



Subject:	Official Plan/Zoning By-law Amendment Application/Draft Plan of Subdivision/Draft Vacant Land Condominium Application for 4129 Hixon Street in Beamsville
To:	Committee of the Whole – Planning & Economic Development
From:	Planning and Development Department

Report Number:	PD-43-23
Wards Affected:	Ward 2
Date to Committee:	December 4, 2023
Date to Council:	December 13, 2023

Recommendation:

Receive and file Report PD-43-23 regarding Official Plan Amendment (PLOPA20230111), Zoning By-law Amendment (PLZB20230112), Draft Plan of Subdivision (PLSUB20230113), and Draft Plan of Vacant Land Condominium Application (PLVLC20230114) by Better Neighbourhoods Inc. on behalf of Pine Glen Beamsville Inc. and the Trustees of Calvary Gospel Church; and

Direct staff to prepare a recommendation report once all comments have been received and any identified issues have been addressed.

Purpose:

The purpose of this report is to provide background information to the Committee of the Whole in support of the Statutory Public Meeting. This meeting provides an opportunity for those interested to speak to the Official Plan and Zoning By-law Amendments and Draft Plan of Subdivision Applications by Better Neighbourhoods Inc. for the lands known as 4129 Hixon Street. These comments and this feedback will inform staff's final report. As such, this report is intended to provide contextual information and staff will be required to bring forward a recommendation to Council for consideration at a subsequent date.

Background:

Location:

The subject lands comprise two properties which are located on the west side of Ashby Drive, east of Hixon Drive, north of Bush Crescent and south of Edward Street in the Beamsville urban area. The lands are municipally known as 4129 Hixon Street and the vacant parcel of land south of the existing church does not have a municipal address.

Prior to the Town approving a consent in November 2022, virtually all the vacant land south of the church building was owned by Calvary Gospel. Legally, these lands are described as Parts 1 and 2 of 30R-16055, Part of Lot 16, Concession 4, Clinton.

The lands occupied by the Calvary Gospel Church are approximately 2.1 hectares in size while the vacant lands to the south of the church building are approximately 3.4 hectares.

A map illustrating the location and extent of the subject lands is provided below.



Land uses surrounding the subject lands consist of:

To the north: Single detached dwellings,

To the south: Single detached dwellings,

To the east: Townhouses and park space (Ashby Drive Park), and

To the west: Single detached dwellings.

Summary of Development Application:

The proposed development consists of up to 201 dwelling units in a variety of types including single and semi-detached dwellings, townhouse dwellings and apartment dwelling units. The applicants are also proposing open space to provide amenity space. The existing church will remain although the property boundary will be revised so that it has frontage along the extension of Edward Street.

The purpose of the Official Plan Amendment is to apply the Medium Density Residential land use policy to most of the subject lands and the High Density Residential policy where the apartment building is proposed. The submitted Zoning By-law Amendment is seeking to rezone a portion of the subject lands to Residential 2 (R2) and Residential Multiple 3 (RM3). The Zoning By-law Amendment is also seeking site specific zoning provisions such as lot size, building setbacks, and lot coverage among others. More details on these requests is provided later in this report.

The Draft Plan of Subdivision application intends to establish the general block pattern for the development including laying out which lands are public and which are private. Within the privately owned lands, the Draft Plan of Vacant Land Condominium establishes the lot fabric within each subdivision block. This includes the “units” that will be individually owned along with the private rear laneways and walkways that will be owned by a condo corporation. These applications have been submitted concurrently with the OPA/ZBA applications.

The application is further summarized as follows:

Application Details	
Applicant:	Pine Glen Beamsville Inc.
Agent:	Better Neighbourhoods Inc.
Owner:	Trustees of Calvary Gospel Church and Pine Glen Beamsville Inc.
Type of Application:	Official Plan/Zoning By-law Amendment, Draft Plan of Subdivision
Policy Context	
Official Plan Existing:	Residential Low Density Residential Medium Density Residential
Official Plan Proposed:	Residential Medium Density Residential High Density Residential

Zoning By-law Existing:	Institutional (I) Residential Multiple 1 (RM1)
Zoning By-law Proposed:	Institutional (I) Residential 2 (R2) Residential Multiple 1 (RM1) Residential Multiple 3 (RM3)
Processing Details	
Date of Pre-Consultation Meeting with Town:	March 11, 2021
Date of Pre-Application Community Information Meeting:	July 31, 2023
Date of Receipt of Complete Application:	November 1, 2023
Notice of Public Meeting Circulated On:	November 8, 2023
Statutory Deadline for Decision:	February 28, 2024
<p>Note: Section 34(11) of the Planning Act permits an applicant to file an appeal to the Ontario Land Tribunal if Council refuses or neglects to make a decision on an Official Plan and Zoning By-law Amendment within 120 days of the submission of a complete application.</p>	

Summary of Development Proposal:

The proposed development consists of 171 dwelling units in four main dwelling types as follows:

- 16 single detached dwellings,
- 36 semi-detached dwellings,
- 44 townhouse dwellings, and
- 75 apartment dwelling units.

It is important to provide some clarity regarding the number of dwelling units within the proposed apartment. The current proposal has identified that 75 apartment units will be constructed on the property however the applicant has requested that some flexibility be provided to help with the economics of providing affordable and attainable rental housing within it. While some flexibility can be provided, Town Planning staff note that the absolute maximum number of apartment dwelling units will not exceed 105.

Open space has been provided on Block 7 of the draft concept plan to provide amenity space for new and existing residents and discussions continue with respect to the potential to add more open space throughout the development. Access to the subject lands will be provided by constructing new roads to Ashby Drive, Edward Street and Bush Crescent. The existing driveway leading from the subject lands to Hixon Street will be closed.

While the extension of Edward Street, Hope Street, and Street A will be publicly owned and maintained, the rear lanes shown on the draft concept plan will be owned and maintained by the condominium corporation that will be established on the subject lands.

From a design perspective the proposed development is heavily influenced by the “New Urbanist” philosophy. This philosophy seeks to create neighbourhoods that are attractive, walkable, pedestrian scaled and compact by utilizing traditional neighbourhood design principles. It attempts to achieve this objective through the following ways:

1. Hiding parking areas and garages

- a. The provision of rear laneways allows driveways and garages to be moved from the front of a house to the rear. This improves pedestrian safety, increases on-street parking opportunities for visitors, and provides an uninterrupted landscaped boulevard.

