



City of Hamilton
PLANNING COMMITTEE
AGENDA

Meeting #: 23-015
Date: September 19, 2023
Time: 9:30 a.m.
Location: Council Chambers (Planning)
Hamilton City Hall
71 Main Street West

Lisa Kelsey, Legislative Coordinator (905) 546-2424 ext. 4605

Pages

-
1. **CEREMONIAL ACTIVITIES**
 2. **APPROVAL OF AGENDA**
(Added Items, if applicable, will be noted with *)
 3. **DECLARATIONS OF INTEREST**
 4. **APPROVAL OF MINUTES OF PREVIOUS MEETING**
 - 4.1 September 5, 2023 3
 5. **COMMUNICATIONS**
 6. **DELEGATION REQUESTS**
 - 6.1 Bernadette Bowen respecting Enclosure of Twin Compactors at Canadian Tire on 777 Upper James St. (For the October 3rd meeting)
 7. **DELEGATIONS**
 - 7.1 Joshua Bossence respecting Concerns about the McMaster HomeComing event on Dalewood Ave. (Approved at the September 5th meeting)
 8. **STAFF PRESENTATIONS**

Members of the public can contact the Clerk's Office to acquire the documents considered at this meeting, in an alternate format.

| | | |
|------------|--|-----|
| 9. | CONSENT ITEMS | |
| 9.1 | Active Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision Applications (PED23155) (City Wide) | 21 |
| 10. | PUBLIC HEARINGS | |
| 10.1 | Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) | 39 |
| 11. | DISCUSSION ITEMS | |
| 11.1 | School Zone Special Enforcement Area Pilot (PED19238(b)) (City Wide) | 94 |
| 11.2 | Draft Major Transit Station Areas (PED23105) (City Wide) | 98 |
| 11.3 | Administrative Penalty System Database (PED23186) (City Wide) | 212 |
| 12. | MOTIONS | |
| 13. | NOTICES OF MOTION | |
| 14. | GENERAL INFORMATION / OTHER BUSINESS | |
| 15. | PRIVATE AND CONFIDENTIAL | |
| 15.1 | Closed Session Minutes Pursuant to Section 9.3, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-021, as amended; and, Section 239(2), Subsections (e), (f) and (k) of the Ontario Municipal Act, 2001, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board. | |
| | a. August 15, 2023 | |
| | b. September 5, 2023 | |
| 16. | ADJOURNMENT | |



**PLANNING COMMITTEE
MINUTES
23-013**

September 5, 2023

9:30 a.m.

**Council Chambers, Hamilton City Hall
71 Main Street West**

Present: Councillor J.P. Danko (Chair)
Councillor T. Hwang (1st Vice Chair)
Councillor C. Cassar (2nd Vice Chair)
Councillors C. Kroetsch, M. Francis, T. McMeekin, N. Nann,
E. Pauls, M. Tadeson, A. Wilson, M. Wilson, J. Beattie

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

- 1. Appeal of Urban Hamilton Official Plan Amendment Application UHOPA-22-002 and Zoning By-law Amendment Application ZAC-22-005 to the Ontario Land Tribunal for Lack of Decision for Lands Located at 487 Shaver Road, Ancaster (PED23089(a)) (Ward 12) (Item 9.1)**

(Cassar/Pauls)

That Report PED23089(a), respecting Appeal of Urban Hamilton Official Plan Amendment Application UHOPA-22-002 and Zoning By-law Amendment Application ZAC-22-005 to the Ontario Land Tribunal for Lack of Decision for Lands Located at 487 Shaver Road, Ancaster, be received.

Result: Motion CARRIED by a vote of 12 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
YES – Ward 2 Councillor C. Kroetsch
YES – Ward 3 Councillor N. Nann
YES – Ward 4 Councillor T. Hwang
YES – Ward 5 Councillor M. Francis
YES – Ward 7 Councillor E. Pauls
YES – Ward 8 Councillor J.P. Danko
YES – Ward 10 Councillor J. Beattie
YES – Ward 11 Councillor M. Tadeson
YES – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

- 2. Appeal of Zoning By-law Amendment Application ZAC-21-027 to the Ontario Land Tribunal for Lack of Decision for Lands Located at 140 and 164 Sulphur Springs Road, Ancaster (PED23184) (Ward 12) (Item 9.2)**

(Cassar/Pauls)

That Report PED23184, respecting Appeal of Zoning By-law Amendment Application ZAC-21-027 to the Ontario Land Tribunal for Lack of Decision for Lands Located at 140 and 164 Sulphur Springs Road, Ancaster, be received.

Result: Motion CARRIED by a vote of 12 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 YES – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 YES – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

- 3. Appeal of Urban Hamilton Official Plan Amendment Application UHOPA-23-010 and Zoning By-law Amendment Application ZAC-23-025 to the Ontario Land Tribunal for Lack of Decision for Lands Located at 509 Southcote Road, Ancaster (PED23127) (Ward 12) (Item 9.3)**

(Cassar/Beattie)

That Report PED23127, respecting Appeal of Urban Hamilton Official Plan Amendment Application UHOPA-23-010 and Zoning By-law Amendment Application ZAC-23-025 to the Ontario Land Tribunal for Lack of Decision for Lands Located at 509 Southcote Road, Ancaster, be received.

Result: Motion CARRIED by a vote of 12 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 YES – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 YES – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

4. Applications for Official Plan Amendment and Zoning By-law Amendment for Lands Located at 1310 South Service Road, Stoney Creek (PED23135) (Ward 10) (Item 10.1)

(Beattie/Hwang)

- (a) That Amended Official Plan Amendment Application UHOPA-22-026, by Jennum Properties Inc. (c/o Toby Singlehurst, Applicant) on behalf of 843803 Ontario Ltd. (c/o Norman Kim, Owner), to redesignate the subject lands from “District Commercial” to “Neighbourhoods” within the Urban Hamilton Official Plan; and to redesignate the subject lands from “District Commercial” to “Medium Density Residential 2”, remove the lands from Area Specific Policy – Area G, and add a new Site Specific Policy within the Fruitland-Winona Secondary Plan; to permit a commercial / residential mixed use development comprised of two mixed use buildings of eight and 12 storeys, a residential building of ten storeys, and four, three storey townhouse blocks containing 32 units of which eight are Live/Work units, for a total of 705 dwelling units and 1,282 square metres of commercial space, with a maximum density of 310 units per hectare and a maximum height of 12 storeys, as shown on Appendix “A” attached to Report PED23135, be APPROVED on the following basis:
- (i) That the draft Official Plan Amendment, attached as Appendix “B” to Report PED23135, which has been prepared in a form satisfactory to the City Solicitor, be adopted by City Council;
 - (ii) That the proposed Official Plan Amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
- (b) That Amended Zoning By-law Amendment Application ZAC-22-063, by Jennum Properties Inc. (c/o Toby Singlehurst, Applicant) on behalf of 843803 Ontario Ltd. (c/o Norman Kim, Owner), for a change in zoning from the District Commercial (C6, 301, H112) Zone to the Mixed Use Medium Density (C5, 851, H112) Zone, to permit a commercial / residential mixed use development containing a total of 705 dwelling units and 1,282 square metres of commercial space within two mixed use buildings of eight and 12 storeys, a residential building of ten storeys, and four, three storey townhouse blocks containing 32 units of which eight are Live/Work units with a total of 698 parking spaces including 27 surface parking spaces, for lands located at 1310 South Service Road, as shown on Appendix “A” attached to Report PED23135, be APPROVED on the following basis:
- (i) That the draft By-law, attached as Appendix “C” to Report PED23135, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (ii) That the amending By-law apply the Holding Provisions of Section 36(1) of the Planning Act, R.S.O. 1990 to the subject property by amending the Holding symbol ‘H112’ to the proposed Mixed Use Medium Density (C5) Zone;

The Holding Provision 'H112' is to be removed to allow for a 12 storey mixed use development, conditional upon:

- (1) The Owner enters into a conditional building permit agreement with respect to completing a Record of Site Condition or a signed Record of Site Condition being submitted to the City of Hamilton and the Ministry of the Environment, Conservation and Parks. This Record of Site Condition must be to the satisfaction of the Director of Planning and Chief Planner, including a notice of acknowledgement of the Record of Site Condition by the Ministry of the Environment, Conservation and Parks, and the submission of the City of Hamilton's current Record of Site Condition administration fee;
 - (2) The Owner agrees in a Site Plan Agreement to implement all required noise mitigation measures identified in the Noise Feasibility Study prepared by Howe Gastmeier Chapnik Limited dated August 18, 2022 and updated February 8, 2023, to the satisfaction of the Director of Planning and Chief Planner;
 - (3) The Owner agrees in a Site Plan Agreement, to provide notice to any subsequent owner, as well as any prospective purchasers or tenants that the dwellings are located in a Class 4 Area, and to agree to register this notice and any / all warning clauses on title, and include them in any purchase and sale and in any lease or rental agreement, to the satisfaction of the Director of Planning and Chief Planner;
 - (4) The Owner submit and receive approval of an updated Functional Servicing Report, prepared by a qualified Professional Engineer, to address sanitary design, watermain hydraulic analysis, and stormwater outlets, to the satisfaction of the Director of Growth Management and Chief Development Engineer and the Hamilton Conservation Authority;
 - (5) The Owner submit and receive approval of an updated Transportation Impact Study, with particular focus on improvement to mitigate both future background and total traffic at the Queen Elizabeth Way interchanges, to the satisfaction of the Ministry of Transportation and a cost estimate schedule and required securities for the improvements, to the satisfaction of the Director of Growth Management and Chief Development Engineer and the Director of Transportation Planning and Parking.
- (iii) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow (2019, as amended), and will comply with the Urban Hamilton Official Plan and the Fruitland-Winona Secondary Plan upon approval of Urban Hamilton Official Plan Amendment No. X;

- (c) That Council deem the lands at 1310 South Service Road (see Appendix “A” attached to Report PED23135) as a Class 4 Area pursuant to the Ministry of the Environment, Conservation and Parks’ Noise Guidelines NPC-300 (Stationary and Transportation Sources – Approval and Planning), and that the Class 4 Area designation apply only to dwelling units within Building C and the two townhouse blocks adjacent to the southern property line with the requirement that all noise mitigation and warning clauses be secured through the Holding Provision attached to the implementing Zoning By-law as specified in Section ii) b. and c. outlined above.

Result: Motion, CARRIED by a vote of 12 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 YES – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 YES – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

5. Proposed Provincial Planning Statement, 2023 – Natural Heritage Policies (PED23185) (City Wide) (Item 11.1)

(A. Wilson/Cassar)

- (a) That Council adopt the submissions and recommendations as provided in Report PED23185 regarding the proposed natural heritage policies within the proposed new Provincial Planning Statement, 2023;
- (b) That the Director of Planning and Chief Planner be authorized and directed to confirm the submissions made to the Province attached as Appendix “A” to Report PED23185; and,
- (c) That the Director of Planning and Chief Planner and the City Solicitor be authorized to make submissions on the proposed natural heritage policies of the proposed new Provincial Planning Statement, 2023 and any associated regulations consistent with the comments and concerns raised in Report PED23185.

Result: Motion CARRIED by a vote of 9 to 0, as follows:

NOT PRESENT – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 NOT PRESENT – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 NOT PRESENT – Ward 5 Councillor M. Francis

YES – Ward 7 Councillor E. Pauls
YES – Ward 8 Councillor J.P. Danko
YES – Ward 10 Councillor J. Beattie
YES – Ward 11 Councillor M. Tadeson
YES – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

6. Cross Melville Heritage District Committee Minutes 23-001 (Item 11.2)

(A. Wilson/Kroetsch)

(a) HP2023-004 - 63 Sydenham Street, Dundas

- (i) That the Cross Melville Heritage District Advisory Committee advises that Heritage Permit Application HP2023-004 be approved as submitted, subject to the following conditions:
- (1) Any minor changes to the plans and elevations following approval shall be submitted, to the satisfaction and approval of the Director of Planning and Chief Planner, prior to submission as part of any application for a Building Permit and / or the commencement of any alterations; and,
 - (2) Implementation / installation of the alteration(s), in accordance with this approval, shall be completed no later than January 31, 2025. If the alteration(s) are not completed by January 31, 2025, then this approval expires as of that date and no alterations shall be undertaken without a new approval issued by the City of Hamilton.

(b) HP2023-002 - 11 Melville Street, Dundas

- (i) That the Cross Melville Heritage District Advisory Committee advises that Heritage Permit Application HP2023-002 be approved as submitted, subject to the following conditions:
- (1) Any minor changes to the plans and elevations following approval shall be submitted, to the satisfaction and approval of the Director of Planning and Chief Planner, prior to submission as part of any application for a Building Permit and / or the commencement of any alterations; and,

- (2) Installation of the alteration(s), in accordance with this approval, shall be completed no later than January 31, 2025. If the alteration(s) are not completed by January 31, 2025, then this approval expires as of that date and no alterations shall be undertaken without a new approval issued by the City of Hamilton.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 NOT PRESENT – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 NOT PRESENT – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

7. Hamilton Municipal Heritage Committee Report 23-008 (Item 11.3)

(Kroetsch/A. Wilson)

(a) Recommendation for Designation of 215 King Street West, Dundas under Part IV of the Ontario Heritage Act (PED23148) (Ward 13) (Item 8.2)

- (i) That the City Clerk be directed to give notice of Council's intention to designate 215 King Street West, Dundas, shown in Appendix "A" attached to Report PED23148, as a property of cultural heritage value pursuant to the provisions of Part IV, Section 29 of the Ontario Heritage Act, in accordance with the Statement of Cultural Heritage Value or Interest and Description of Heritage Attributes, attached as Appendix "B" to Report PED23148, subject to the following;
- (1) If no objections are received to the notice of intention to designate in accordance with the Ontario Heritage Act, City Council directs staff to introduce the necessary by-law to designate the property to be of cultural heritage value or interest to City Council;
- (2) If an objection to the notice of intention to designate is received in accordance with the Ontario Heritage Act, City Council directs staff to report back to Council to allow Council to consider the objection and decide whether or not to withdraw the notice of intention to designate the property. Hamilton Municipal Heritage Committee August 22, 2023

Report 23-008 Page 2 of 8 Planning Committee –
September 5, 2023

**(b) Heritage Designations Update, August 2023 (PED23169) (City Wide)
(Item 9.4)**

That Report PED23169, respecting Heritage Designations Update, August 2023, be received.

**(c) Notice of Intention to Demolish the Building Located at 279 Hess
Street South, Hamilton, being a Non-Designated Property Listed on
the Municipal Heritage Registrar (PED23180) (Item 10.1)**

That the non-designated property located at 279 Hess Street South,
Hamilton, be removed from the Municipal Heritage Register.

**(d) Beasley Register Listing Objection for 214 Mary Street, Hamilton
(PED22135(b)) (Ward 2) (Item 10.2)**

- (i) That Council receive the notice of objection, attached as Appendix “A” to Report PED22135(b), from the owner of 214 Mary Street, Hamilton, objecting to the notice of Council’s decision to list the non-designated property on the Municipal Heritage Register under Section 27 of the Ontario Heritage Act;
- (ii) That Council retain 214 Mary Street, Hamilton, on the Municipal Heritage Register as a non-designated property that Council believes to be of cultural heritage value or interest, pursuant to Section 27(8) of the Ontario Heritage Act.

