------------------------------	-------------------------------------

- Legend**
- Residential Designations**
- Low Density Residential 2
 - Low Density Residential 3c
 - High Density Residential 1
- Commercial and Mixed Use Designations**
- Local Commercial
 - Mixed Use - Medium Density
 - Mixed Use - Medium Density - Pedestrian Focus
 - District Commercial
- Parks and Open Space Designations**
- Parkette
 - Neighbourhood Park
 - Community Park
 - General Open Space
 - Natural Open Space
- Other Designations**
- Institutional
 - Employment Area - Industrial Lands
 - Utility
- Other Features**
- Area or Site Specific Policy
 - Secondary Plan Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Ainslie Wood Westdale
Secondary Plan
Land Use Plan Map
Map B.6.2-1

Date: December 6, 2023


Not To Scale



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

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Appendix 3 – Draft Zoning By-law Amendment

Authority: Item,
Report (PED [REDACTED])
CM:
Ward: **X**

Bill No.

CITY OF HAMILTON

BY-LAW NO.

To amend Zoning By-law No. 05-200 with respect to lands located at 925 Main Street West and 150 Longwood Road South, Hamilton

WHEREAS Council approved Item __ of Report _____ of the Planning Committee, at its meeting held on [Click or tap to enter a date.](#);

AND WHEREAS this By-law conforms with the Urban Hamilton Official Plan upon adoption of Official Plan Amendment No. **OPA NUMBER**;

NOW THEREFORE Council amends Zoning By-law No. 05-200 as follows:

1. That Schedule “A” – Zoning Maps, Map **No.** [REDACTED] is amended by changing the Transit Oriented Corridor Mixed Use Medium Density (TOC1, H31, 703) Zone to the Transit Oriented Corridor Mixed Use Medium Density (TOC1, H31, 703, XXX) Zone, modified for the lands known as 925 Main Street West and 150 Longwood Road South, Hamilton, the extent and boundaries of which are shown on Schedule “A” to this By-law.
2. That Schedule “C”: Special Exceptions is amended by adding the following new Special Exception:

“XXX Within the lands zoned Transit Oriented Corridor Mixed Use Medium Density (TOC1, H31, 703, XXX) Zone, identified on **MAP NUMBER** of Schedule “A” – Zoning Maps and described as 925 Main Street West & 150 Longwood Road South, Hamilton the following special provisions shall apply:

a) Notwithstanding subsection a) of Section 4.9 – Mechanical and Unitary Equipment, the following regulations shall apply:

- | | |
|------------------------------------|---|
| i) Minimum Setback to a Streetline | 1.3 metres |
| ii) Visual Screening | No visual screening of Mechanical and Unitary Equipment is required along Main Street West. |

b) Notwithstanding subsection c) of Section 5.2.4 – Access Requirements, the following regulation shall apply:

- | | |
|--|------------------------------------|
| i) Tandem and Stacked Parking Restriction and Exceptions | Tandem parking shall be permitted. |
|--|------------------------------------|

a) Notwithstanding subsection f) of Section 5.2.1 – Minimum Parking Space Dimensions, the following regulation shall apply:

- | | |
|---|---|
| i) Optional Reduction in Minimum Dimensions for Small Car Parking | The minimum parking space size of not more than 10% of provided parking spaces may be a width of 2.6 metres and a length of 5.5 metres. |
|---|---|

b) Notwithstanding Section f) i) B), f) iii) B) and f) iv) b) of Special Exception 703 the following regulations shall apply:

- | | |
|---|--|
| i) Minimum Building Setback from Main Street West | 5.65 metres for any portion of a building greater than 22.0 metres in height. |
| ii) Minimum Interior Side Yard Setback | 3.12 metres for any portion of a building greater than 22.0 metres in height when abutting a Residential Zone. |
| iii) Maximum Building Height | 95.0 metres |

3. That no building or structure shall be erected, altered, extended, or enlarged, nor shall any building or structure or part thereof be used, nor shall any land be used, except in accordance with the provisions of the TOC1, H31, 703, XXX zone, subject to the special requirements referred to in Section No. 2 of this By-law.
4. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.

PASSED this _____ , 2026

A. Horwath

Mayor

M. Trennum

City Clerk

FILE(S)



This is Schedule "A" to By-law No.
26-_____

Passed the _____ day of _____, 2026

Clerk

Mayor

DRAFT **Schedule "A"**

Map Forming part of
By-law No. 05-200-

to Amend By-law No. 05-200

Subject Property

925 Main Street West and 150 Longwood Road South in the City of Hamilton.



Subject Lands

Scale:
N.T.S

Date:

File Name/Number:

Planner/Technician:

PLANNING AND ECONOMIC
DEVELOPMENT DEPARTMENT