2. Transportation Design

- a. The proposed street network will connect the existing street grid to help disperse traffic on local streets, improve connectivity for active transportation, and improve access for emergency services.
- b. Traffic calming effects will be the result of various horizontal & vertical deflection methods (such as raised intersections) and layby parking. These design elements ensure vehicle speeds are inherently safe and comfortable long term for people.

3. Zoning Regulations

- a. Performance standards will ensure that dwellings are well designed, close to the street, and not dominated by automobiles to provide an attractive streetscape.

4. Architectural Design

- a. Through urban design guidelines (the *Neighbourhood Design Code*), private-built form will contribute positively towards its own unique sense-of-place and support time-tested, architectural design principles.
- b. The size and scale of housing will also vary to ensure that households of all sizes can live in the proposed neighbourhood. The applicant notes that the size of single detached dwellings will range from 925 square feet to 2500 square feet while semi-detached and townhouse dwellings range from 947 square feet to 1,790 square feet and 2,090 square feet respectively.

The placement of the proposed dwellings is intended to provide a suitable transition from existing neighbourhoods to the proposed development. Appendix G shows that single and semi-detached dwelling units are primarily located along the subject lands west and south lot lines. Existing areas adjacent to these dwellings are largely characterized by single detached dwellings.

In comparison the townhouse dwellings are located largely within the interior and along the east lot line of the subject lands. As noted, the lands immediately east of the subject lands are occupied by townhouses. The apartment building is located along the north lot line immediately south of the Calvary Gospel church. This placement was intended to help minimize potential privacy, shadow, and compatibility concerns. Based on the concept drawing the apartment building will have the following setbacks from existing residential areas:

- West (Hixon Street properties): 51 metres
- South (Bush Crescent properties): 123 metres
- East (Ashby Drive properties): 102 metres
- North (Edward Street properties): 95 metres

In addition, the existing Calvary Gospel Church sits between the proposed apartment building and houses to the north. The current church building is approximately +/- 10.6 metres in height based on the drawings the Town Planning Department has for this property.

The distribution of these housing types is reflected in the density of the proposed development. Table 1 shows that Blocks 1 and 2 (singles and semis) have respective densities of 28 and 30 persons per net hectare. Blocks 3, 4, 6 have densities ranging from 34 to 42 dwelling units per hectare. The density of Block 5 (the location of the proposed apartment building) at the current proposed unit count of 75 is 257 dwelling units per hectare. The location of these blocks on the subject lands is provided in Appendix E.

Based on the above, the total net density of the subject lands is 57 dwelling units per hectare. To provide context, if the apartment building contained the initial amount of units proposed at 105, this average would be 67 dwelling units per hectare, representing a minor increase. A more detailed discussion on how these densities fit into the Town's Official Plan will be provided later in this report.

Table 1: Proposed Densities of the Subject Lands

	Size (Ha)	# DU	Density
Block 1	0.84	24	28
Block 2	0.33	10	30
Block 3	0.44	19	43
Block 4	0.29	10	34
Block 5	0.29	75	257
Block 6	0.81	34	42
Total	3.00	172	57

By employing the New Urbanist design philosophy the development seeks to hide resident parking spaces as much as possible. The following summarizes how parking will be provided within the proposed subdivision:

- **Standard single detached dwellings:** a minimum of two spaces that are provided in the front, side or rear yards

- **Standard semi-detached dwellings:** a minimum of two spaces is provided. For units on Blocks 1 and 2, parking spaces are provided in the front, side, or rear yards. Semi-detached dwelling units on Blocks 3 and 6 will be provided at the rear of their respective lots and accessed from rear lanes,
- **Standard street and block townhouses:** A minimum of two spaces are provided at the rear of the lots and are accessed from rear lanes,
- **Cottage single detached and semi-detached dwellings:** Two parking spaces are provided for each dwelling unit and are accessed from rear laneways.
- **Cottage block townhouses:** 1.5 parking spaces are provided for these dwelling units in Block 6 (units 68-70, 91-93) which are provided at their rear and accessed from Lane A.
- **Apartment building:** 75 parking spaces are provided for residents in below-grade and surface parking spaces.
- **Visitor parking** is provided via on-street parking.

As noted, a key concept of the proposed development is providing a range of housing tenures and prices that would allow households of varying ages, types, and incomes to live in the neighbourhood. Table 2 below shows that the size of the ground-oriented dwelling units varies from 925 square feet to 2,500 square feet. The size of the rental apartments is generally split into two categories: micro and standard. Micro apartments are generally less than 538 square feet while standard apartments are greater than 600 square feet in size.

Table 2: Estimated Size of Proposed Dwelling Units

	Est. Size (ft2)	# of units
Single Detached - Cottage	925	2
Single Detached - Standard	1506 - 2500	15
Semi Detached - Cottage	947	6
Semi Detached - Standard	1378 - 2090	28
Townhouse - Cottage	947 - 1098	6
Townhouse - Standard	1270 - 1790	39
Apartment (micro)	<538	TBD
Apartment (standard)	>600	TBD

The development proposal has been revised from the applicant's initial proposal by:

- Increasing the parking supply for the apartment building from 0.7 to 1.0 parking spaces per apartment dwelling unit, and
- Examining how more open space can be provided in the proposed development.

These changes were made in response in response to public feedback provided at the Community Information Meeting as well as feedback provided by Town departments and relevant agencies. Of note is that further refinements and changes will be made to the proposed development after receiving feedback from the Committee of the Whole and residents at the Statutory Public Meeting.

The proposed development is summarized as follows:

Development Proposal	
Proposed Use:	171 dwelling units in the form of single detached, semi-detached, townhouse, and apartment buildings.
Density:	57 – 67 dwelling units per hectare
Building Height:	2 storeys for ground oriented dwellings 5 storeys for apartment building.
Setback:	Varies depending on building type
Parking Provided:	Standard dwellings: 2 spaces per dwelling Cottage towns: 1.5 spaces per dwelling Apartments: 1 space per dwelling

The proposed conceptual master plan are attached in Appendix D – G.