Result: Motion CARRIED by a vote of 11 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 NOT PRESENT – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 YES – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson

YES – Ward 15 Councillor T. McMeekin

8. Appeal to the Ontario Land Tribunal for Lands Located at 186 Hunter Street East, Hamilton, for Lack of Decision on Urban Hamilton Official Plan Amendment UHOPA-22-006 and Zoning By-law Amendment Application ZAC-22-014 (LS22032(a)) (Ward 2) (Added Item 15.1)

(Kroetsch/A. Wilson)

- (a) That the directions to staff in closed session respecting Report LS22032(a) and Appendices “A”, “B”, “C” and “D” be approved and remain confidential until made public coincident with staff’s presentation of the City’s position to the Ontario Land Tribunal; and,
- (b) That the balance of Report LS22032(a) remain confidential.

Result: Motion CARRIED by a vote of 9 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
YES – Ward 2 Councillor C. Kroetsch
YES – Ward 3 Councillor N. Nann
YES – Ward 4 Councillor T. Hwang
YES – Ward 5 Councillor M. Francis
YES – Ward 7 Councillor E. Pauls
YES – Ward 8 Councillor J.P. Danko
YES – Ward 10 Councillor J. Beattie
YES – Ward 11 Councillor M. Tadeson
YES – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

FOR INFORMATION:

(a) APPROVAL OF AGENDA (Item 2)

The Committee Clerk advised of the following changes to the agenda:

10. PUBLIC HEARINGS

10.1 Applications for Official Plan Amendment and Zoning By-law Amendment for Lands Located at 1310 South Service Road, Stoney Creek (PED23135) (Ward 10)

(a) Added Written Submission:

(i) Costco Wholesale

15. PRIVATE AND CONFIDENTIAL

15.1 Appeal to the Ontario Land Tribunal for Lands Located at 186 Hunter Street East, Hamilton, for Lack of Decision on Urban Hamilton Official Plan Amendment UHOPA-22-006 and Zoning By-law Amendment Application ZAC-22-014 (LS22032(a)) (Ward 2)

(Pauls/Cassar)

That the agenda for the September 5, 2023 Planning Committee meeting be approved, as amended.

Result: Motion CARRIED by a vote of 12 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 YES – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 YES – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

(b) DECLARATIONS OF INTEREST (Item 3)

No declarations of interest were made.

(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)

(i) August 15, 2023 (Item 4.1)

(Francis/Kroetsch)

That the Minutes of the August 15, 2023 meeting be approved, as presented.

Result: Motion CARRIED by a vote of 11 to 1, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 YES – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 YES – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 NO – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

(d) DELEGATION REQUESTS (Item 6)

(i) Joshua Bossence respecting Concerns about the McMaster HomeComing event on Dalewood Avenue (For the September 19th meeting) (Item 6.1)

(M. Wilson/Nann)

That the Delegation Request from Joshua Bossence respecting Concerns about the McMaster HomeComing event on Dalewood Avenue, be approved for the September 19th meeting.

Result: Motion CARRIED by a vote of 12 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 YES – Ward 3 Councillor N. Nann

YES – Ward 4 Councillor T. Hwang
 YES – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

(e) PUBLIC HEARINGS (Item 10)

In accordance with the *Planning Act*, Chair J.P. Danko advised those viewing the meeting that the public had been advised of how to pre-register to be a delegate at the Public Meetings on today's agenda.

In accordance with the provisions of the *Planning Act*, Chair J.P. Danko advised that if a person or public body does not make oral submissions at a public meeting or make written submissions to the Council of the City of Hamilton before Council makes a decision regarding the Development applications before the Committee today, the person or public body is not entitled to appeal the decision of the Council of the City of Hamilton to the Ontario Land Tribunal, and the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

(i) Applications for Official Plan Amendment and Zoning By-law Amendment for Lands Located at 1310 South Service Road, Stoney Creek (PED23135) (Ward 10) (Item 10.1)

Mark Michniak, Senior Planner, addressed the Committee with the aid of a PowerPoint presentation.

(Beattie/A. Wilson)

That the staff presentation be received.

Result: Motion CARRIED by a vote of 12 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 YES – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 YES – Ward 5 Councillor M. Francis

YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

Brandon Simon with The Planning Partnership, was in attendance, and indicated support for the staff report.

(Beattie/Pauls)

That the speaking time for Brandon Simon with The Planning Partnership, be extended to fifteen (15) minutes.

Result: Motion CARRIED by a vote of 12 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 YES – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 YES – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

(Beattie/Cassar)

That the presentation from Simon Brandon with The Planning Partnership, be received.

Result: Motion CARRIED by a vote of 12 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 YES – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 YES – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko

YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

Chair Danko called three times for public delegations and none came forward.

(Beattie/Cassar)

- (a) That the public submissions regarding this matter were received and considered by the Committee; and,
- (b) That the public meeting be closed.

Result: Motion CARRIED by a vote of 12 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 YES – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 YES – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

(Beattie/Francis)

That Appendix “C” to Report PED23135 be **amended** to reflect that notwithstanding unit size, 1 parking space per unit be required, and that any additional parking required through this change be provided underground.

Result: Amendment DEFEATED by a vote of 5 to 7, as follows:

NO – Ward 1 Councillor M. Wilson
 NO – Ward 2 Councillor C. Kroetsch
 NO – Ward 3 Councillor N. Nann
 NO – Ward 4 Councillor T. Hwang
 YES – Ward 5 Councillor M. Francis

YES – Ward 7 Councillor E. Pauls
 NO – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 NO – Ward 12 Councillor C. Cassar
 NO – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

For disposition of this matter, refer to Item 4.

(f) GENERAL INFORMATION/OTHER BUSINESS

(i) Outstanding Business List (Item 14.1)

(McMeekin/Tadeson)

That the following changes to the Outstanding Business, be approved:

(a) Items to be Removed

19FF Support of Private Member's Bill to Reverse Pit Bull Ban in Ontario (Motion)
 Addressed as item 14.2 on the April 19, 2023 General Issues Committee Agenda, Report 23-013.

(b) Items Requiring New Due Dates

19U Heritage Designation Process and Delegated Authority to Consent to Heritage Permits
 Current Due Date: September 19, 2023
 Proposed New Due Date: Q2 2024

21T Support for the NCCM Recommendations brought forward by the National Council of Canadian Muslims
 Current Due Date: September 19, 2023
 Proposed New Due Date: 2024

Result: Motion CARRIED by a vote of 11 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 NOT PRESENT – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang

YES – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

(ii) General Manager's Update (Added Item 14.2)

General Manager Jason Thorne provided an update to the Committee respecting the upcoming Greenbelt public information session scheduled for September 6th and the Public Meeting scheduled for September 14th.

(Hwang/Cassar)

That the General Manager's Update, be received.

Result: Motion CARRIED by a vote of 11 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 NOT PRESENT – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 YES – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

(g) PRIVATE AND CONFIDENTIAL (Item 15)

(i) (Kroetsch/McMeekin)

That Committee move into Closed for Item 15.1 pursuant to Section 9.3, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-021, as amended; and, Section 239(2), Sub-sections (e), (f) and (k) of the *Ontario Municipal Act*, 2001, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; advice that is subject to solicitor-client privilege, including communications necessary for that

purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

Result: Motion CARRIED by a vote of 11 to 0, as follows:

YES – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 NOT PRESENT – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 YES – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie
 YES – Ward 11 Councillor M. Tadeson
 YES – Ward 12 Councillor C. Cassar
 YES – Ward 13 Councillor A. Wilson
 YES – Ward 15 Councillor T. McMeekin

(ii) Appeal to the Ontario Land Tribunal for Lands Located at 186 Hunter Street East, Hamilton, for Lack of Decision on Urban Hamilton Official Plan Amendment UHOPA-22-006 and Zoning By-law Amendment Application ZAC-22-014 (LS22032(a)) (Ward 2) (Added Item 15.1)

For disposition of this matter, refer to Item 8.

(h) ADJOURNMENT (Item 16)

(Hwang/Tadeson)

That there being no further business, the Planning Committee be adjourned at 1:22 p.m.

Result: Motion CARRIED by a vote of 9 to 0, as follows:

NOT PRESENT – Ward 1 Councillor M. Wilson
 YES – Ward 2 Councillor C. Kroetsch
 NOT PRESENT – Ward 3 Councillor N. Nann
 YES – Ward 4 Councillor T. Hwang
 NOT PRESENT – Ward 5 Councillor M. Francis
 YES – Ward 7 Councillor E. Pauls
 YES – Ward 8 Councillor J.P. Danko
 YES – Ward 10 Councillor J. Beattie

**Planning Committee
Minutes 23-013**

**September 5, 2023
Page 12 of 18**

YES – Ward 11 Councillor M. Tadeson
YES – Ward 12 Councillor C. Cassar
YES – Ward 13 Councillor A. Wilson
YES – Ward 15 Councillor T. McMeekin

Councillor J.P. Danko, Chair
Planning Committee

Lisa Kelsey
Legislative Coordinator



INFORMATION REPORT

| | |
|---------------------------|---|
| TO: | Chair and Members Planning Committee |
| COMMITTEE DATE: | September 19, 2023 |
| SUBJECT/REPORT NO: | Active Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision Applications (PED23155) (City Wide) |
| WARD(S) AFFECTED: | City Wide |
| PREPARED BY: | Shannah Evans (905) 546-2424 Ext. 1928 |
| SUBMITTED BY: | Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department |
| SIGNATURE: | |

COUNCIL DIRECTION

In accordance with the June 16, 2015, Planning Committee direction, this Report provides a status of all active Zoning By-law Amendment, Official Plan Amendment and Plan of Subdivision Applications relative to the statutory timeframe provisions of the *Planning Act* for non-decision appeals. In addition, this Report also includes a list and status of all Applications appealed to the Ontario Land Tribunal for non-decision.

INFORMATION

Staff were directed to report back to Planning Committee with a reporting tool that seeks to monitor Applications where the applicable statutory timeframes apply. This reporting tool would be used to track the status of all active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications.

For the purposes of this Report, the status of active Zoning By-law Amendment, Official Plan Amendment and Plan of Subdivision Applications have been divided, relative to the statutory timeframe provisions of the *Planning Act*, that were in effect pursuant to statutory timeframes prescribed in *Bill 73*, *Bill 139* and *Bill 108*.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision Applications (PED23155) (City Wide) - Page 2 of 3

Applications Deemed Complete Prior to Royal Assent of Bill 139 (December 12, 2017)

Attached as Appendix “A” to Report PED23155 is a table outlining the active Applications received prior to December 12, 2017, sorted by Ward, from oldest Application to newest. As of August 16, 2023, there were:

- 3 active Official Plan Amendment Applications, all of which were submitted after July 1, 2016, and therefore subject to the 90 day extension to the statutory timeframe from 180 days to 270 days;
- 6 active Zoning By-law Amendment Applications; and,
- 3 active Plan of Subdivision Applications.

Within 60 to 90 days of August 16, 2023, all six development proposals have passed the applicable 120, 180 and 270 day statutory timeframes.

Applications Deemed Complete After Royal Assent of Bill 139 (December 12, 2017)

Attached as Appendix “B” to Report PED23155 is a table outlining the active Applications received after December 12, 2017, but before Royal Assent of Bill 108, sorted by Ward, from oldest Application to newest. As of August 16, 2023, there were:

- 3 active Official Plan Amendment Applications, all of which are subject to the 90 day extension to the statutory timeframe from 210 days to 300 days;
- 6 active Zoning By-law Amendment Applications; and,
- 3 active Plan of Subdivision Applications.

Within 60 to 90 days of August 16, 2023, all six development proposals have passed the applicable 150, 180 or 300 day statutory timeframes.

Applications Deemed Complete After Royal Assent of Bill 108 (September 3, 2019)

Attached as Appendix “C” to Report PED23155 is a table outlining the active Applications received after September 3, 2019, and subject to the new statutory timeframes, sorted by Ward, from oldest Application to newest. As of August 16, 2023, there were:

- 23 active Official Plan Amendment Applications;
- 40 active Zoning By-law Amendment Applications; and,
- 16 active Plan of Subdivision Applications.

SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision Applications (PED23155) (City Wide) - Page 3 of 3

As of August 16, 2023, all 44 development proposals have passed the 90 or 120 day statutory timeframe.

Planning Division Active Files

Combined to reflect property addresses, there are 56 active development proposals. Seven (7) proposals are 2023 files (13%), 22 proposals are 2022 files (39%), 27 proposals are pre-2022 files (48%).

Staff continue to work with the AMANDA Implementation Team to add enhancements to the database that will allow for the creation of more detailed reporting. As a result, future tables will include a qualitative analysis of the status of active Applications. Furthermore, the long-term goal of the Planning Division is to make this information available on an interactive map accessed through the City of Hamilton website, and an e-mail system will provide notification of when a new Application is received.

Current Non-Decision Appeals to the Ontario Land Tribunal

At the February 2, 2021, Planning Committee meeting, Planning Committee requested that information be reported relating to development applications that have been appealed for non-decision to the Ontario Land Tribunal. Attached as Appendix “D” to Report PED23155 is a table outlining development applications, along with the applicant/agent, that have been appealed for non-decision to the Ontario Land Tribunal. There are currently 21 active appeals for non-decision of which two are rezoning applications, one is a subdivision application, two are a combined official plan and rezoning application, and 16 are combined official plan, rezoning and subdivision applications. Third party appeals are not included in this information as Council has made a decision to approve the application.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PED23155 - List of Active Development Applications (prior to December 12, 2017)

Appendix “B” to Report PED23155 - List of Active Development Applications (after December 12, 2017, but before September 3, 2019)

Appendix “C” to Report PED23155 - List of Active Development Applications (after September 3, 2019)

Appendix “D” to Report PED23155 - *Planning Act* Applications Currently Appealed for Non-Decision to the Ontario Land Tribunal

SE:sd

**Active Development Applications
Deemed Complete Prior to December 12, 2017
(Effective August 16, 2023)**

| File | Address | Date Received | Date ¹ Deemed Incomplete | Date ¹ Deemed Complete | 120 day cut off (Rezoning) | 180 day cut off (Plan of Sub) | 270 day cut off OPA* | Applicant/ Agent | Days Since Received and/or Deemed Complete as of August 16, 2023 |
|---|--|---------------|-------------------------------------|-----------------------------------|----------------------------|-------------------------------|----------------------|--|--|
| Ward 7 | | | | | | | | | |
| UHOPA-17-31 ZAC-17-071 | 1625 - 1655 Upper James Street, Hamilton | 27-Sep-17 | n/a | 02-Oct-17 | 25-Jan-18 | n/a | 24-Jun-18 | MB1 Development Consulting Inc. | 2207 |
| Ward 9 | | | | | | | | | |
| UHOPA-16-26 ZAC-16-065 25T-201611 | 478 and 490 First Road West, Stoney Creek | 12-Oct-16 | n/a | 02-Nov-16 | 09-Feb-17 | 10-Apr-17 | 09-Jul-17 | T. Johns Consultants Inc. | 2527 |
| UHOPA-16-27 ZAC-16-066 25T-201612 | 464 First Road West, Stoney Creek | 12-Oct-16 | n/a | 02-Nov-16 | 09-Feb-17 | n/a | 09-Jul-17 | T. Johns Consultants Inc. | 2527 |
| Ward 10 | | | | | | | | | |
| ZAC-15-040 | 9 Glencrest Avenue, Stoney Creek | 02-Jul-15 | n/a | 17-Jul-15 | 30-Oct-15 | n/a | n/a | WEBB Planning Consultants Inc. | 2995 |

**Active Development Applications
Deemed Complete Prior to December 12, 2017
(Effective August 16, 2023)**

| File | Address | Date Received | Date ¹ Deemed Incomplete | Date ¹ Deemed Complete | 120 day cut off (Rezoning) | 180 day cut off (Plan of Sub) | 270 day cut off OPA* | Applicant/ Agent | Days Since Received and/or Deemed Complete as of July 12, 2023 |
|--------------------------|---|---------------|-------------------------------------|-----------------------------------|----------------------------|-------------------------------|----------------------|---------------------------------|--|
| Ward 12 | | | | | | | | | |
| ZAC-16-006 25T-201602 | 285, 293 Fiddlers Green Road, Ancaster | 23-Dec-15 | n/a | 06-Jan-16 | 21-Apr-16 | 20-Jun-16 | n/a | Liam Doherty | 2821 |
| ZAC-17-062 | 45 Secinaro Avenue, Ancaster | 28-Jul-17 | n/a | 01-Aug-17 | 25-Nov-17 | n/a | n/a | T. Johns Consultants Inc. | 2238 |

Active Development Applications

- When an Application is deemed incomplete, the new deemed complete date is the day the new materials are submitted. In these situations, the 120, 180 and 270 day timeframe commences on the date the new materials were submitted. In all other situations, the 120, 180 and 270 day timeframe commences the day the Application was received.

* In accordance with Section 17 (40.1) of the *Planning Act*, the City of Hamilton has extended the approval period of Official Plan Amendment Applications by 90 days from 180 days to 270 days. However, Applicants can terminate the 90 day extension if written notice to the Municipality is received prior to the expiration of the 180 statutory timeframe.

**Active Development Applications
Deemed Complete After December 12, 2017
(Effective August 16, 2023)**

| File | Address | Date Received | Date ¹ Deemed Incomplete | Date ¹ Deemed Complete | 150 day cut off (Rezoning) | 180 day cut off (Plan of Sub.) | 300 day cut off (OPA) | Applicant/Agent | Days since Received and/or Deemed Complete as of August 16, 2023 |
|--|--|---------------|-------------------------------------|-----------------------------------|----------------------------|--------------------------------|-----------------------|---|--|
| Ward 2 | | | | | | | | | |
| ZAR-19-008 | 124 Walnut Street South, Hamilton | 21-Dec-18 | n/a | 18-Jan-19 | 20-May-19 | n/a | n/a | IBI Group | 1727 |
| Ward 11 | | | | | | | | | |
| UHOPA-18-016* ZAC-18-040 25T-2018007 | 9511 Twenty Road West, Glanbrook | 10-Jul-18 | n/a | 15-Aug-18 | n/a | 06-Jan-19 | 06-May-19* | Corbett Land Strategies | 1891 |
| Ward 12 | | | | | | | | | |
| ZAC-18-048 25T-2018009 | 387, 397, 405 and 409 Hamilton Drive, Ancaster | 09-Sep-18 | n/a | 28-Sep-18 | 06-Feb-19 | 08-Mar-19 | n/a | Fothergill Planning & Development Inc. | 1830 |
| UHOPA-18-022* ZAC-18-056 25T-2018010 | 26 Southcote Road, Ancaster | 05-Nov-18 | n/a | 15-Nov-18 | n/a | 04-May-19 | 01-Sep-19* | A.J. Clarke & Associates Ltd. | 1773 |
| Ward 14 | | | | | | | | | |
| ZAC-19-011 | 1933 Old Mohawk Road, Ancaster | 12-Dec-18 | n/a | 10-Jan-19 | 11-May-19 | n/a | n/a | Urban Solutions Planning & Land Development | 1736 |

**Active Development Applications
Deemed Complete After December 12, 2017
(Effective August 16, 2023)**

| File | Address | Date Received | Date ¹ Deemed Incomplete | Date ¹ Deemed Complete | 150 day cut off (Rezoning) | 180 day cut off (Plan of Sub.) | 300 day cut off (OPA) | Applicant/Agent | Days since Received and/or Deemed Complete as of August 16, 2023 |
|-----------------------------|---|---------------|-------------------------------------|-----------------------------------|----------------------------|--------------------------------|-----------------------|-----------------------|--|
| Ward 15 | | | | | | | | | |
| RHOPA-18-020* ZAC-18-045 | 173 and 177 Dundas Street East, Flamborough | 23-Jul-18 | n/a | 15-Aug-18 | n/a | n/a | 19-May-19* | MHBC Planning Limited | 1872 |

Active Development Applications

1. When an Application is deemed incomplete, the new deemed complete date is the day the new materials are submitted. In these situations, the 150, 180, 210 and 300 day timeframe commences on the date the new materials were submitted. In all other situations, the 150, 180, 210 and 300 day timeframe commences the day the Application was received.

* In accordance with Section 34 (11.0.0.0.1), of the *Planning Act*, the approval period for Zoning By-law Amendment Applications submitted concurrently with an Official Plan Amendments, will be extended to 210 days.

* In accordance with Section 17 (40.1) of the *Planning Act*, the City of Hamilton has extended the approval period of Official Plan Amendment Applications by 90 days from 210 days to 300 days. However, Applicants can terminate the 90 day extension if written notice to the Municipality is received prior to the expiration of the 210 statutory timeframe.

**Active Development Applications
Deemed Complete After September 3, 2019
(Effective August 16, 2023)**

| File | Address | Date Received | Date ¹ Deemed Incomplete | Date ¹ Deemed Complete | 90 day cut off (Rezoning) | 120 day cut off (OPA or Plan of Sub) | Applicant/Agent | Days Since Received and/or Deemed Complete as of August 16, 2023 |
|----------------------------|--|---------------|-------------------------------------|-----------------------------------|---------------------------|--------------------------------------|----------------------------|--|
| Ward 1 | | | | | | | | |
| UHOPA-20-027 ZAC-20-042 | 1629-1655 Main Street West, Hamilton | 2-Nov-20 | n/a | 1-Dec-20 | n/a | 02-Mar-21 | GSP Group | 1039 |
| UHOPA-22-005 ZAC-22-012 | 200 Market Street, 55 Queen Street North, Hamilton | 19-Jan-22 | n/a | 19-Jan-22 | n/a | 19-May-22 | GSP Group | 574 |
| Ward 2 | | | | | | | | |
| UHOPA-20-025 ZAC-20-038 | 115 George Street and 220-222 Main Street West, Hamilton | 04-Sep-20 | n/a | 28-Sep-20 | n/a | 02-Jan-21 | GSP Group | 1104 |
| UHOPA-21-007 ZAC-21-014 | 101 Hunter Street East, Hamilton | 23-Mar-21 | n/a | 8-Apr-21 | n/a | 21-Jul-21 | Coletara Developments | 934 |
| UHOPA-22-001 ZAC-22-003 | 65 Guise Street, Hamilton | 15-Nov-21 | n/a | 18-Nov-21 | n/a | 15-Mar-22 | James Webb Consulting Inc. | 635 |

**Active Development Applications
Deemed Complete After September 3, 2019
(Effective August 16, 2023)**

| File | Address | Date Received | Date ¹ Deemed Incomplete | Date ¹ Deemed Complete | 90 day cut off (Rezoning) | 120 day cut off (OPA or Plan of Sub) | Applicant/Agent | Days Since Received and/or Deemed Complete as of August 16, 2023 |
|----------------------------|------------------------------------|---------------|-------------------------------------|-----------------------------------|---------------------------|--------------------------------------|---|--|
| Ward 3 | | | | | | | | |
| ZAC-22-049 | 338 Cumberland Avenue, Hamilton | 20-July-22 | n/a | 20-July-22 | 18-Oct-22 | n/a | Urban Solutions Planning & Land Development | 393 |
| ZAC-22-053 | 83 Emerald Street South, Hamilton | 9-Aug-22 | n/a | 22-Aug-22 | 7-Nov-22 | n/a | Gladki Planning Associates Inc. | 373 |
| Ward 4 | | | | | | | | |
| UHOPA-23-006 ZAC-23-012 | 1284 Main Street East, Hamilton | 14-Dec-22 | n/a | 10-Jan-23 | n/a | 13-Apr-23 | GSP Group | 246 |
| Ward 5 | | | | | | | | |
| UHOPA-22-016 ZAC-22-030 | 399 Greenhill Avenue, Stoney Creek | 26-Apr-22 | n/a | 27-Apr-22 | n/a | 28-July-22 | Bousfields Inc. | 477 |

**Active Development Applications
Deemed Complete After September 3, 2019
(Effective August 16, 2023)**

| File | Address | Date Received | Date ¹ Deemed Incomplete | Date ¹ Deemed Complete | 90 day cut off (Rezoning) | 120 day cut off (OPA or Plan of Sub) | Applicant/Agent | Days Since Received and/or Deemed Complete as of August 16, 2023 |
|--|--|---------------|-------------------------------------|-----------------------------------|---------------------------|--------------------------------------|--|--|
| Ward 6 | | | | | | | | |
| ZAC-22-037 25T-202207 | 61 Eleanor Avenue, Hamilton | 13-June-22 | n/a | 15-June-22 | n/a | 12-Oct-22 | A.J. Clarke & Associates Ltd. | 430 |
| UHOPA-22-027 ZAC-22-065 | 1400 Limeridge Road East, Hamilton | 31-Oct-22 | n/a | 10-Nov-22 | n/a | 28-Feb-23 | MHBC Planning Ltd. | 290 |
| ZAC-23-009 | 1280 Rymal Road East, Hamilton | 15-Dec-22 | n/a | 6-Jan-23 | 15-Mar-23 | n/a | Fothergill Planning & Development Inc. | 245 |
| Ward 7 | | | | | | | | |
| UHOPA-20-021 ZAC-20-037 25T-202006 | 544 and 550 Rymal Road East, Hamilton | 11-Sep-20 | n/a | 11-Oct-20 | n/a | 09-Jan-20 | Rymal East Development Corp. | 1134 |
| ZAC-22-016 | 48 Miles Road, Hamilton | 25-Jan-22 | n/a | 10-Feb-22 | 25-Apr-22 | n/a | IBI Group | 552 |

**Active Development Applications
Deemed Complete After September 3, 2019
(Effective August 16, 2023)**

| File | Address | Date Received | Date ¹ Deemed Incomplete | Date ¹ Deemed Complete | 90 day cut off (Rezoning) | 120 day cut off (OPA or Plan of Sub) | Applicant/Agent | Days Since Received and/or Deemed Complete as of August 16, 2023 |
|--|--|---------------|-------------------------------------|-----------------------------------|---------------------------|--------------------------------------|---|--|
| Ward 8 | | | | | | | | |
| UHOPA-20-017 ZAC-20 029 25T-202003 | 393 Rymal Road West, Hamilton | 20-Jul-20 | n/a | 19-Aug-20 | n/a | 17-Nov-20 | GSP Group Inc. | 1142 |
| ZAC-21-029 25T-202108 | 204, 212, 220, 226 Rymal Road West, Hamilton | 05-July-21 | n/a | 09-Aug-21 | n/a | 02-Nov-21 | T. Johns Consulting Group | 766 |
| ZAC-22-024 25T-202204 | 1456-1460 Upper James Street, Hamilton | 28-Mar-22 | n/a | 08-Apr-22 | n/a | 26-Jul-22 | A.J. Clarke & Associates | 507 |
| UHOPA-22-021 ZAC-22-047 | 1177, 1183, 1187 West 5 th Street, Hamilton | 13-July-22 | n/a | 13-July-22 | n/a | 10-Nov-22 | Urban Solutions Planning & Land Development | 400 |
| ZAC-22-066 | 81 Rymal Road East, Hamilton | 24-Oct-22 | n/a | 24-Nov-22 | 22-Jan-22 | n/a | GSP Group Inc. | 297 |
| UHOPA-23-004 ZAC-23-005 | 1550 Upper James Street, Hamilton | 24-Nov-22 | n/a | 9-Dec-22 | n/a | 24-Mar-23 | Arcadis IBI Group | 266 |

**Active Development Applications
Deemed Complete After September 3, 2019
(Effective August 16, 2023)**

| File | Address | Date Received | Date ¹ Deemed Incomplete | Date ¹ Deemed Complete | 90 day cut off (Rezoning) | 120 day cut off (OPA or Plan of Sub) | Applicant/Agent | Days Since Received and/or Deemed Complete as of August 16, 2023 |
|---|--|---------------|-------------------------------------|-----------------------------------|---------------------------|--------------------------------------|-------------------------------|--|
| Ward 9 | | | | | | | | |
| ZAC-22-064 25T-202209 | 82 Carlson Street, Stoney Creek | 11-Oct-22 | n/a | 13-Oct-22 | n/a | 12-Jan-23 | MHBC Planning Ltd. | 310 |
| UHOPA-20-010 ZAC-20-015 25T-200303R | 2080 Rymal Road East, Glanbrook | 20-Dec-19 | 20-Jan-20 | 31-Jan-20 | n/a | 19-May-20 | A.J. Clarke & Associates Ltd. | 1321 |
| ZAC-22-001 | 2153, 2155, and 2157 Rymal Road East, Stoney Creek | 4-Nov-21 | n/a | n/a | 2-Feb-22 | n/a | Weston Consulting | 650 |
| ZAC-22-029 25T-202206 | 481 First Road W., Stoney Creek | 22-Apr-22 | n/a | n/a | n/a | 24-Jul-22 | Kuok Kei Hong | 483 |
| UHOPA-23-005 ZAC-23-006 | 1065 Paramount Drive, Stoney Creek | 18-Nov-22 | n/a | 13-Dec-22 | n/a | 18-Mar-23 | Arcadis IBI Group | 272 |
| 25T-202304 | 157 Upper Centennial Parkway, Stoney Creek | 22-Dec-22 | n/a | 11-Apr-23 | n/a | 11-Aug-23 | MHBC Planning Ltd. | 237 |