Supporting Materials:

The applicant has submitted the following materials in support of the subject application(s):

- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Planning Justification Report
- Neighbourhood Design Code
- Functional Servicing Report
- Stormwater Management Report
- Transportation Brief & Parking Study
- Stage 1 & 2 Archaeological Assessment

Affordable and Attainable Housing:

An important component of the proposed development is the provision of affordable ownership and rental housing. There are many ways to define affordable ownership and rental housing and for the purposes of this report it will be limited to the definitions provided by the Province, Niagara Region, and the CMHC.

When reviewing planning applications municipalities are to refer to Provincial Policy Statement’s (PPS) definition of affordable ownership housing. Within the PPS, affordable ownership housing is defined as the least expensive of the two indicators:

- a. *housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households (those with incomes in the lowest 60% of a regional market area); or*
- b. *housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.*

Presently there is no definition within the Provincial Policy Statement (PPS) or other provincial policy for attainable housing.

The Region has provided definitions of affordable and attainable ownership housing in their Official Plan which. In the case of affordable ownership housing, it is defined as the least expensive of the following:

- a. *housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low- and moderate-income households (those with incomes in the lowest 40% of the region’s income distribution); or*
- b. *housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area.*

Attainable ownership housing is defined as housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for households within the fifth- and sixth-income decile.

Table 3: Average Resale Price of Ownership Housing in Niagara Region (2022)

Average Resale Price		
100%	90%	
\$667,700	\$601,000	

Table 4: Province of Ontario and Niagara Region Definitions of Affordable, Attainable and Market Rate Housing

Provincial Definition			Niagara Region Definition			
	Income	Purchase Price		Income	Purchase Price	
10th	\$30,000	\$103,400	Affordable Price	10th	\$30,000	\$103,400
20th	\$45,100	\$155,100		20th	\$45,100	\$155,100
30th	\$58,300	\$200,700		30th	\$58,300	\$200,700
40th	\$72,400	\$249,000		40th	\$72,400	\$249,000
50th	\$87,800	\$302,200		50th	\$87,800	\$302,200
60th	\$105,000	\$361,100		60th	\$105,000	\$361,100
70th	\$124,800	\$429,500	Market Price	70th	\$124,800	\$429,500
80th	\$152,500	\$524,600		80th	\$152,500	\$524,600
90th	\$198,900	\$684,200		90th	\$198,900	\$684,200

Based on the information provided by the applicant, eight of the proposed 96 ownership units (i.e., not within the apartment building which will be purpose built rental) will have sale prices that are at or below 90% of the average resale price for houses in Niagara Region. However, none of the proposed ownership houses will have sale prices that meet the income component of the Province or Region’s definition of affordable or attainable housing. As both definitions use the lessor of the two indicators to define an affordable or attainable housing price, none of the proposed dwelling units meet these definitions. However, these eight ownership units have a purchase price that is substantially lower than other new dwellings being constructed in the proposed development or in other similar developments within Lincoln.

With respect to the proposed apartment building, the Province defines affordable rental housing within the PPS as the least expensive of the following indicators:

- a) a unit for which the rent does not exceed 30 percent of gross annual household income for low- and moderate-income households; or
- b) a unit for which the rent is at or below the average market rent of a unit in the regional market area.

At present there is no definition for attainable rental housing within Provincial policies.

The Region has provided definitions of affordable and attainable housing in their Official Plan. Affordable housing is defined as the least expensive of the following criteria:

- a) a unit for which the rent does not exceed 30 per cent of gross annual household income for low- and moderate-income households (those with incomes in the lowest 40% of the region’s income distribution); or
- b) a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Attainable rental housing is defined as housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for households within the fifth- and sixth-income decile.

Table 5: Average Market Rents by Bedroom Size in Niagara Region (2022)

Average Market Rents (AMR)	
	100%
Bachelor	\$858
1 Bed	\$1,071
2 Bed	\$1,260
3 Bed	\$1,389
4+ Bed	**
Average	\$1,199

Table 6: Differences Between Provincial and Region Definition of Affordable Rental Housing – Income Decile (2022)

Provincial Definition				Niagara Region Definition			
	Income	Aff. Rent			Income	Aff. Rent	
10th	\$21,700	\$540	Affordable Price	10th	\$21,700	\$540	Affordable Rent
20th	\$28,300	\$710		20th	\$28,300	\$710	
30th	\$36,700	\$920		30th	\$36,700	\$920	
40th	\$44,600	\$1,120		40th	\$44,600	\$1,120	
50th	\$53,900	\$1,350		50th	\$53,900	\$1,350	
60th	\$64,500	\$1,610		60th	\$64,500	\$1,610	Attainable Rent
70th	\$76,800	\$1,920	Market Price	70th	\$76,800	\$1,920	Market Rates
80th	\$95,000	\$2,380		80th	\$95,000	\$2,380	
90th	\$122,600	\$3,070		90th	\$122,600	\$3,070	

The applicant has indicated that they are intending to qualify for and participate in the Canada Mortgage and Housing Corporation’s (CMHC) MLI Select Program. This program is one within an array of options intended to support increases in affordable housing stock by assisting with addressing the inherent financial complications of potential projects. In this program, the CMHC provides mortgage insurance to the builder’s lender which offers a 50-year amortization and a lower interest rate. These benefits help improve the financial feasibility of constructing and operating purpose-built rental housing.

In exchange for these benefits, the applicant must meet the CMHC’s Affordability requirements. The requirements for housing affordability include the following:

- **Total Number of Affordable Units**
 - o Three options available to builders: a minimum of 10%, 15% and 25% of the total number of units.
- **Maximum Monthly Rents**
 - o The maximum monthly rents are capped at 30% of the median renter income for the area. In this case the incomes are for households in the St. Catharines-Niagara Census Metropolitan Area. Monthly rents are equal to \$1,047.
- **Minimum Length of Affordability**
 - o The minimum amount of time is 10 years while additional points are provided for projects that keep the units affordable for 20 or more years.

The proposed rental apartment building is currently intended to meet the affordability criteria in the following ways:

- **Total Number of Affordable Units**
 - o The applicant has indicated that the number of affordable units will likely amount to 17% of the total number of units.
- **Maximum Monthly Rents**
 - o Rents will be at 30% of the median renter income which is \$1,047.00
- **Minimum Length of Affordability**
 - o 10 years.