**Active Development Applications
Deemed Complete After September 3, 2019
(Effective August 16, 2023)**

| File | Address | Date Received | Date ¹ Deemed Incomplete | Date ¹ Deemed Complete | 90 day cut off (Rezoning) | 120 day cut off (OPA or Plan of Sub) | Applicant/Agent | Days Since Received and/or Deemed Complete as of August 16, 2023 |
|--|--|---------------|-------------------------------------|-----------------------------------|---------------------------|--------------------------------------|-------------------------------|--|
| Ward 10 | | | | | | | | |
| UHOPA-21-018 ZAC-21-039 | 1400 South Service Road, Stoney Creek | 10-Sep-21 | n/a | 16-Sep-21 | n/a | 14-Jan-22 | MHBC Planning Ltd. | 727 |
| UHOPA-21-006 ZAC-21-011 | 582 and 584 Hwy. 8, Stoney Creek | 08-Feb-21 | n/a | 08-Mar-21 | n/a | 21-Jul-21 | SIMNAT Consulting Inc. | 947 |
| UHOPA-22-020 ZAC-22-046 25T-202208 | 220 McNeilly Road, Hamilton | 8-July-22 | n/a | 22-July-22 | n/a | 5-Nov-22 | T. Johns Consulting Group | 405 |
| UHOPA-22-026 ZAC-22-063 | 1310 South Service Road, Stoney Creek | 28-Sep-22 | n/a | 30-Sep-22 | n/a | 5-Jan-23 | The Planning Partnership | 323 |
| ZAC-23-004 | 48 Jenny Court | 29-Nov-22 | n/a | 4-Jan-23 | 27-Feb-23 | n/a | T. Johns Consulting Group | 261 |
| Ward 11 | | | | | | | | |
| UHOPA-21-001 ZAC-21-001 25T-202101 | 3169 Fletcher Road, Glanbrook | 14-Dec-20 | n/a | 12-Jan-21 | n/a | 12-May-21 | A.J. Clarke & Associates Ltd. | 1003 |

**Active Development Applications
Deemed Complete After September 3, 2019
(Effective August 16, 2023)**

| File | Address | Date Received | Date ¹ Deemed Incomplete | Date ¹ Deemed Complete | 90 day cut off (Rezoning) | 120 day cut off (OPA or Plan of Sub) | Applicant/Agent | Days Since Received and/or Deemed Complete as of August 16, 2023 |
|--|------------------------------------|---------------|-------------------------------------|-----------------------------------|---------------------------|--------------------------------------|---|--|
| Ward 11 Continued | | | | | | | | |
| UHOPA-22-008 ZAC-22-017 | 3054 Homestead Drive, Hamilton | 27-Jan-22 | n/a | 10-Feb-22 | n/a | 25-May-22 | Urban Solutions Planning & Land Development | 569 |
| UHOPA-22-014 ZAC-22-027 25T-202205 | 2876 Upper James Street, Glanbrook | 05-Apr-22 | n/a | 05-Apr-22 | n/a | 03-Aug-22 | Rice Group | 499 |
| ZAC-22-055 | 2640 Binbrook Road, Glanbrook | 16-Aug-22 | n/a | 18-Aug-22 | 14-Nov-22 | n/a | IBI Group | 366 |
| Ward 12 | | | | | | | | |
| UHOPA-20-013 ZAC-20-017 | 210 Calvin Street, Ancaster | 18-Feb-20 | 04-Mar-20 | 11-Jun-20 | n/a | 09-Oct-20 | SGL Planning & Design Inc. | 1189 |
| 25T-202102 | 370 Garner Road East, Ancaster | 18-Dec-20 | n/a | 22-Jan-21 | n/a | 17-Apr-21 | A.J. Clarke & Associates Ltd. | 999 |
| 25T-202105 | 700 Garner Road East, Ancaster | 18-Jan-21 | n/a | 04-Feb-21 | n/a | 18-May-21 | MHBC Planning Ltd. | 968 |
| ZAC-23-010 | 299 Fiddlers Green Road, Ancaster | 19-Dec-22 | n/a | 6-Jan-23 | 19-Mar-23 | n/a | Wellings Planning Consultants | 241 |

**Active Development Applications
Deemed Complete After September 3, 2019
(Effective August 16, 2023)**

| File | Address | Date Received | Date ¹ Deemed Incomplete | Date ¹ Deemed Complete | 90 day cut off (Rezoning) | 120 day cut off (OPA or Plan of Sub) | Applicant/Agent | Days Since Received and/or Deemed Complete as of August 16, 2023 |
|--|-------------------------------------|---------------|-------------------------------------|-----------------------------------|---------------------------|--------------------------------------|---|--|
| Ward 13 | | | | | | | | |
| ZAC-22-044 | 64 Hatt Street, Dundas | 6-July-22 | n/a | 7-July-22 | 4-Oct-22 | n/a | GSP Group Inc. | 407 |
| ZAR-22-004 | 12 Louisa Street, Flamborough | 15-Nov-21 | n/a | 23-Nov-21 | 13-Feb-22 | n/a | MB1 Development Consulting Inc. | 630 |
| Ward 15 | | | | | | | | |
| ZAC-20-006 | 518 Dundas Street East, Dundas | 23-Dec-19 | n/a | 22-Jan-20 | n/a | 21-Apr-20 | Urban Solutions Planning and Land Development | 1333 |
| UHOPA-21-003 ZAC-21-007 25T-202103 | 562 Dundas Street East, Flamborough | 23-Dec-20 | n/a | 08-Feb-21 | n/a | 22-Apr-21 | Metropolitan Consulting Inc. | 967 |
| 25T-201507R | 74 Parkside Drive, Flamborough | 11-Aug-22 | n/a | 18-Aug-22 | n/a | 17-Oct-22 | IBI Group | 371 |

Active Development Applications

- When an Application is deemed incomplete, the new deemed complete date is the day the new materials are submitted. In these situations, the 90 and 120 day timeframe commences on the date the new materials were submitted. In all other situations, the 90 and 120 day timeframe commences the day the Application was received.

**Planning Act Applications
Currently Appealed for Non-Decision to the
Ontario Land Tribunal (OLT)
(Effective August 16, 2023)**

| | Address | Applicant /Agent | Date Appeal Received |
|----------------|---|--|----------------------|
| Ward 2 | | | |
| 1 | 299-307 John Street South, Hamilton | Urban Solutions Planning & Land Development Consultants Inc. | November 2021 |
| 2 | 186 Hunter Street West, Hamilton | Urban Solutions Planning & Land Development Consultants Inc. | June 2022 |
| Ward 5 | | | |
| 3 | 651 Queenston Road, Hamilton | A.J. Clarke & Associates Ltd | September 2022 |
| 4 | 2900 King Street East, Hamilton | Urban Solutions Planning & Land Development Consultants Inc. | November 2022 |
| Ward 7 | | | |
| 5 | 499 Mohawk Road East, Hamilton | Urban Solutions Planning & Land Development Consultants Inc. | August 2023 |
| Ward 9 | | | |
| 6 | 157 Upper Centennial Parkway, Stoney Creek | WEBB Planning Consultants Inc. | September 2017 |
| Ward 10 | | | |
| 7 | 1036, 1038, 1054, 1090 Barton Street, and 262 McNeilly Road, Stoney Creek | Glen Schnarr & Associates Inc. | November 2021 |

**Planning Act Applications
Currently Appealed for Non-Decision to the
Ontario Land Tribunal (OLT)
(Effective August 16, 2023)**

| | Address | Applicant /Agent | Date Appeal Received |
|----------------|---|--|----------------------|
| Ward 11 | | | |
| 8 | 526 Winona Road, Stoney Creek | Urban Solutions Planning & Land Development Consultants Inc. | June 2022 |
| 9 | 3160, 3168, 3180, and 3190 Regional Road 56, Binbrook | MHBC Planning Limited | November 2022 |
| 10 | 3064, 3070, 3078, 3084 Regional Road 56, Glanbrook | MHBC Planning Limited | November 2022 |
| 11 | 11, 19, 20, 21, 23, 27 & 30 Lakeside Drive, 81 Waterford Crescent, Stoney Creek | IBI Group | December 2022 |
| Ward 12 | | | |
| 12 | 140 Garner Road, Ancaster | Urban Solutions Planning and Land Development Consultants Inc. | February 2022 |
| 13 | 1019 Wilson Street West, Ancaster | MHBC Planning Limited | July 2022 |
| 14 | 442-462 Wilson Street East, Ancaster | GSP Group | July 2022 |
| 15 | 509 Southcote Road, Ancaster | Urban Solutions Planning and Land Development Consultants Inc. | June 2023 |
| 16 | 140 & 164 Sulphur Springs Road, Ancaster | Fothergill Planning & Development Inc. | July 2023 |

**Planning Act Applications
Currently Appealed for Non-Decision to the
Ontario Land Tribunal (OLT)
(Effective August 16, 2023)**

| | Address | Applicant /Agent | Date Appeal Received |
|----------------|--|--|----------------------|
| Ward 14 | | | |
| 17 | 801-870 Scenic Drive, Hamilton | Valery Developments Inc. | May 2021 |
| Ward 15 | | | |
| 18 | 609 and 615 Hamilton Street North and 3 Nesbit Boulevard and 129 – 137 Trudell Circle, Flamborough (Waterdown) | Urban Solutions Planning and Land Development Consultants Inc. | October 2017 |
| 19 | 111 Silverwood Drive (111 Parkside Drive, Flamborough (Waterdown) | Metropolitan Consulting Inc. | October 2017 |
| 20 | 30, 36 and 42 Dundas Street East, 50 Horseshoe Crescent, and 522 Highway 6, Flamborough | MHBC Planning | August 2021 |
| 21 | 909 North Waterdown Drive, Flamborough | Corbett Land Strategies Inc. | December 2022 |



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

| | |
|---------------------------|--|
| TO: | Chair and Members Planning Committee |
| COMMITTEE DATE: | September 19, 2023 |
| SUBJECT/REPORT NO: | Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) |
| WARD(S) AFFECTED: | Ward 9 |
| PREPARED BY: | Charlie Toman (905) 546-2424 Ext. 5863 |
| SUBMITTED BY: | Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department |
| SIGNATURE: | |

RECOMMENDATION

- (a) That **Zoning By-law Amendment Application ZAC-22-064, by MHBC Planning Ltd. (c/o Dave Aston), on behalf of Losani Homes (1998) Ltd, (c/o Myles Smith, Owner)**, for a change in zoning from Neighbourhood Development “ND” Zone and Single Residential “R4-22” Zone, Modified to Low Density Residential (R1, 870) Zone, to permit 23 residential lots for single and semi detached dwellings located on the extension of Carlson Street, for the lands located at 82 Carlson Street, as shown on Appendix “A” attached to Report PED23178, be **APPROVED** on the following basis:
- (i) That the draft By-law attached as Appendix “B” to Report PED23178, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (ii) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020), and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended); and,
 - (iii) That the proposed change in zoning complies with the Urban Hamilton Official Plan.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 2 of 23

- (b) That **Draft Plan of Subdivision Application 25T-202209, by MHBC Planning Ltd. (c/o Dave Aston), on behalf of Losani Homes (1998) Ltd., (Myles Smith), Owner**, on lands located at 82 Carlson Street, shown as on Appendix “A” attached to Report PED23178, be **APPROVED** in accordance with By-law No. 07-323 being the delegation of the City of Hamilton’s Assigned Authority Under the *Planning Act* for the Approval of Subdivisions and Condominiums, on the following basis:
- (i) That this approval apply to the Draft Plan of Subdivision 25T-202209, certified by R.S. Querubin, O.L.S., dated May 16, 2023, consisting of 14 lots for single detached dwellings (Lots 1-14), seven lots for semi detached dwellings (Lots 15-21), two future development blocks (Blocks 22 and 23), one 0.3 metre reserve (Block 24), and the extension of Carlson Street, as shown on Appendix “D” attached to Report PED23178;
 - (ii) That the Owner enter into a Standard Form Subdivision Agreement as approved by City Council and with the Special Conditions as shown attached as Appendix “E” to Report PED23178;
 - (iii) That the Special Conditions of Draft Plan of Subdivision Approval, 25T-202209, as shown on Appendix “C” attached to Report PED23178, be received and endorsed by City Council;
 - (iv) That payment of Cash-in-Lieu of Parkland will be required, pursuant to Section 51 of the *Planning Act*, prior to the issuance of each building permit. The calculation for the Cash-in-Lieu payment shall be based on the value of the lands on the day prior to the issuance of each building permit, all in accordance with the Financial Policies for Development and the City’s Parkland Dedication By-law, as approved by Council; and,
 - (v) Acknowledgement by the City of Hamilton of its responsibility for cost sharing with respect to this development shall be in accordance with the City’s Financial Policies and will be determined at the time of development.

EXECUTIVE SUMMARY

The subject lands are municipality known as 82 Carlson Street, Hamilton as shown on Appendix “A” attached to Report PED23178. The lands are located north of Highland Road West between Second Road West and Gateson Drive and immediately south of Maplewood Park in upper Stoney Creek and are approximately 1.33 hectares in size.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 3 of 23

The subject lands are located within the West Mountain Area (Heritage Green) Secondary Plan.

The applicant has submitted a Zoning By-law Amendment application and a Draft Plan of Subdivision application to permit 23 lots for single detached and semi detached dwellings fronting onto an extension of Carlson Street, extending from the current cul-de-sac that terminates on the westerly edge of the subject lands to the terminus of Carlson Street to the east of the subject lands. The proposal would include the construction of a public road across a portion of City owned lands known as Maplewood Park located at 150 Second Road West immediately east of the subject lands for a roadway connection.

The purpose of the Zoning By-law Amendment application is for a change in zoning from Neighbourhood Development “ND” Zone and Single Residential “R4-22” Zone, Modified to Low Density Residential (R1, 870) Zone. Site specific modifications to the (R1) Zone are proposed to accommodate the proposed development, which are discussed in detail in Appendix “C” attached to Report PED23178.

To facilitate the proposal, staff have included special conditions to the proposed Draft Plan of Subdivision approval that would require the applicant to construct the extension of Carlson Street and underground services across a property owned by the City at the applicants full expense. The road extension would result in the creation of two new city owned parcels. The parcel to the north of the Carlson Street extension would continue to be used as an entrance to Maplewood Park. Once the road has been constructed by the applicant, staff will prepare and submit a By-law to Council to open these lands as a public street either before or concurrently with the registration of the subdivision.

The proposal has merit and can be supported for the following reasons:

- It is consistent with the Provincial Policy Statement (2020);
- It conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended),
- It complies with the general intent of the Urban Hamilton Official Plan and the West Mountain Area (Heritage Green) Secondary Plan; and,
- The proposal is compatible with the surrounding existing residential uses and represents good planning by, among other things, increasing the supply of housing units and making efficient use of existing municipal servicing infrastructure.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 4 of 23

Alternatives for Consideration – See Page 22

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: Bill 23 amended the *Planning Act* to remove the mandatory requirement for a public meeting to consider a proposed Draft Plan of Subdivision.

As required by the *Planning Act*, Council shall hold a Public Meeting to consider an application for a Zoning By-law Amendment.

HISTORICAL BACKGROUND

| Application Details | |
|------------------------------|--|
| Owner: | Losani Homes (1998) Ltd. (c/o Myles Smith) |
| Applicant/Agent: | MHBC Planning Ltd. (c/o Dave Aston) |
| File Number: | ZAC-22-064 25T-202209 |
| Type of Applications: | Zoning By-law Amendment Draft Plan of Subdivision |
| Proposal: | To permit 14 single detached dwelling lots and 7 semi detached dwelling lots on a public road through the extension of Carlson Street. |
| Property Details | |
| Municipal Address: | 82 Carlson Street, Stoney Creek. |
| Lot Area: | ±1.33 ha. |
| Servicing: | Full municipal services. |
| Existing Use | Vacant lands. |
| Documents | |
| Provincial Policy Statement: | The proposal is consistent with the Provincial Policy Statement (2020). |

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 5 of 23

| | |
|--------------------------|---|
| A Place to Grow: | The proposal conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended). |
| Official Plan Existing: | “Neighbourhoods” on Schedule E – Urban Structure and Schedule E-1 – Urban Land Use Designations. |
| Secondary Plan Existing: | West Mountain Area (Heritage Green) Secondary Plan – “Low Density Residential 2b”. |
| Zoning Existing: | Neighbourhood Development “ND” Zone and Single Residential “R4-22” Zone, Modified, Stoney Creek Zoning By-law No. 3692-92. |
| Zoning Proposed: | Low Density Residential (R1, 870) Zone, Zoning By-law No. 05-200. |
| Modifications Proposed: | <p>Applicant proposed modifications:</p> <ul style="list-style-type: none"> • To reduce the minimum lot area from 360 square metres to 300 square metres for single detached dwellings; • To reduce the minimum lot area from 270 square metres to 255 square metres for semi detached dwellings; • To reduce the minimum front yard setback from 6.0 metres to 6.0 metres to the face of an attached garage and 4.5 metres to the face of a single detached or semi detached dwelling; • To reduce the side yard setback from 1.2 metres on both sides of a single detached dwelling to 1.2 metres on one side of a dwelling and 0.6 metre on the other side; and, • To reduce the minimum rear yard setback from 7.5 metres to 7.0 metres for a single detached or semi detached dwelling. <p>Staff proposed modification:</p> <ul style="list-style-type: none"> • To remove Street Townhouse Dwelling as a permitted use. |

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 6 of 23

| Processing Details | |
|---------------------------------|--|
| Received: | October 11, 2022. |
| Deemed Complete: | October 28, 2022. |
| Notice of Complete Application: | Sent to 103 property owners within 120 m of the subject lands on October 28, 2022. |
| Public Notice Sign: | Posted October 31, 2022 and updated with Public Meeting date August 23, 2023. |
| Notice of Public Meeting: | Sent to 108 property owners within 120 m of the subject lands on September 1, 2023. |
| Public Comments: | One letter was received expressing concern (see Appendix "F" attached to Report PED23178). |
| Processing Time: | 343 days from receipt of initial application, 102 days from receipt of final revised submission. |

Existing Land Use and Zoning

| | Existing Land Use | Existing Zoning |
|-------------------------------|-------------------------------------|---|
| Subject Lands: | Vacant | Neighbourhood Development "ND" Zone, Modified, Single Residential "R4-22" Zone. |
| Surrounding Land Uses: | | |
| North | Community Park | Community Park (P2) Zone. |
| South | Single Detached Dwellings | Neighbourhood Development "ND" Zone, Single Residential "R6" Zone, Single Residential "R4-22" Zone, Modified, and Single Residential "R6-4" Zone, Modified. |
| East | Gravel Parking Area and Vacant Land | Community Park (P2) Zone and Residential "R6" Zone. |
| West | Single Detached Dwellings | Single Residential "R4-22" Zone, Modified. |

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 7 of 23

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Provincial Policy Framework (2020)

The Provincial Planning Policy Framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (2020). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the Provincial Policy Statement and conform to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended).

The mechanism for the implementation of the Provincial plans and policies is through the Official Plan. Through the preparation, adoption and subsequent approval by the Ontario Land Tribunal, the City of Hamilton has established the Urban Hamilton Official Plan which contains local policies for the implementation of the Provincial planning policy framework. As such, matters of provincial interest (i.e., efficiency of land use) are discussed in the Official Plan analysis that follows.

As the application for Zoning By-law Amendment complies with the Urban Hamilton Official Plan, it is staff's opinion that the application is:

- Consistent with Section 3 of the *Planning Act*;
- Consistent with the Provincial Policy Statement (2020); and,
- Conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended).

Urban Hamilton Official Plan (UHOP)

The subject lands are identified as "Neighbourhoods" on Schedule E – Urban Structure and designated "Neighbourhoods" on Schedule E-1 – Urban Land Use Designations. The subject lands are designated "Low Density Residential 2b" on Map B.7.6-1 – West Mountain Area (Heritage Green) Secondary Plan Land Use Plan. The following policies, amongst others, apply to the proposal.

Cultural Heritage

- "B.3.4.2.1 The City of Hamilton shall, in partnership with others where appropriate:
- a) Protect and conserve the tangible *cultural heritage resources* of the City, including *archaeological resources*, *built heritage resources*, and *cultural heritage landscapes* for present and future generations."

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 8 of 23

There are no built cultural heritage resources on the property. The applicant submitted a Stage 1 & 2 Archaeological Assessment dated October 2007 prepared by AMICK Consultants Limited and a Stage 1 & 2 Archaeological Assessment dated September 11, 2022 prepared by AMICK Consultants Limited. Staff have reviewed the assessments and are of the opinion that the municipal interest in the archaeology of the subject lands has been satisfied.

Transportation Network and Right-of-Ways

- “C.4.5.2 The road network shall be planned and implemented according to the following functional classifications and right-of-way-widths:
- f) Local roads, subject to the following policies:
 - ii) The basic maximum right-of-way widths for local roads shall be ... 20.117 metres ...;
 - v) Sidewalks should be provided on both sides of the street. (OPA 109)
- C.4.5.12 The City shall require transportation impact studies to assess the impact of proposed developments on current travel patterns and/or future transportation requirements. These studies shall be submitted as part of applications for Official Plan amendments, subdivision approvals, major rezoning and major site plan approvals.”

The proposed extension of Carlson Street is deemed a local road with a minimum width of 20.117 metres. Currently Carlson Street to the east and west of the subject lands has a sidewalk on the northern side of the street only. Staff require that the extension of Carlson Street include a sidewalk on the northern side of the street to ensure continuity of the existing streetscape to both the east and west of the subject lands. These matters are addressed as Condition No. 19 of Appendix “E” to Report PED23178.

Staff have reviewed the Traffic Impact Brief, prepared by SLBC Inc., dated May 23, 2023, submitted by the applicant and are satisfied that the proposed development will not negatively impact current travel patterns or future transportation requirements.

Carlson Street Extension Across City Owned Lands

To facilitate the proposal the applicant proposes to construct an extension of Carlson Street across a portion of property owned by the City known as Maplewood Park located at 150 Second Road West to complete the road connection. Staff note that the

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 9 of 23

Carlson Street extension was identified within the Valley Park Neighbourhood Plan which was approved by the former City of Stoney Creek when the neighbourhood was developed. The Neighbourhood Plan does not form part of the Urban Hamilton Official Plan; however, it does show that the extension of Carlson Street has been planned for as part of the build out of the neighbourhood.

As the lands are not owned by the applicant and are not within the Draft Plan of Subdivision, Condition No. 11 of Appendix “E” to Report PED23178 has been included requiring the applicant to complete the engineering design and construction of the extension across these lands at 100% of the applicant’s expense. Prior to beginning preliminary grading or construction of the road extension, the applicant will also be required to enter into a Subdivision Agreement with the City setting out requirements related to the design and construction of the extension as well as setting out required securities, insurance and indemnification of the City for the work. Once the road has been constructed by the applicant, staff will prepare and submit a By-law to Council to open these lands as a public street either before or concurrently with the registration of the subdivision. This is addressed through Condition No. 17 of Appendix “E” to Report PED23178.

Staff note that there is an existing Reference Plan (62R-12038) which was deposited in 1992 that identifies the location of the road extension over the City owned lands. Staff have advised the applicant that if this Reference Plan is found to not meet the City’s requirements for passing a By-law to open these lands as a public street, the applicant will be required to provide, submit and register a new Reference Plan (see Note No. 2 of Appendix “E” to Report PED23178).

The road extension would result in the creation of two new city owned parcels. The remaining lands to the north of the Carlson Street extension would continue to be used as an entrance to Maplewood Park. There is currently a small gravel public parking area at the entrance to the park and Condition Nos. 12 and 25 of Appendix “E” to Report PED23178 is included to require the applicant to maintain the driveway approach to allow for ongoing parking and a pedestrian connection to the existing walking path.

The parcel to the south of the Carlson Street extension would continue to be owned by the City and become developable once the road and underground services are extended by the applicant. Condition No. 11 of Appendix “D” to Report PED23178 has been included to require the applicant to provide lateral water and sanitary sewer connections to this parcel at their expense to facilitate future residential development of up to two dwelling units.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 10 of 23

Infrastructure and Servicing

“C.5.3.11 The City shall ensure that any change in density can be accommodated within the municipal water and wastewater system; and,

C.5.4.2 Any new *development* that occurs shall be responsible for submitting a detailed storm water management plan prior to *development* to properly address on site drainage and to ensure that new *development* has no negative impact on off site drainage.”

Staff have reviewed the Functional Servicing and Stormwater Management Report, prepared by S. Llewellyn & Associates Limited and dated December 2021, and are satisfied that there is sufficient infrastructure capacity to support the proposal.

Development Engineering Approvals staff have identified a number of matters to be addressed at the detailed design stage and through special conditions of draft plan approval, which are included as Condition Nos. 1 to 17 of Appendix “E” to Report PED23178, which are discussed in greater detail below in the Relevant Consultation section of this Report.

Tree Protection

“C.2.11.1 The City recognizes the importance of trees and woodlands to the health and quality of life in our community. The City shall encourage sustainable forestry practices and the protection and restoration of trees and forests.”

Trees have been identified in and around the subject property. Staff have reviewed the Tree Management Plan, prepared by Davey Resource Group and last revised on June 6, 2023. A total of 149 trees were inventoried and assessed, of which:

- 66 privately owned trees within the development area are proposed to be removed as the root zones of the trees proposed to be removed conflict with the required grading and road construction for development of the subject lands. Staff confirmed that a stand of White Spruce trees at the rear of proposed Lots 12-16 abutting Maplewood Park cannot be retained to accommodate the proposed rear lot drainage swale and storm sewer.
- 47 boundary trees are proposed to be removed to accommodate the Carlson Street extension. The majority of these trees are located along the eastern property line abutting City owned lands and include a hedge of 40 Cedar trees. Forestry staff have identified some revisions and updates required to the Tree

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 11 of 23

Management Plan but are satisfied that these can be resolved through Condition No. 26 of Appendix “E” to Report PED23178.

- There is one boundary tree (Tree #63 – White Spruce) abutting private property is proposed to be removed and will require the applicant to obtain written permission from the neighbour. Confirmation that this permission has been received is required before City staff would approve the final Tree Protection Plan addressed through Condition No. 26 of Appendix “E” to Report PED23178.
- All 36 neighbouring trees surveyed, including trees located within Maplewood Park, would be preserved. Condition No. 20 of Appendix “E” to Report PED23178 requires the applicant to provide a Tree Protection Letter confirming that protective measures are installed around these trees during construction.

At the request of City staff, the applicant also submitted a Butternut Health Assessment, prepared by Davey Resource Group and dated May 23, 2023, to investigate a private tree proposed for removal. The Assessment concluded that the tree was an English Walnut, not a Butternut which addressed staff’s concerns.

City Natural Heritage and Forestry and Horticulture staff are generally satisfied with the Tree Protection Plan and have identified minor clarifications to be addressed through Condition No. 26 of Appendix “E” to Report PED23178. To ensure compensation for trees removed, Condition No. 21 of Appendix “E” to Report PED23178 requires the applicant to provide one for one compensation for any private tree (10 cm diameter at breast height (DBH) or greater) that is proposed to be removed from private property, with said compensation to be identified on the Landscape Plan. In addition, Condition No. 27 of Appendix “E” to Report PED23178 requires the applicant to provide loss of canopy fees for any municipal trees that have been approved for removal as a result of the extension of Carlson Street through City owned lands.

Urban Design and Architectural Control

- “F.3.2.5.1 The City may develop urban design guidelines to address contextual or use specific design issues, or other matters where the City identifies a need for specific design guidance in order to implement the policies of this Plan.
- 3.2.5.2 The City in considering applications for plans of subdivision and condominiums may require an applicant to prepare urban design and/or architectural design guidelines to the City’s satisfaction. The City may undertake Architectural Control to ensure compliance with the approved

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 12 of 23

Urban Design/Architectural Guidelines applicable to a specific development or redevelopment.”

City staff require that the applicant submit Urban Design Guidelines to the satisfaction of the City and that individual dwellings be subject to review by a Control Architect to ensure conformity with the approved Guidelines, which are addressed as Condition Nos. 22 and 23 of Appendix “E” to Report PED23178.

Plan of Subdivision

“F.1.14.1.2 Council shall approve only those plans of subdivision that meet the following criteria:

- a) The plan of subdivision conforms to the policies and land use designations of this Plan;
- b) The plan of subdivision implements the City’s staging of development program;
- c) The plan of subdivision can be supplied with adequate services and community facilities;
- d) The plan of subdivision shall not adversely impact upon the transportation system and the natural environment;
- e) The plan of subdivision can be integrated with adjacent lands and roadways;
- f) The plan of subdivision shall not adversely impact municipal finances; and,
- g) The plan of subdivision meets all requirements of the *Planning Act*.”

The proposed Draft Plan of Subdivision is to facilitate the creation of 14 single detached residential lots, seven semi detached residential lots, and two future development blocks on a public road through the extension of Carlson Street as shown in Appendix “C” to Report PED23178. The two future development blocks (Blocks 22 and 23) cannot be developed until the existing cul-de-sac that terminates at the end of Carlson Street to the west of the subject lands is removed as a result of the road extension and land is transferred to the applicant to form two complete lots.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 13 of 23

The proposal is consistent with the Criteria for Staging of Development in that utilities and services are available. This proposal supports a healthy growing economy, provides housing opportunities, complies with the general intent of the Urban Hamilton Official Plan and West Mountain Area (Heritage Green) Secondary Plan, will not adversely impact upon the transportation system or the natural environment, and will integrate well with the existing development in the area.

Based on the foregoing, the proposal complies with the applicable policies of Volume 1 of the Urban Hamilton Official Plan.

West Mountain Area (Heritage Green) Secondary Plan

The subject lands are designated “Low Density Residential 2b” on Map B.7.6-1 – West Mount Area (Heritage Green) Secondary Plan Land Use Plan. The following policies, amongst others, apply to the proposal.

“B.7.6.2.2 Notwithstanding Section E.3.4 – Low Density Residential of Volume 1, the following policies shall apply to the lands designated Low Density Residential 2b and Low Density Residential 3c on Map B.7.6-1 – West Mountain Area (Heritage Green) – Land Use Plan:

- a) Low Density Residential 2b designation:
 - i) the permitted uses shall include single detached dwellings, duplex and semi detached dwellings; and,
 - ii) the density shall not exceed 29 units per net residential hectare.”