Tables 7 and 8 (following page) show that some of the micro apartments will meet the Province’s proposed and the Region’s existing definition for affordable rental housing. In comparison, the standard sized apartments are not able to meet both of these definitions as they are higher than the average market rents for the region. However, while these units may not meet the definition of affordable housing, Table 9 (following page) shows that the standard apartments will meet the Region’s definition of attainable rental housing.

Table 7: Comparison of Proposed Rents to Province’s Proposed Definition of Affordable Rental Housing

Dwelling Types	# Units	Proposed Monthly Rent	Max Rents (Income Decile)	Max Rent 1 Bed (100% AMR)	Province (Affordable)		Notes
					Income Decile	100% AMR	
Apartment (Micro)	45	\$1,047 - \$1,200	\$1,610	\$1,071	Meets Criteria	Meets Criteria	Some units meet both criteria
Apartment (Standard)	60	\$1,400 - \$1,800	\$1,610	\$1,071	Meets Criteria	Does Not Meet	Does not meet affordable definition

Table 8: Comparison of Proposed Rents to Niagara Region’s Definition of Affordable Rental Housing

Dwelling Types	# Units	Proposed Monthly Rent	Max Rents (Income Decile)	Max Rent - 1 Bed (100% AMR)	Region (Affordable)		Notes
					Income Decile	100% AMR	
Apartment (Micro)	45	\$1,047 - \$1,200	\$1,120	\$1,071	Meets Criteria	Meets Criteria	Some units meet both criteria
Apartment (Standard)	60	\$1,400 - \$1,800	\$1,120	\$1,071	Does Not Meet	Does Not Meet	Does not meet affordable definition

Table 9: Comparison of Proposed Rents to Niagara Region’s Definition of Attainable Rental Housing

Dwelling Types	# Units	Proposed Monthly Rent	Max Rents (Income Decile)	Max Rent - 1 Bed (100% AMR)	Region (Attainable)		Notes
					Income Decile	100% AMR	
Apartment (Micro)	45	\$1,047 - \$1,200	\$1,610	\$1,071	Meets Criteria		All units meet criteria
Apartment (Standard)	60	\$1,400 - \$1,800	\$1,610	\$1,071	Meets Criteria		Some units meet criteria

Town Planning staff continue to liaise with staff from Niagara Region Housing and CMHC in order to ensure that the following matters will be dealt with through resulting agreements:

- Guarantee that the building constructed on Block 5 of the proposed development will be constructed as a purpose-built rental building,
- Maximizing the total number of affordable rental units in the apartment building,
- Ensure that the affordable housing units are protected for a long period of time, (i.e., remain affordable for a length of time beyond the minimum 10-year requirement) and
- Investigate other mortgage insurance or funding programs that could be accessed to maximize the amount of affordable housing units and term.

The emphasis on the items mentioned above reflects the importance of rental housing within a community and the dearth of these options in Lincoln. Healthy communities have a wide variety of adequate housing choices to reflect the wide range of socio-economic and demographic needs within it. The Housing Continuum represents this range of housing types that should be available in a community (Appendix J).

Affordable and attainable market rental housing is an important component of a community’s housing stock. From an economic perspective, this type of housing makes it easier for businesses to retain employees and allows workers to remain close to their jobs. It also allows for a variety of housing options for young adults who are starting out, seniors looking to downsize and provides a form of housing for those who cannot afford to purchase a house.

It is worth noting that there are two types of private rental housing within communities. The primary market, as defined by the CMHC, generally consists of purpose-built rentals

containing 3 or more dwelling units. In comparison the secondary rental market is comprised of rental units within condominiums, as secondary or accessory dwelling units within dwellings, and other types of arrangements.

Within Lincoln there have been very few primary market or purpose-built rental units constructed over the past two decades. For example, the last purpose-built affordable housing (social) units developed in Lincoln occurred in 1995 when the Vineyard Co-op was constructed. Similarly, only 42 purpose-built apartment rentals have been constructed over the past 10 years including:

- 36 apartments (55 years and older) at 5002 King Street, and
- 6 apartments at 4335 Ontario Street.

While an additional 59 units of purpose-built affordable housing are presently under construction in Vineland they will only be for older adults.

The low supply of purpose-built affordable and attainable rental housing is illustrated by data from Niagara Region. In December 2021 there were 1,114 households on the Centralized Waiting List for social housing in Lincoln. This included 439 senior households, 323 single adults (ages 16-54), and 352 families. Using Census Data, the Region also determined that there were 552 households in Core Housing Need in Lincoln. Appendix K provides a breakdown on the income and type of households experiencing Core Housing Need.

The need for purpose-built affordable and attainable rental housing was also reflected in the Town's 2022 Affordable Housing Survey. When asked, 14% of respondents indicated that they were concerned or very concerned about losing their home within the next year. An even greater number, 26.1%, of respondents were concerned or very concerned about losing their housing in the foreseeable future.

Report:

Provincial Policy Statement (2020):

It is required that municipal decisions are consistent with the policies of the Provincial Policy Statement ("PPS"). The PPS provides broad policy direction on matters of provincial interest related to land use planning and development.

The lands are located within a settlement area as defined by the PPS.

Policy 1.1.1 promotes healthy, liveable, and safe communities by promoting efficient development and land use patterns which sustain the financial well-being of municipalities over the long-term and protect the environment. Key policies implementing this policy goal include:

- Settlement areas shall be the focus of growth and development (1.1.3.1),
- Within settlement areas sufficient land shall be made available through *intensification* and *redevelopment* by implementing minimum growth targets (1.1.2; 1.1.3.4; 1.1.3.5; 1.1.3.7),

- avoiding development and land use patterns which may cause environmental or public health and safety concerns; (1.1.1c, h; 1.1.3.4, 1.1.3.2c),
- Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs (1.1.1a, e; 1.1.3.2a),
- Encouraging a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and *active transportation* (1.6.7.4).

The PPS provides policies to ensure that a community's housing stock can meet the requirements of current and future residents. These policies include:

- accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons) (1.1.1b; 1.1.3.3; 1.4.1),
- establishing and implementing minimum targets for the provision of housing which is *affordable to low- and moderate-income households* and which aligns with applicable housing and homelessness plans (1.4.3a),
- permitting and facilitating all *housing options* required to meet the social, health, economic and well-being requirements of current and future residents, including *special needs* requirements and needs arising from demographic changes and employment opportunities, and all types of *residential intensification*, including additional residential units, and *redevelopment* in accordance with policy 1.1.3.3; 1.4.3b).