The effect of the proposed Zoning By-law Amendment, attached as Appendix “B” to Report PED23178, restricts residential uses to single detached, duplex and semi detached dwellings only. The density of the proposed Draft Plan of Subdivision is 28.5 units per net residential hectare.

Based on the foregoing, the proposal complies with the applicable policies of the West Mountain Area (Heritage Green) Secondary Plan.

Stoney Creek Zoning By-law No. 3692-92 and City of Hamilton Zoning By-law No. 05-200

The subject lands are currently zoned Neighbourhood Development “ND” Zone and the Single Residential “R4-22” Zone, Modified, under Stoney Creek Zoning By-law No.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 14 of 23

3692-92. The Neighbourhood Development “ND” Zone does not permit new residential uses which necessitated the need for a Zoning By-law Amendment to facilitate the proposal. The modifications established under the Single Residential “R4-22” Zone, Modified, were approved through Zoning By-law Amendment application ZAC-07-085 submitted by the same applicant and applies to the residential dwellings to the west. The applicant is proposing to carry forward these same modifications to the proposed Low Density Residential (R1, 870) Zone under Zoning By-law No. 05-200.

The proposed zoning is discussed in the Analysis and Rationale for Recommendation section of this Report, and an evaluation of the proposed modifications to the (R1) Zone is included in Appendix “C” to Report PED23178. Staff are recommending an additional modification to the (R1) Zone to remove Street Townhouse Dwelling as a permitted use as this use is not permitted by the West Mountain Area (Heritage Green) Secondary Plan. The applicant is in agreement with this amendment to the application.

RELEVANT CONSULTATION

| Departments and Agencies | | |
|--|---|---|
| Transit Strategic Planning, Public Works Division Hydro One Networks Inc. Rogers; and, Hamilton Conservation Authority. | | No Comment |
| | Comment | Staff Response |
| Development Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department | <p>Servicing Infrastructure</p> <p>The applicant is required to provide a Revised Functional Servicing Report in response to Development Engineering Approvals comments.</p> <p>If sanitary and/or storm services are required to be provided to Maplewood Park land as determined by the City’s Public Works Department, the services shall be included in the engineering designs and costs estimate schedules.</p> <p>The proponent should include items in the design and cost estimate</p> | <p>A revised Functional Servicing Report has been addressed through Condition No. 1 of Appendix “E” attached to Report PED23178.</p> <p>Special Condition No. 11 of Appendix “E” attached to Report PED23178 requires the applicant to provide any necessary services to these lands.</p> |

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 15 of 23

| | | |
|--|---|---|
| | <p>schedules to connect the existing walking path in Maplewood Park to the proposed sidewalk to the satisfaction of the Environmental Services Division.</p> <p>The Owner shall include in the engineering design and cost estimate schedules, the reconstruction of driveways for lands located at 81 Carlson Street associated with the removal of the temporary turning circle to realign and generally connect perpendicular to the proposed Carlson Street curb. This shall include works on private lands and new driveway reconstruction extending to the garage and material approved by the City. The Owner shall obtain permission from the homeowners to perform works on private property. All costs associated with the driveway realignments and new driveway reconstruction will be at 100% Owner's cost.</p> <p>On-Street Parking The on-street parking plan shall demonstrate a minimum of 40% on-street parking spaces for every one residential unit for each phase of development. Parking plan shall identify the proposed driveway widths.</p> <p>Storm Water Management At the engineering drawing approval stage, the applicant shall demonstrate an adequate overland flow route downstream on Carlson Street and to confirm that the existing minor system on Carlson</p> | <p>Special Condition Nos. 11, 12 and 13 of Appendix "E" to Report PED23178 address the requirement for the applicant to make the necessary improvements to accommodate the subdivision, including the removal of the existing temporary circle at 81 Carlson Street.</p> <p>Special Condition No. 16 of Appendix "E" attached to Report PED23178 requires the submission of a Parking Plan.</p> <p>A revised Stormwater Management report has been addressed through Condition No. 3 of Appendix "E" attached to Report PED23178.</p> |
|--|---|---|

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 16 of 23

| | | |
|--|---|---|
| | <p>Street has adequate capacity to accommodate the stormwater runoff from the subject development in accordance with City's Standards.</p> <p>Source Water Protection</p> <p>The applicant should be aware that the City of Hamilton does not support long-term dewatering (due to groundwater) conveyed to municipal storm/sanitary sewer infrastructure. Basements/foundations shall be designed waterproofed accordingly.</p> | <p>All other Development Engineering Approvals requirements have been addressed through Condition Nos. 2, 4-10, 15 and 17 of Appendix "E" attached to Report PED23178.</p> |
| <p>Forestry and Horticulture Section, Environmental Services Division, Public Works Department</p> | <p>Forestry staff have concerns with the Tree Management Plan that have not been addressed, specifically:</p> <ul style="list-style-type: none"> • The pre-construction assessment plans should be labeled as "Tree Management Plans" to avoid confusion and misinterpretation. The plans are currently fluid and would need to be revised during all phases of construction. The Tree Management Plans should not be continually revised during the construction phase. • Forestry requires that the ownership for all trees impacted by this development are to be determined from a legal survey. • All trees that fall onto the existing municipal road allowance and on current municipal properties should be noted as "City". • The tree inventory table is required to clarify and justify as | <p>Forestry staff have confirmed that approval of the Tree Management Plan with the necessary revisions/updates noted in its comments can be addressed through draft plan of subdivision conditions. A revised Tree Protection Plan has been addressed through Condition No. 26 of Appendix "E" attached to Report PED23178.</p> <p>A requirement for canopy fees for any municipal trees that are removed is addressed through Condition No. 27 of Appendix "E" attached to Report PED23178.</p> |

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 17 of 23

| | | |
|---|--|--|
| | <p>to why a tree is to be removed.</p> <ul style="list-style-type: none"> The tree management plans cannot be approved until such time that it has been determined the final status for all trees impacted by this development. <p>Forestry will require loss of canopy fees for all municipal trees that have been approved for removal.</p> | |
| Growth Planning Section, Growth Management Division, Planning and Economic Development Department | <p>Municipal addressing for the units within the development will be determined after Draft Plan approval is given.</p> <p>A note be included in the draft plan conditions indicating that draft plan approval shall lapse if the plan is not given final approval within three years or an extension has been granted.</p> | These comments are addressed through Condition No. 24 and Note No. 1 of Appendix "E" attached to Report PED23178. |
| Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department | <p>The proposed development will have a minimal vehicle traffic impact on the area's road network. The applicant had submitted a Transportation Impact Study which was been reviewed and approved by Transportation Planning.</p> <p>As conditions of Draft Plan of Subdivision approval, the applicant/owner shall construct the necessary infrastructure to the City of Hamilton standards for the extension of Carlson Street and a 1.5 metre wide sidewalk on the north side of Carlson Street</p> | <p>A requirement for the applicant to construct the necessary infrastructure for the extension of Carlson Street is through Condition No. 18 of Appendix "E" attached to Report PED23178.</p> <p>The applicant is required to construct the sidewalk through Condition No. 19 of Appendix "E" attached to Report PED23178.</p> |

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 18 of 23

| | | |
|--|---|--|
| <p>Waste Management Operations Section, Environmental Services Division, Public Works Department</p> | <p>The residential dwellings are eligible for municipal waste collection and will be required to follow the requirements under the City of Hamilton Solid Waste Management By-law No. 20-221.</p> <p>The residential dwellings can set out their waste along the curbside in front of their dwelling units.</p> <p>The developer is responsible for all waste removal up until the time that municipal collection services are initiated.</p> | <p>Note No. 3 is included in the conditions of Draft Plan of Subdivision approval attached as Appendix "E" to Report PED23178 that the developer is responsible for all waste removal until municipal collection is initiated.</p> |
| <p>Landscape Architectural Services Section, Environmental Services Division, Public Works</p> | <p>The subject proposal will require an extension of Carlson Street through adjacent City owned parkland to the east.</p> <p>The City is open to allowing for the sale of the lands required to extend the road.</p> <p>Funds generated from the sale should go into the Parkland Reserve.</p> <p>If bisected to allow for the road extension, the southern portion of City owned parcel will be orphaned. It should be noted that these lands do not currently contribute to parkland function however they do contain mature trees and Forestry should be consulted regarding any impacts.</p> <p>The existing parking lot to the entrance of the park will be maintained and staff request that a driveway approach be included by</p> | <p>Condition No. 11 of Appendix "E" to attached Report PED23178 requires the applicant to construct the road and sidewalk across this portion of city owned land.</p> <p>As discussed in this report, the City owned lands required to complete the connection of Carlson Street would be opened by By-law with the applicant responsible for constructing the road and all required underground services.</p> <p>Real Estate, Economic Development Division staff confirmed that proceeds from the future sale of the residential land south of the Carlson Street extension would be credited to the Parkland Reserve in accordance with the City's Portfolio Management Strategy Plan implemented by Council in 2004.</p> |

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 19 of 23

| | | |
|----------------------------|--|--|
| | the developer at this location when the road is extended. The sidewalk would also be extended along the frontage of city lands. | Noted. Forestry staff provided comments on the proposal. Condition Nos. 11 and 25 of Appendix "E" to Report PED23178 requires the Owner to maintain a vehicle approach and pedestrian connection to the existing walking path. |
| Enbridge Gas Inc. | Requested that as a condition of final approval, the owner is required to provide the necessary easements and/or agreements required for the provision of gas services for this project, in a form satisfactory to them. | Condition No. 31 of Appendix "E" to Report PED23178 addresses this comment. |
| Canada Post | Canada Post has existing equipment on Carlson Street to accommodate the proposed residential lots. | Noted. |
| Bell Canada | Bell Canada requires the applicant provide the necessary easements for Bell infrastructure. | Condition Nos. 29-30 of Appendix "E" to Report PED23178 addresses this comment. |
| Public Consultation | | |
| Issue | Comment | Staff Response |
| Semi detached dwellings | Concerns regarding the inclusion of semi detached dwellings within the proposed development. | The "Low Density Residential 2b" designation within the West Mountain Area (Heritage Green) Secondary Plan allows semi detached dwellings and the portion of the subject lands currently zoned Single Residential "R4-22" Zone also permits semi detached dwellings. |

PUBLIC CONSULTATION

OUR Vision: To be the best place to raise a child and age successfully.
 OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.
 OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 20 of 23

In accordance with the provisions of the *Planning Act* and the Council Approved Public Participation Policy, Notice of Complete Application and Preliminary Circulation was sent to 103 property owners within 120 m of the subject lands on October 28, 2022.

A Public Notice Sign was posted on the property on October 31, 2022, and updated on August 23, 2023, with the Public Meeting date. Finally, Notice of the Public Meeting was given in accordance with the requirements of the *Planning Act* on September 1, 2023.

Public Consultation Strategy

Pursuant to the City's Public Consultation Strategy Guidelines, the applicant prepared a Public Consultation Strategy which included a holding Community Information Meeting after discussing the proposal with City staff and the Ward Councillor to determine if it would be beneficial. The Ward Councillor suggested that the Community Information Meeting be held.

The applicant sent letters to residents within 120 m of the subject lands with information for a virtual Community Information Hearing which was held on December 14, 2022. One resident participated in the meeting who had questions related to timing of construction and sale of the proposed dwellings. The applicant responded at the information hearing advising that their intention is to begin construction and sales of the proposed lots as soon as they receive the required municipal approvals.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

1. The proposal has merit and can be supported for the following reasons:
 - i) It is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
 - ii) It complies with the general intent and purpose of Urban Hamilton Official Plan and the West Mountain Area (Heritage Green) Secondary Plan; and,
 - iii) The proposal represents good planning by, among other things, providing a compatible residential development that contributes to a complete community through the establishment of housing forms and densities that are in keeping with existing and planned land uses and development in the surrounding area, while making efficient use of a vacant parcel of land that is compatible with the area and ensures orderly development through

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 21 of 23

the completion of the envisioned public road network which ensures land, municipal services, and transportation systems are used efficiently.

Zoning By-law Amendment

2. The application for Zoning By-law Amendment is to rezone the subject lands to the Low Density Residential (R1, 870) Zone to permit the creation of 23 lots for single detached and semi detached dwellings located on the extension of Carlson Street on the basis that the proposal:
 - Complies with the general intent of the Urban Hamilton Official Plan and West Mountain Area (Heritage Green) Secondary Plan;
 - The Zoning By-law amendment is consistent with the existing zoning of the subject lands and surrounding area;
 - Will provide a built form that is compatible with the existing development in the surrounding area and respect and enhance the established character of the neighbourhood; and,
 - Is an efficient use of existing municipal infrastructure and has adequate servicing capacity to accommodate the residential development.

Staff are recommending support of the proposed Zoning By-law Amendment attached as Appendix "B" attached to Report PED23178.

3. The application for Draft Plan of Subdivision consists of 14 lots for single detached dwellings (Lots 1-14), seven lots for semi detached dwellings (Lots 15-21), two future development blocks (Blocks 22 and 23), one 0.3 metre reserve (Block 24), and the extension of Carlson Street. In review of Subsection 51(24) of the *Planning Act*, to assess the appropriateness of the proposed subdivision, staff advise that:
 - a) It is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
 - b) The proposal represents a logical and timely extension of existing development and services and is in the public interest;
 - c) It complies with the applicable policies of the Urban Hamilton Official Plan and the West Mountain Area (Heritage Green) Secondary Plan;

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 22 of 23

- d) It completes the street network envisioned by the Valley Park Neighbourhood Plan;
- e) The proposed road will adequately service the proposed subdivision and can connect with the current road system, subject to applicable conditions of draft plan approval;
- f) The dimensions and shape of the lots and blocks are appropriate;
- g) Restrictions and regulations for the development of the subdivision are included in the implementing Zoning By-law Amendment, conditions of draft plan approval and Subdivision Agreement;
- h) The subject lands can be appropriately used for the purposes for which it is to be subdivided and will not negatively impact natural heritage features, and flood control will be addressed through stormwater management plans that will be required as conditions of draft plan approval;
- i) Adequate municipal services will be available, the particulars of which will be determined as part of the conditions of draft plan approval and Subdivision Agreement; and,
- j) Public land will be conveyed to create road rights-of-way, the particulars of which will be determined as part of the conditions of draft plan approval and Standard Subdivision Agreement and final registration of the Plan of Subdivision. The road extension over City owned lands will be opened through the passing of a By-law after the applicant has constructed the road to the City's satisfaction.

Therefore, staff are supportive of the proposed Draft Plan of Subdivision and recommend its approval.

ALTERNATIVES FOR CONSIDERATION

Should the applications be denied a portion of the lands could be developed in accordance with the Neighbourhood Development "ND" Zone which permits minor agricultural uses, one single detached dwelling, a greenhouse and / or accessory buildings and structures.