Policies 1.5 and 1.6 outlines that healthy communities are promoted by ensuring that there are sufficient open spaces, infrastructure and public service facilities. In particular the PPS requires that planning authorities have consideration for the following:

- planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate *active transportation* and community connectivity (1.5.1a)
- planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for *recreation*, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources (1.5.1b)
- ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs (1.1.1g; 1.1.3.2b; 1.6.1; 1.6.6.1)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020):

It is required that municipal decisions affecting planning matters shall conform to the policies of the Growth Plan for the Greater Golden Horseshoe. The Growth Plan provides a land use planning framework to guide where and how growth will occur in the Greater Golden Horseshoe ("GGH") to 2051.

The Growth Plan is intended to support the achievement of complete communities with an emphasis on avoiding sprawl through more compact forms of development that are often more affordable. Generally, the most recent updates to the Growth Plan have included increased emphasis on the provision of more housing options in Ontario with a focus on a range of varieties and sizes. To accomplish its vision, the Growth Plan establishes policies regarding how land is developed, resources are managed and protected, and public dollars are invested.

The subject lands are within the Delineated Built-Up Area of the Beamsville Settlement Area.

Section 2.2.2 of the Growth Plan directs that a minimum of 50 per cent of all residential development occurring within Niagara shall be within the delineated built-up area. To support this intensification the Growth Plan provides the following direction to municipalities:

- Encourage intensification throughout the delineated built-up area through the use of minimum growth targets (1.2.1; 2.2.2.3c),
- Ensure lands are zoned and development is designed in a manner that supports the achievement of *complete communities* (2.2.2.3d)

A major component of complete communities is ensuring there is an affordable and adequate housing supply for communities both now and in the future. The Growth Plan provides the following policies to ensure that municipalities have a sufficient housing supply:

- Provide a range and mix of housing options to diversity the existing housing stock, including additional residential units and *affordable* housing, to serve all sizes, incomes, and ages of households (1.2.1; 2.2.1.4c; 2.6.6.1a; 2.2.6.2c, d),
- Establishing targets for affordable ownership and rental housing (2.2.6.1)
- Encourage municipalities to consider the use of all available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. (2.2.6.3)

Section 3.2 of the Growth Plan identifies key policies for infrastructure to support growth. This includes:

- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure (1.2.1; 2.2.2.3e; 3.2.1.5;),
- Ensure there that there is sufficient servicing capacity to accommodate and promote intensification (2.2.6.4),
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities by all levels of government (1.2.1, 3.2.6.2b),

- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate –and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions (1.2.1; 3.2.2.3-3.2.2.4).

Greenbelt Plan (2017):

The subject lands are not located within the Greenbelt area and are therefore not subject to the policies of the Greenbelt Plan. The subject lands are located within the Beamsville urban area which permits the lands to be redeveloped.

It is important to note that presently, approximately 66% of the Town's land area is protected by Greenbelt policy, with additional lands in the Niagara Escarpment Plan Area, thus limiting the availability of land to support projected growth targets. This further emphasizes the importance of directing growth to settlement areas in a manner that maximizes the efficient use of the lands while at the same time achieving a balance in considering compatibility with existing land-uses to help achieve the Growth Plan's density and intensification targets.

Regional Official Plan (2022):

It is required that municipal decisions affecting planning matters conform to the Regional Official Plan (ROP). As per the Regional Official Plan, the subject lands are located within the Beamsville Urban Area – Delineated Built-Up Area. Section 2.2 of the ROP states most development within Niagara will occur in urban areas through a balanced mix of built forms. Key policies for guiding future growth includes:

- Local municipalities shall establish intensification targets that meet or exceed a minimum of 60 per cent of all residential units occurring annually within built-up areas (2.2.2.5; 2.2.2.6),
- A Regional minimum of 60 per cent of all residential units occurring annually will be within built-up areas (2.2.2.5),

The provision of an adequate supply of housing is an important determinant of a household and community's health. To create a housing stock that meets the needs of the region's population the ROP provides the following policies:

- Communities will plan for developing a housing stock that has a range and mix of densities, lot and unit sizes, and housing types, including affordable and attainable housing, to meet housing needs at all stages of life (2.2.1.1c; 2.3.1.1; 2.3.1.5),
- Provide a mix of residential built forms that are compatible with established residential areas (2.2.1.1i, 2.2.2.8, 2.2.2.10,)
- The Region will coordinate with Provincial and Federal governments and agencies, including the Canada Mortgage and Housing Corporation, will be undertaken to advocate for sustained Provincial and Federal funding that a) promotes the

development of residential intensification, brownfield redevelopment, and affordable and attainable housing options, including community housing and purpose-built rental units, and b) supports energy efficiency and sustainable housing design for new and existing residential units (2.3.1.6)

- Affordable housing, specialized housing needs, and community housing should be located: a) in areas with existing or planned municipal water and wastewater services/ systems and urban amenities; b) near existing or planned transit, including higher order transit and frequent transit service, and active transportation facilities; and c) near public service facilities, especially community hubs (2.3.2.5),
- To encourage the development of affordable housing, the following minimum targets will be implemented to the horizon of this Plan, unless local targets are higher in which case those apply:
 - o a) 20 per cent of all new rental housing is to be affordable; and
 - o b) 10 per cent of all new ownership housing is to be affordable (2.3.2.3).

Council Policy:

The subject lands are subject to several municipal planning policies, including policies in the Town’s Official Plan and land use regulations in Zoning By-law No. 2022-50. The lands are also subject to subsequent site plan approval to address matters such as grading, and servicing, building design, landscaping and buffering, parking layout, and entrances. The following municipal planning policies are particularly relevant to this project:

Town of Lincoln’s Official Plan (2016, as amended):

The Town’s Official Plan outlines the goals and objectives for the community and identifies land use policies to help guide and direct growth and development over the next 20 years.

According to the Town Official Plan, the subject lands are designated as part of the Beamsville Urban Area – Delineated Built-Up Area. More specifically, there are three different land use designations on the subject lands: Residential, Low Density Residential and Medium Density Residential. Appendix A shows the location and extent of these policies on the subject lands. Table 10 summarizes the permissions of each OP policy currently on the subject lands.

Table 10: Permitted Dwelling Types in Applicable Town OP Policies

	Residential	Low Density Residential	Medium Density Residential
Permitted Dwelling Types	Similar to those on adjacent lands	a) Single Detached b) Semi Detached c) Duplexes d) Townhouses	a) Townhouses b) Low Rise Apts c) Multi-Unit Res Units
Density Range	5 - 15 units per ha	10 - 25 units per ha	25 - 60 units per ha
Max Building Height	Similar to those on adjacent lands	2 storeys	3 storeys

The Official Plan Amendment is seeking to alter the type and extent of the residential land use policies on the subject lands as well as introduce several site specific official plan policies. Regarding the type and extent of residential land use policies on the subject lands the following requests were made:

- Extend the Medium Density Residential policy to the subject lands excluding only Block 5 (as shown on Appendix C) which is proposed to be designated as High Density Residential, and
- Provide a Parks and Open Space policy where amenity areas are provided.

The following site-specific amendments were also requested to facilitate the proposed development:

- Permit the construction of single detached and semi-detached dwellings within Medium Density Residential policy. At present these lower density dwelling types are not permitted within the Medium Density Residential policy,
- Permit a maximum net density of 362 dwelling units per hectare in the High Density Residential policy whereas 120 dwelling units per hectare is the present maximum density,
- Permit urban design codes in addition to detailed site plans and elevations to guide the design of new residential developments,
- Permit local roads (those that carry traffic of a local nature) that are municipally owned to have right of way widths of less than 20 metres subject to meeting the technical requirements of the Town and can incorporate all required features (boulevards, street trees, sidewalks, on-street parking, etc.),
- Amend the wording for private roads created through the condominium process to have a “minimum right of way width of 6.0 metres” whereas the present policy requires private roads to have a minimum width of 6.0 metres. In this case, the private roads refer to the rear lanes that will provide vehicular access to many of the dwellings on the subject lands.

Section 3.1.2 and 3.1.4 provides policies that outline the key priorities for the Town when considering new residential development. Policies that are of particular relevance to the proposed development are as follows:

- Provide a mix of housing types, densities, design and tenure, including *affordable* housing to meet projected demographic and market requirements of future and current residents. (3.1.2a)
- Encourage high design quality that protects, maintains and enhances the character of existing residential areas (3.1.2b & f, 3.1.4c-d, 3.1.4i)
- Promote opportunities for intensification in appropriate locations (3.1.2d)
- Promote residential areas which are accessible to all and accommodate the needs of pedestrians as well as other modes of transportation including walking, cycling, automobile and transit (3.1.2e, 6.1.2h),
- Provide and maintain an adequate supply of off-street parking (3.1.4d(i)),
- Schools, parks and other neighbourhood facilities should be adequate to serve the increased residential population resulting from the proposal (3.1.4g).
- Water, sanitary and storm services shall be adequate to accommodate increased residential densities (3.1.4e, h, 7.1.2b, d, 7.1.3, 7.1.4d, 7.1.5a-b)

Section 8.6.1. and Section 8.6.3.4 provide policies that outline the objectives and design standards which new residential developments shall conform to. In general, new residential developments are to meet the following objectives:

- To encourage a compact, walkable and well-connected community,
- To encourage quality architecture and to ensure that buildings provide an appropriate edge to the street,
- To encourage a strong sense of place,
- Be compatible with established areas and neighbourhoods, and
- To provide a range of transportation options, including walking and cycling.

Of particular importance is the relationship between new developments and existing areas and the creation of an attractive streetscape. To this end the OP provides the following design guidelines:

- The visibility of vehicles parking in the front yard shall be minimized,
- Fencing around front yards shall not block the view of the sidewalk from the house and should be primarily open structures, not solid walls,

- Porches, stairs, canopies and other entrance features are desirable and may encroach into the front yard setback,
- The garage door shall not dominate the streetscape and shall generally not protrude in front of the main building face,
- New *development* adjacent to public open space or streets shall have principal facades facing the public open space or street,
- Rear yards shall not be located adjacent to public roads and open space, and
- New housing shall have building heights, forms and proportions, orientation, and setbacks that are compatible with existing land uses.

Town of Lincoln’s Comprehensive Zoning By-law No. 2022-50:

According to Schedule A-3 of the Town’s Zoning By-law (Appendix B), there are two zoning designations on the subject lands:

- Institutional (I) on the north third of the property where Calvary Gospel Church is presently located, and
- Residential Multiple 1 (RM1) on the remainder of the subject lands.

The applicants have requested rezoning portions of the subject lands and adding site specific zoning provisions. The request for rezoning includes the following:

- Changing a portion of the lands from Institutional (I) to Residential 2 (R2),
- Changing a portion of the lands along the east and south lot lines from Residential Multiple 1 (RM1) to Residential 2 (R2). The intent of this designation is to provide a proper transition from the existing neighbourhood to the proposed development by permitting lower density forms of housing such as single and semi-detached dwellings, and
- Replacing the RM1 zoning to Residential Multiple 3 (RM3) on Block 5 to accommodate the proposed apartment building.

The balance of the lands will retain the Residential Multiple 1 (RM1) zoning to facilitate townhouses. Appendix D identifies the new location and boundaries of the proposed zoning designations.

The following zoning amendments can be applied across the entirety or the majority of the proposed development:

- **Min Front Yard Setback:** 3.0 metres whereas the present minimum is 6.0 meters
- **Max Front Yard Setback:** 4.5 metres whereas no maximum is provided in the Town’s ZBL
- **Min Parking Provision**
 - **Standard Single Detached:** 2 spaces per dwelling unit,

- **Standard Semi Detached:** 2 spaces per dwelling unit,
 - **Standard Townhouse:** 2 spaces per dwelling unit, and
 - **Apartment Units:** 1 unit per apartment dwelling unit
- **Maximum Lot Coverage (Singles, Semi's and Townhouses):** Whereas the maximum lot coverage for these dwelling types ranges from 45% to 50% the applicant is proposing to delete this regulation. To ensure that landscaped open space is provided, the applicant is proposing a minimum landscaped open area and greater than required rear yard setbacks for the majority of these dwelling types

As noted the Residential 2 (R2) designation will be applied to the dwellings on Blocks 1 and 2. Table 11 below summarizes the site-specific regulations that have been proposed by the applicant, in comparison to the requirements set out in the R2 Zone. Appendix D identifies this area as R2-39 to provide greater context.