SUBJECT: Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands Located at 82 Carlson Street, Stoney Creek (PED23178) (Ward 9) - Page 23 of 23

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PED23178 – Location Map

Appendix "B" to Report PED23178 – Draft Amendment to Zoning By-law No. 05-200

Appendix "C" to Report PED23178 – Zoning Modification Chart

Appendix "D" to Report PED23178 – Proposed Draft Plan of Subdivision

Appendix "E" to Report PED23178 – Draft Plan of Subdivision Special Conditions

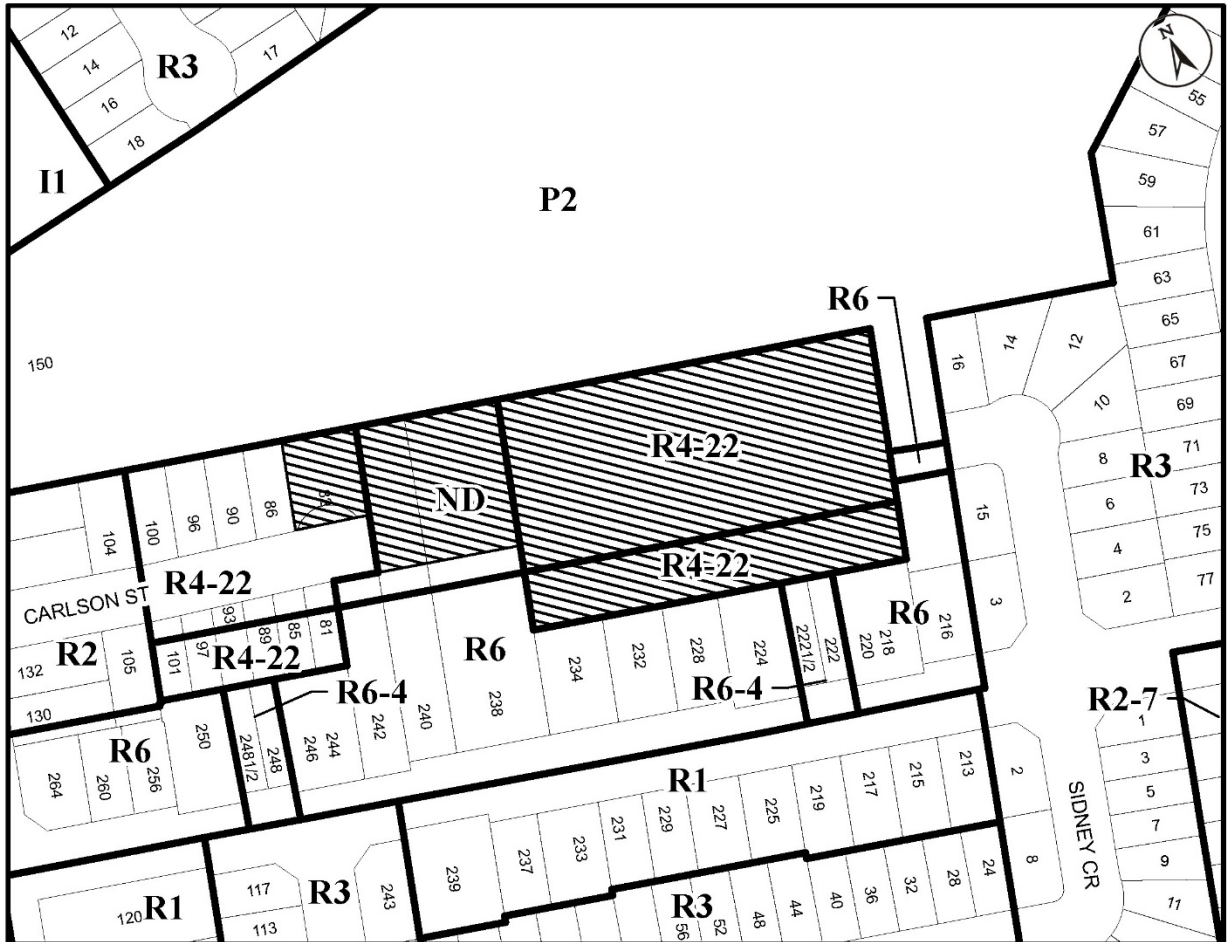
Appendix "F" to Report PED23178 – Public Submission

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

Appendix "A" to Report PED23178
Page 1 of 1



● Site Location

Location Map



PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:
ZAC-22-064/25T-202209

Date:
August 9, 2023


Appendix "A"

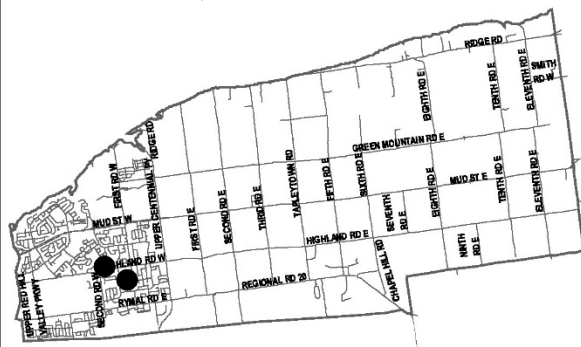
Scale:
N.T.S

Planner/Technician:
CT/NB

Subject Property

Carlson Street Extension, Stoney Creek (Ward 9)

 Lands to be added to Zoning By-law No. 05-200 as Low Density Residential (R1, 870) Zone



Key Map - Ward 9



**Appendix “B” to Report PED23178
Page 1 of 4**

Authority: Item _____, Planning Committee
Report PED23178
CM:
Ward: 09

Bill No.

CITY OF HAMILTON

BY-LAW NO. 23-_____

To Amend Zoning By-law No. 05-200 with respect to lands located at 82 Carlson Street, Stoney Creek

WHEREAS Council approved Item ___ of Report _____ of the Planning Committee, at its meeting held on September 5, 2023;

AND WHEREAS this By-law conforms with the Urban Hamilton Official Plan.

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

1. That Map No. 1551 of Schedule “A” – Zoning Maps is amended by adding the Low Density Residential (R1, 870) Zone to the lands attached as Schedule “A” to this By-law.
2. That Schedule “C” - Special Exceptions is amended by adding the following new Special Exception:
 - “870. Within the lands zoned Low Density Residential (R1) Zone, identified on Map 1551 of Schedule “A” – Zoning Maps and described as 82 Carlson Street, the following special provisions shall apply:
 - a) Notwithstanding Subsection 15.1.1, the following use shall be prohibited:

Street Townhouse Dwelling
 - b) Notwithstanding Section 15.1.2.1 a), c), d) and f), the following shall apply to Single Detached Dwellings:
 - i) Minimum Lot Area 300.0 square metres;
 - ii) Minimum Setback from 4.5 metres, except 6.0

**Appendix “B” to Report PED23178
Page 2 of 4**

- | | | |
|------|---|--|
| | the Front Lot Line | metres to an attached garage; |
| iii) | Minimum Setback from a Side Lot Line | 1.2 metres on one side and 0.6 metres on the other side, provided; |
| | | (a) that a maintenance easement is entered into between the owners of the abutting lands and properly registered on title of each of the abutting lots; and, |
| | | (b) that the abutting lands are located in the same zone. |
| iv) | Minimum Setback from the Rear Lot Line | 7.0 metres; |
| c) | Notwithstanding 15.1.2.2 a), c) and f), the following shall apply to Semi-Detached Dwellings: | |
| i) | Minimum Lot Area for each Dwelling Unit | 255 square metres; |
| ii) | Minimum Setback from the Front Lot Line | 4.5 metres, except 6.0 metres to an attached garage; |
| iii) | Minimum Setback from the Rear Lot Line | 7.0 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 Low Density Residential (R1) 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*.

Appendix "B" to Report PED23178
Page 3 of 4

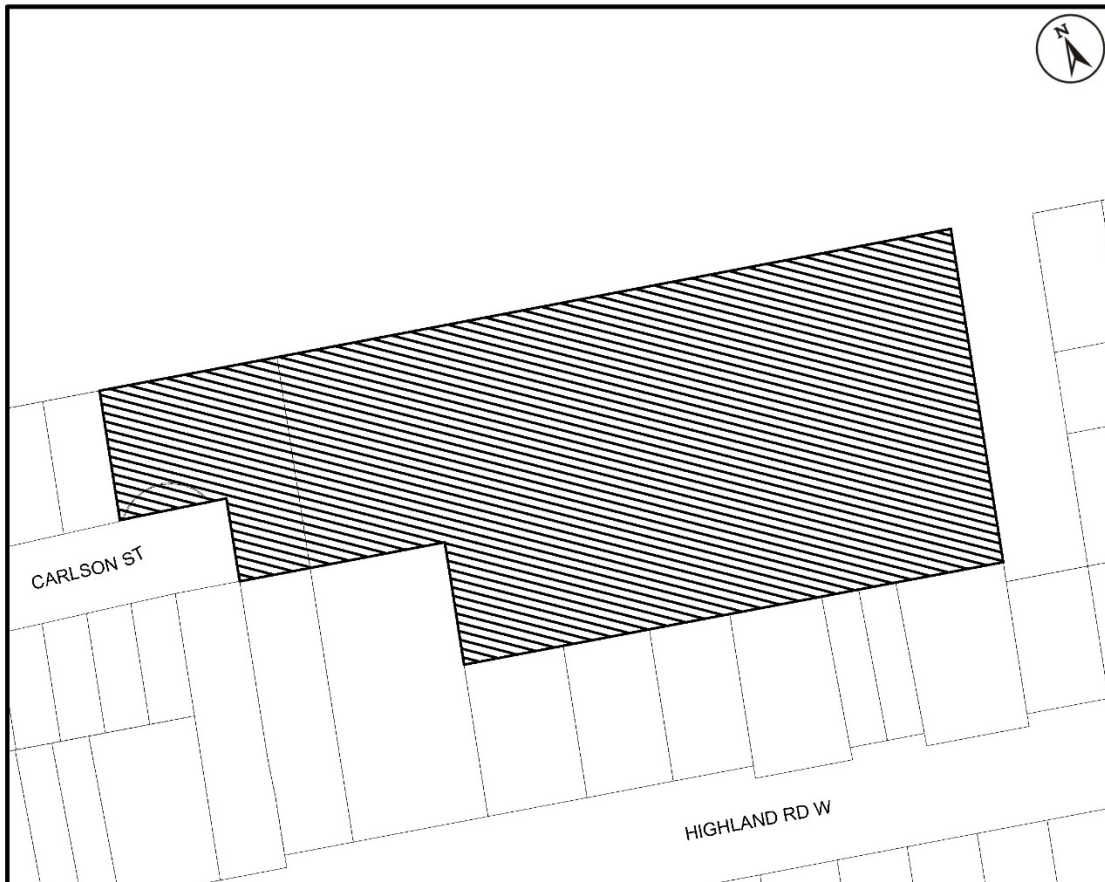
PASSED this _____, 2023

A. Horwath
Mayor

A. Holland
City Clerk

ZAC-22-064

Appendix "B" to Report PED23178
Page 4 of 4



| | |
|--|---|
| <p>This is Schedule "A" to By-law No. 23-</p> <p>Passed the day of, 2023</p> | <p>-----</p> <p style="text-align: center;">Mayor</p> <p>-----</p> <p style="text-align: center;">Clerk</p> |
|--|---|

| | |
|--|--|
| <p>Schedule "A"</p> <p>Map forming Part of By-law No. 23-_____</p> <p>to Amend By-law No. 05-200 Map 1551</p> | <p>Subject Property Carlson Street Extension, Stoney Creek (Ward 9)</p> <p> Lands to be added to Zoning By-law No. 05-200 as Low Density Residential (R1, 870) Zone</p> |
|--|--|

| | | |
|---|--|--|
| <p>Scale: N.T.S</p> | <p>File Name/Number: ZAC-22-064/25T-202209</p> | |
| <p>Date: August 9, 2023</p> | <p>Planner/Technician: TC/NB</p> | |
| <p>PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT</p> | | |

Site Specific Modifications to the Low Density Residential (R1) Zone

| Regulation | Required | Modification | Analysis |
|--|--------------------|---|---|
| Minimum Lot Area – Single Detached Dwelling Policy 15.1.2.1 a) | 360 square metres. | 300 square metres. | <p>The existing Single Residential “R4-22” Zone, Modified, includes a modification allowing a minimum lot area of 300 square metres. The proposed modification continues that permission and is consistent with the lot area of existing single detached dwellings on Carlson Street. Staff are satisfied 300 square metres is sufficient to accommodate a single detached dwelling.</p> <p>Therefore, staff support this modification.</p> |
| Minimum Lot Area for each Dwelling Unit – Semi-Detached Dwelling Policy 15.1.2.2 a) | 270 square metres. | 255 square metres. | <p>The applicant is seeking a reduction in the minimum lot width for a semi detached dwelling and staff are of the opinion that the proposed reduction in lot area is sufficient to accommodate a semi detached dwelling that will be in keeping with the existing residential development on Carlson Street.</p> <p>Therefore, staff supports this modification.</p> |
| Minimum Setback from the Front Yard Setback – Single & Semi-Detached Dwellings 15.1.2.1 c) 15.1.2.2 c) | 6 metres. | 4.5 metres, except 6.0 metres to an attached garage | <p>The existing Single Residential “R4-22” Zone, Modified, includes this modification for single detached dwellings. The modification ensures that garages are not the dominant feature of the dwelling to promote a pedestrian oriented environment and maintains sufficient front yard landscaped areas for street trees, while maintaining sufficient maneuvering area for the garage.</p> <p>Therefore, staff supports this modification.</p> |

| Regulation | Required | Modification | Analysis |
|--|-------------|---|---|
| Minimum Setback from the a Side Lot Line – Single Detached Dwelling 15.1.2.1 d) | 1.2 metres. | To allow a 1.2 metre setback on one side of a dwelling and a 0.6 metre setback on the other side provided: (a) that a maintenance easement is entered into between the owners of the abutting lands and properly registered on title of each of the abutting lots; and, (b) that the abutting lands are located in the same zone. | The existing Single Residential “R4-22” Zone, Modified, includes this modification for single detached dwellings. Staff are of the opinion that the reduced side yard setback on one side of the dwelling accommodate the required lot grading and drainage and maintains rear yard access on one side of the dwelling for maintenance. Therefore, staff supports this modification. |
| Minimum Setback from the Rear Lot Line – Single & Semi-Detached Dwelling 15.1.2.1 f) 15.1.2.2 f) | 7.5 metres. | 7 metres. | The existing Single Residential “R4-22” Zone, Modified, includes this modification for single detached dwellings. The proposed reduction is in keeping with the existing residential dwellings on Carlson Street and is sufficient to provide adequate rear yard amenity space for both single and semi detached dwellings. Therefore, staff supports this modification. |

Appendix “E” to Report PED23178
Page 1 of 6

Special Conditions for Draft Plan of Subdivision Approval for 25T-202209

That this approval for the Draft Plan of Subdivision, 25T-202209, prepared by MHBC Planning Ltd., certified by R.S. Querubin, O.L.S., dated May 16, 2023, consisting of 14 lots for single detached dwellings (Lots 1-14), seven lots for semi-detached dwellings (Lots 15-21), two future development blocks (Blocks 22 and 23), one 0.3 metre reserve (Block 24), and the extension of Carlson Street, be received and endorsed by City Council with the following special conditions:

Development Engineering:

1. That, **prior to preliminary grading**, the Owner shall submit a revised Functional Servicing Report, signed and sealed by a qualified, licensed professional engineer, to the satisfaction of the Director, Growth Management & Chief Development Engineer.
2. That, **prior to registration of the final plan of subdivision**, the Owner agrees to pay all outstanding costs including cost recoveries associated with the draft plan lands, to the satisfaction of the Director, Growth Management & Chief Development Engineer.
3. That, **prior to preliminary grading**, the Owner shall submit a detailed stand-alone Stormwater Management Report prepared by a professional engineer. The SWM design shall include the following:
 - a. Demonstrate an adequate overland flow route downstream on Carlson Street to confirm that the existing minor system on Carlson Street has adequate capacity to accommodate the stormwater runoff from the subject development in accordance with City’s Standards;
 - b. To include within the engineering design drawings and cost estimate schedules, the upgrade of the existing Oil Grit Separator on Carlson Street required to provide Level 1 quality control for the subject lands; and,
 - c. The design shall verify and confirm that the 5yr HGL is within the pipe and the 100yr HGL is 0.3m below the TG elevation at the lowest inlet on the subject site considering the 5yr and 100yr pond operating level, respectively;

all to the satisfaction of the Director, Growth Management & Chief Development Engineer.