Table 11: Proposed Site Specific R2 Zoning Amendments

Zone Provision	Requirement (R2)	Proposal (R2-39)
Min Lot Frontage	- Single: 12.0m	- Single: 11.0m
Min. Lot Area	- Single: 375m ² - Semi: 600m ²	- Single: 330m² - Semi: 460m²
Min. Front Yard Setback – Garage	6.0m	7.0m
Min. Interior Side Yard Setback – Single Detached	No Attached Garage - 3.0m (driveway side)	No Attached Garage - 3.5m (driveway side)
Min. Interior Side Yard Setback – Semi-Detached	No Attached Garage - 3.0m (driveway) - No Provision for exterior walls	No Attached Garage - 3.5m (driveway) - 0.0m (exterior wall)
Min. Rear Yard Setback	7.5m	10.0m
Max. Lot Coverage	45%	Deleted
Min. Landscaped Open Space	No Provision	20%
Max. Attached Garage Width	No Provision	- 4.3m or 38% of lot frontage, whichever is less, or - 7.5m or 27% of the lot depth, whichever is less

The semi-detached and street townhouses on Blocks 4 and 6 will be subject to the Residential Multiple 1 (RM1) zoning designation. Table 12 summarizes the site specific regulations that have been requested for these dwellings. Appendix D identifies this area as RM1-38.

Table 12: Proposed Site Specific RM1 Zoning Amendments (Semi-Detached and Street Townhouses)

Zone Provision	Requirement (RM1)	Proposal (RM1-38)
Min Lot Frontage Per Dwelling Unit – Semi Detached	Interior Lot: 9.0m Corner Lot: 12.0m	Interior Lot: 8.0m Corner Lot: 9.0m
Min Lot Frontage – Street Townhouse	Interior Lot: 6.7m Corner Lot: 10.0m	Interior Lot: 5.5m Corner Lot: 8.25m
Min. Lot Area – Semi-Detached	600m ²	400m²
Min Lot Area – Street Townhouse	Interior Lot: 200m ² Exterior Lot: 300m ²	155m²
Min. Interior Side Yard Setback – Street Townhouse	End Units: 1.5m	1.2m
Min. Rear Yard Setback	7.5m	13.5m
Min. Landscaped Open Space	No Provision	20%

Blocks 3 and 6 contain a mixture of cottage style single detached and semi-detached dwellings as well as block townhouses. The site-specific zoning amendments for these dwellings are presented on Table 13 and shown as RM1-39 on Appendix D.

Table 13: Proposed Site Specific RM1 Zoning Amendments (Cottage Single and Semi-Detached Dwellings, and Block Townhouses)

Zone Provision	Requirement (RM1)	Proposal (RM1-39)
Dwelling Types	Block Townhouses	Single Detached Semi-Detached
Minimum Lot Frontage Provisions		
Min. Lot Frontage – Single Detached	Interior Lot: 12.5m Corner Lot: 15.0m	10.0m² per dwelling unit
Min. Lot Frontage – Semi Detached	Interior Lot: 9.0m Corner Lot: 12.0m	Interior 8.3m
Min. Lot Frontage – Block Townhouses	20.0m	Interior Lot: 5.5m/unit End Lot: 7.0m/unit Corner Lot: 8.0m/unit

Minimum Lot Area Provisions		
Min. Lot Area – Single and Semi-Detached	Single Det.: 375m ² Semi Det.: 600m ²	Single Det.: 120m² Semi-Det.: 186m²
Min. Lot Area – Per Block Townhouse Unit	250m ²	Int Lot: 75m² End Lot: 90m² Corner: 100m²
Front and Exterior Side Yard Setback Provisions		
Max. Front Yard Setback	No Provision	3.5m
Max. Exterior Side Yard Setback	No Provision	4.0m
Interior Side Yard Setback Provisions		
Min. Interior Side Yard Setback – Single Detached	Attached Garage - No Garage: 1.2m - Garage Wall: 0.9m No Attached Garage - Driveway: 3.0m - No Driveway: 1.2m	If rear yard 4.0m or greater: 1.2m If rear yard is less than 4.0m: - Side One: 1.2m - Side Two: 4.0m
Min. Interior Side Yard Setback – Semi-Detached	(Attached Gar) - 1.2m (no garage) - 0.0m (common wall) (No Attach Gar) - 3.0m (driveway) - 0.0m (common wall)	1.2m
Min. Interior Side Yard Setback – Block Townhouses	7.5m	1.2m
Minimum Rear Yard Setback Provisions		
Min Rear Yard Setback – Single Detached	7.5m	- 4.0m or - 1.2m where one interior side yard is less than 4.0m
Min Rear Yard Setback – Semi-Detached	7.5m	- 4.0m or - 3.0m for lots less than 120m² in area or - 7.5m where lot abuts R1, R2 and RM1 zone
Min Rear Yard Setback – Block Townhouse	7.5m	- 4.0m or - 7.5m where lot abuts R1, R2, or RM1 zone
Parking Provisions		
Min Parking Spaces for Block Townhouse	2 spaces per dwelling unit	1.5 spaces per dwelling unit

Dwellings (total of 6 units)		
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Blocks 3 and 4 contain a mixture of semi-detached, street townhouses and block townhouses. The applicant is proposing to retain the existing Residential Multiple 1 (RM1) designation and obtain site specific amendments for several development standards. These site specific amendments are outlined in Table 14. Appendix D identifies this area as RM1-40 to provide greater context.

Table 14: Proposed Site Specific RM1 Zoning Amendments (Standard Semi-Detached, Street and Block Townhouses)

Zone Provision	Requirement (RM1)	Proposal (RM1-40)
Minimum Lot Frontage Provisions		
Min Lot Frontage Per Dwelling Unit – Semi Detached	Interior Lot: 9.0m Corner Lot: 12.0m	Interior Lot: 7.5m Corner Lot: 9.0m
Min Lot Frontage – Townhouses	Street Townhouse - Interior Lot: 9.0m - Corner Lot: 12.0m Block Townhouse - 20.0m	Interior Lot: 5.5m Corner Lot: 8.25m
Minimum Lot Area Provisions		
Min. Lot Area – Semi-Detached	600m ²	280m²
Min Lot Area Per Dwelling Unit - Townhouses	Street Townhouse - Interior Lot: 200m ² - Exterior Lot: 300m ² Block Townhouse - 250m ²	140m² per unit
Front Yard Setback Provisions		
Min. Front Yard Setback	6.0m	2.0m
Max. Front Yard Setback	No Provision	4.5m
Exterior Side Yard Setback Provisions		
Min. Exterior Yard Setbacks	Semi: 2.0m Street Townhouse: 1.5m Block Townhouse: 6.0m	2.0m

Max. Exterior Yard Setbacks	No Provisions	4.5m
Interior Side Yard Setback Provisions		
Min. Interior Side Yard Setback – Street Townhouse	End Units: 1.5m	1.2m
Other Provisions		
Min. Rear Yard Setback	7.5m	Semi-Detached: 10.0m Townhouses: 7.0m
Min. Landscaped Open Space	No Provision	Lots south of Hope Street: 20% Lots north of Hope Street: 15%

The applicants are proposing to apply the Residential Multiple 3 (RM3) zoning designation to Block 5 on the concept drawings to facilitate the construction of the proposed apartment building. Table 15 identifies the site specific variances that are being requested in the RM3-XX zone.

Table 15: Proposed Site Specific RM3 Zoning Amendments

Zone Provision	Requirement	Proposal
Residential Multiple (RM3) (Section 6.3)		
Lot Area Per Dwelling Unit	Min: 83m ² Max: 200m ²	39m²
Max Lot Coverage	40%	50%
Min Landscaped Open Space	30%	15%
Resident Parking	1.25 spaces per apartment dwelling unit	1.0 spaces per apartment dwelling unit
Visitor Parking	1 space for every 10 apartment dwelling units	0 spaces located within the block (does not consider on-street parking that will be available)

Financial, Legal, Staff Considerations:

Financial: N/A

Staffing: N/A

Legal: N/A

Public Engagement Matters:

The notice of the Community Information Meeting and notice of Statutory Public Meeting were circulated to all property owners within 120 metres of the subject lands. In addition, public notices were mailed to residents living in areas south of the 120 metre notification buffer up to Hillside Drive between Hixon Street and Ashby Drive. This enlarged notification area is shown in Appendix I.

Public notice signs were also posted on the property. Supporting materials were posted on the Town's Speak Up Lincoln website.

Staff have also been engaging informally with the neighbourhood for many months on this development.

Community Information Meeting:

In the summer of 2023, the applicant engaged with residents to gather their feedback prior to submitting a formal planning application. This involved emailing and talking with residents over the phone and in person, as well as a zoom meeting in which 31 people participated. Comments received at the meeting are provided in Appendix H and generally summarized as follows:

- **Compatibility**
 - There were worries that the proposed density and building heights would not match well with the existing neighbourhood,
 - Some residents noted that there would be a loss of privacy,
 - How will the proposed neighbourhood transition to the existing areas which are comprised of single detached and townhouse dwellings,
- **Traffic**
 - Questions over whether the existing road network can accommodate the residents from the proposed and other developments in Beamsville,
 - How can traffic from existing areas and the proposed development be slowed to improve safety, and
 - The design of the streets should be wide enough to permit snowplows and first responders to access the development in a safe manner.
- **Infrastructure Capacity**
 - Some concern was raised about the ability of the Town's infrastructure to handle the additional sanitary sewer and water flows from the new development, and

- Several residents indicated that they experience basement flooding and that their sump pumps run quite frequently due to ground water travelling north from the escarpment to Lake Ontario.
- **Parking**
 - Residents noted that some of the new subdivisions did not have enough parking.
- **Housing**
 - Feedback requested that the new development should have a mixture and variety of housing types unlike most new subdivisions.
- **Parkland and Open Space**
 - Participants indicated that there was a lack of parkland and open space in south Beamsville and that the development would be removing open space,
 - There were concerns that Ashby Drive Park was too small and that Prokich Park was too far for residents to use,
 - It was noted that the Town should focus on obtaining parkland rather than obtaining cash-in-lieu alternatives.

Following the submission of the application and the issuance of the Notice for this Statutory Public meeting, staff received additional comments. Many of these echoed the above items pertaining to traffic volumes and speeds, compatibility largely associated with the proposed apartment building, the potential for impacts to adjacent properties due to groundwater movements, parking availability and that there needs to be a maximized provision of open space.

The purpose of this Statutory Public Meeting is for both staff and Council to continue to receive input on the proposed development, engage in consideration and discussion with the applicant accordingly, and address items identified in the staff recommendation report that will subsequently be brought forward.

Agency and Staff Development Coordinating Committee Comments

The Official Plan and Zoning By-law Amendment, Draft Plan of Subdivision and Draft Plan of Vacant Land Condominium applications were circulated in November 2023 to relevant government agencies and Town departments. The following comments have been received as of the preparation of this report:

- **Enbridge Gas Inc.** does not object to the proposed application.
- **District School Board of Niagara** offered no objections to the submitted applications and noted that future students would be accommodated at Jacob

Beam Public School (Junior Kindergarten – Grade 8) while secondary students would attend West Niagara Secondary School.

Conclusion:

This report provides a description and update on the technical review of the planning application(s). Staff will work with the applicant on any issues raised during the Community Information Meeting and Public Meeting. A subsequent report will provide a summary of public comments, analysis of the proposal in terms of the applicable planning policies and will provide a recommendation on the proposed applications.

Respectfully submitted,

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Senior Planner
905-563-2799 Ext. 503

Appendices:

- Appendix A Existing Lincoln Official Plan Policies on Subject Lands
- Appendix B Existing Lincoln Zoning By-law Designations on Subject Lands
- Appendix C Proposed Official Plan Policies on Subject Lands
- Appendix D Proposed Zoning By-law Designations on Subject Lands
- Appendix E Draft Concept Drawings
- Appendix F Rendering of Hope Street
- Appendix G Location of Dwelling Types on Subject Lands
- Appendix H Written Public Feedback Received by Town Staff
- Appendix I Distribution Area of Public Notices
- Appendix J Housing Continuum
- Appendix K Core Housing Need in Lincoln
- Appendix L Memo from Chair of the Lincoln Housing Select Committee

Report Approval:

Report has been reviewed and/or approved by Director of Planning and Development. Final approval is by the Chief Administrative Officer.