4. That, **prior to servicing**, the Owner shall submit a revised Geotechnical Report prepared by a qualified professional engineer in accordance with City standards, and implement the recommendations of the report, to the satisfaction of the Director, Growth Management & Chief Development Engineer.

Appendix "E" to Report PED23178

Page 2 of 6

5. That, **prior to servicing**, the Owner shall include in the engineering designs and costs estimate schedules the works required to upgrade the existing oil grit separator located on Carlson Street west of the subject lands (MH SC17B102) which shall be sized to provide Level 1 quality control for the entire ultimate contributing area, at 100% Owner's costs, all to the satisfaction of the Director, Growth Management & Chief Development Engineer.
6. That, **prior to servicing**, the Owner will be responsible to relocate, as required, all affected utility poles (including the utility pole located behind lands located at 216 Highland Road), hydrants, pedestals, hydro vaults, etc. on Carlson Street entirely at the Owner's expense to the satisfaction of the Director, Growth Management & Chief Development Engineer.
7. That, **prior to preliminary grading**, the Owner agrees in writing that the removal of all existing septic beds, garages, playground equipment, wells, fencing, and or any structures will be at the sole cost to the Owner to the satisfaction of the Director, Growth Management & Chief Development Engineer.
8. That, **prior to servicing**, the Owner shall include in the engineering design and cost estimate schedules provision for the installation of a 1.5 m black vinyl coated heavy duty chain link fence along the north limit of the subject lands abutting the existing Maplewood Park, to the satisfaction of the Director, Growth Management & Chief Development Engineer.
9. That, **prior to servicing**, the Owner shall include in the engineering design and cost estimate schedules provisions for the installation of sidewalk on the north side of Carlson Street, to the satisfaction of the Director, Growth Management & Chief Development Engineer.
10. That, **prior to servicing**, the Owner include in the engineering design and cost estimate schedules the extension of Carlson Street from the existing terminus at the west limit of the draft plan lands including the removal of the existing temporary turning circle, utility relocates, restoration of the roads and boulevards and the extension of sidewalk to blend with the proposed sidewalks on Carlson Street, to the satisfaction of the Director, Growth Management & Chief Development Engineer.
11. That, **prior to preliminary grading**, the Owner agrees to include in the engineering design and cost estimate schedules all cost related to the construction of the extension of Carlson Street (within Parts 1 and 2 on 62R-12038) including all municipal services (including service laterals to the park and future lots), utilities, roadway, sidewalk, etc., the connection to the existing path within the park, and the removal of the existing terminus and parking lot, all at 100% Owner's costs, to the satisfaction of the Director, Growth Management & Chief Development Engineer.

Appendix "E" to Report PED23178

Page 3 of 6

12. That, **prior to preliminary grading**, the Owner enters into an External Works Agreement with the City of Hamilton respecting the construction extension of Carlson Street (within Parts 1 and 2 on 62R-12038) including all municipal services (including service laterals to the park and future lots), utilities, roadway, sidewalk, etc., the connection to the existing path within the park, and the removal of the existing terminus and parking lot, all at 100% Owner's costs, to the satisfaction of the Director, Growth Management & Chief Development Engineer.
13. That, **prior to servicing**, the Owner include in the engineering design and cost estimate schedules, the reconstruction of driveways for the lands located at 81 Carlson Street associated with the removal of the temporary turning circle to realign and generally connect perpendicular to the proposed Carlson Street curb. This shall incorporate any required works on private lands including new driveway reconstruction extending to the garage with material approved by the City. The Owner shall enter into an agreement with the homeowners to perform the works on private property. All costs associated with the driveway realignments and new driveway reconstruction will be at 100% Owner's cost, to the satisfaction of the Director, Growth Management & Chief Development Engineer.
14. That, **prior to preliminary grading**, the Owner shall obtain written permission from the property Owner(s) located adjacent to the east property limit of the draft plan abutting Carlson Street (lands located at 238, 240 and 242 Highland Road West and 81 Carlson Street) to permit grading on their property to facilitate the construction of the extension of Carlson Street at the Owner's cost. If permission cannot be obtained the Owner must provide interim road design options for Carlson Street, to the satisfaction of the Director, Growth Management & Chief Development Engineer.
15. That, **prior to preliminary grading**, the Owner agrees to provide in writing a plan or procedure for dealing with issues concerning dust control and street cleaning (external roads included) throughout construction within the subdivision. This document will also include first point of contact, a schedule for regular cleaning of streets that is specific to the methods to be used, the source of water, and the contractor or agent to be used to undertake the works as well as contractor/agent contact information so that the City can direct the work to be completed as necessary all to the satisfaction of the Director, Growth Management & Chief Development Engineer.
16. That, **prior to servicing**, the Owner prepare a revised on-street parking plan for Carlson Street based on the premise of achieving on-street parking for 40% of the total number of units in the current and future phases of the subdivision and it shall include:
 - a. driveway ramps and curb openings for all lots;

Appendix “E” to Report PED23178**Page 4 of 6**

- b. the pairing of driveways;
- c. where lots in the subdivision abut a park entrance or a public walkway; and,
- d. the location of transit pads, community mailbox pads, and fire hydrants, where the location has been determined by the appropriate authorities;

to the satisfaction of the Director, Growth Management & Chief Development Engineer.

17. That, **prior to the registration of the final plan of subdivision**, a By-law is passed by City Council to open the extension of Carlson Street (within Parts 1 and 2 on 62R-12038) as a public street if determined necessary by and to the satisfaction of the Director of Growth Management & Chief Development Engineer.

Transportation Planning:

18. That, **prior to registration of the final plan of subdivision**, the Owner shall construct the necessary infrastructure to the City of Hamilton standards for the extension of Carlson Street, to the satisfaction of the Manager, Development Approvals and the Manager, Transportation Planning.
19. That, **prior to registration of the final plan of subdivision**, the Owner shall construct a 1.5 metre wide sidewalk on the north side of Carlson Street, to the satisfaction of the Manager of Transportation Planning.

Heritage & Urban Design:

20. That, **prior to preliminary grading or servicing**, the Owner shall provide a Verification of Tree Protection Letter to the satisfaction of the Director of Planning and Chief Planner, to ensure that the tree protection measures identified within the Tree Management Plan, prepared by Davey Resource Group dated June 6, 2023, are implemented.
21. That, **prior to registration of the final plan of subdivision**, the Owner shall prepare a Landscape Plan by a certified Landscape Architect showing the placement of one to one compensation for any tree removals, completed in accordance with the Tree Management Plan prepared by Davey Resource Group dated June 6, 2023, to the satisfaction of the Director of Planning and Chief Planner.
22. That, **prior to registration of the final plan of subdivision**, the Owner shall submit Urban Design Guidelines, to the satisfaction of the Director of Planning and Chief Planner.

Appendix "E" to Report PED23178
Page 5 of 6

23. That, **prior to registration of the final plan of subdivision**, the Owner's agree that a "Control Architect", independent of the "Design Architect" firm or individual, shall be retained to the satisfaction of the Director of Planning and Chief Planner, and whose function shall be to ensure, amongst other matters, the appropriate development of each lot with respect to siting, built form, materials, colours and landscaping in compliance with the approved Urban Design Guidelines; and, to certify, through stamping and signing, all drawings for the development of each lot and or block subject to the architectural guidelines prior to the issuance of any building permit(s).

Growth Planning:

24. That, **prior to registration of the final plan of subdivision**, the owner and agent shall work with Legislative Approvals / Staging of Development Staff to finalize street naming and municipal addressing for the subject proposal, to the satisfaction of the Director, Growth Management and Chief Development Engineer.

Landscape Architectural Services:

25. That, **prior to preliminary grading**, the Owner shall submit a design and cost estimate to construct a replacement entrance for Maplewood Park including connection to existing walking path; to the satisfaction of the Director of Environmental Services.

Forestry & Horticulture:

26. That, **prior to preliminary grading**, the Owner shall submit a revised Tree Management Plan; to the satisfaction of the Director of Environmental Services and the Director of Heritage and Urban Design.

27. That, **prior to preliminary grading**, the Owner shall submit any necessary canopy fees for any municipal trees related to the subdivision including construction of the extension of Carlson Street (within Parts 1 and 2 on 62R 12038), to the satisfaction of the Director of Environmental Services.

Development Planning:

28. That, **prior to registration**, the Owner agree that Blocks 22 and 23 are undevelopable until such time that the Owner remove the temporary turning circle to the satisfaction of the Director, Growth Management and Chief Development Engineer and that land consolidation occurs to the satisfaction of the Director of Planning and Chief Planner.

Bell Canada:

29. That, **prior to registration of the plan of subdivision**, the Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.
30. That, **prior to the registration of the plan of subdivision**, the Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.

Enbridge Gas:

31. That prior to **registration of the plan of subdivision**, the owner / developer shall provide to Enbridge Gas Inc.'s operating as Union Gas, ("Union") the necessary easements and / or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Union.

NOTES TO DRAFT PLAN APPROVAL

1. Pursuant to Section 51 (32) of the *Planning Act*, draft approval shall lapse if the plan is not given final approval within 3 years. However, extensions will be considered if a written request is received two months before the draft approval lapses.
2. If it is found by the Director of Engineering Services that Deposited Reference Plan 62R-12038 cannot be used for the purposes of passing a By-law to open the lands shown as Parts 1 and 2 as a Public Street, the City will require the Owner to prepare, submit and register a new Reference Plan, to the satisfaction of the Director of Engineering Services.

Recycling and Waste Disposal:

3. The developer is responsible for all waste removal up until the time that municipal collection services are initiated.

Appendix "F" to Report PED23178
Page 1 of 1

November 21, 2002

Devon Morton
City of Hamilton
Planning and Economic Development Department
Development and Planning – Rural Team
71 Main Street West 5th Floor
Hamilton, ON
L8P 4Y5

Email: Aminu.Bello@hamilton.ca

Re: 25T-202209, ZAC-22-064

Dear Sir:

I am writing to object to the increased density of the houses planned for infill of the south side of Carlson Street in Stoney Creek.

When I purchased my house on Carlson some 30 years ago, I checked with the City to see what would happen to the other side of Carlson. I have a copy of the original site plan, which shows that only single-family houses would be built, and I made my decision to purchase, in part, based on this.

Now, I'm told that the builder wants to change the plan to include semi-detached homes.

I object to this because I feel it will decrease the value of my house, as well it will increase the amount of on-street parking on Carlson and will also increase the amount of and traffic on Carlson.

Sincerely,

██████████
██████████
██████████
██████████



WELCOME TO THE CITY OF HAMILTON

PLANNING COMMITTEE

September 19, 2023

PED23178 – (ZAC-22-064 & 25T-202209)

Application for Zoning By-law Amendment and Draft Plan of Subdivision for Lands
Located at 82 Carlson Street, Stoney Creek.

Presented by: Charlie Toman

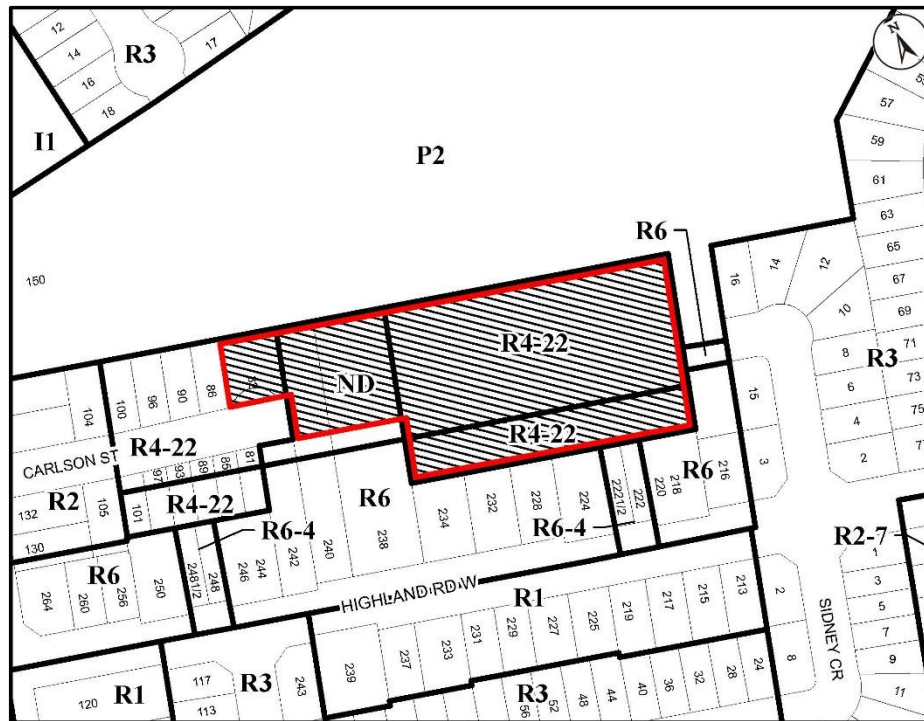


SUBJECT PROPERTY

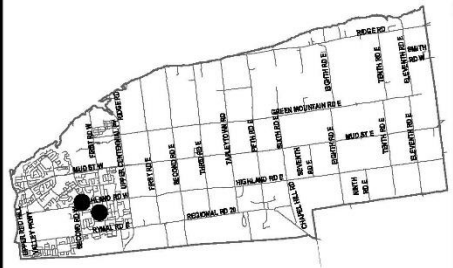


Carlson Street Extension, Stoney Creek





● Site Location



Key Map - Ward 9

Location Map



PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:
ZAC-22-064/25T-202209

Date:
August 21, 2023

Appendix "A"

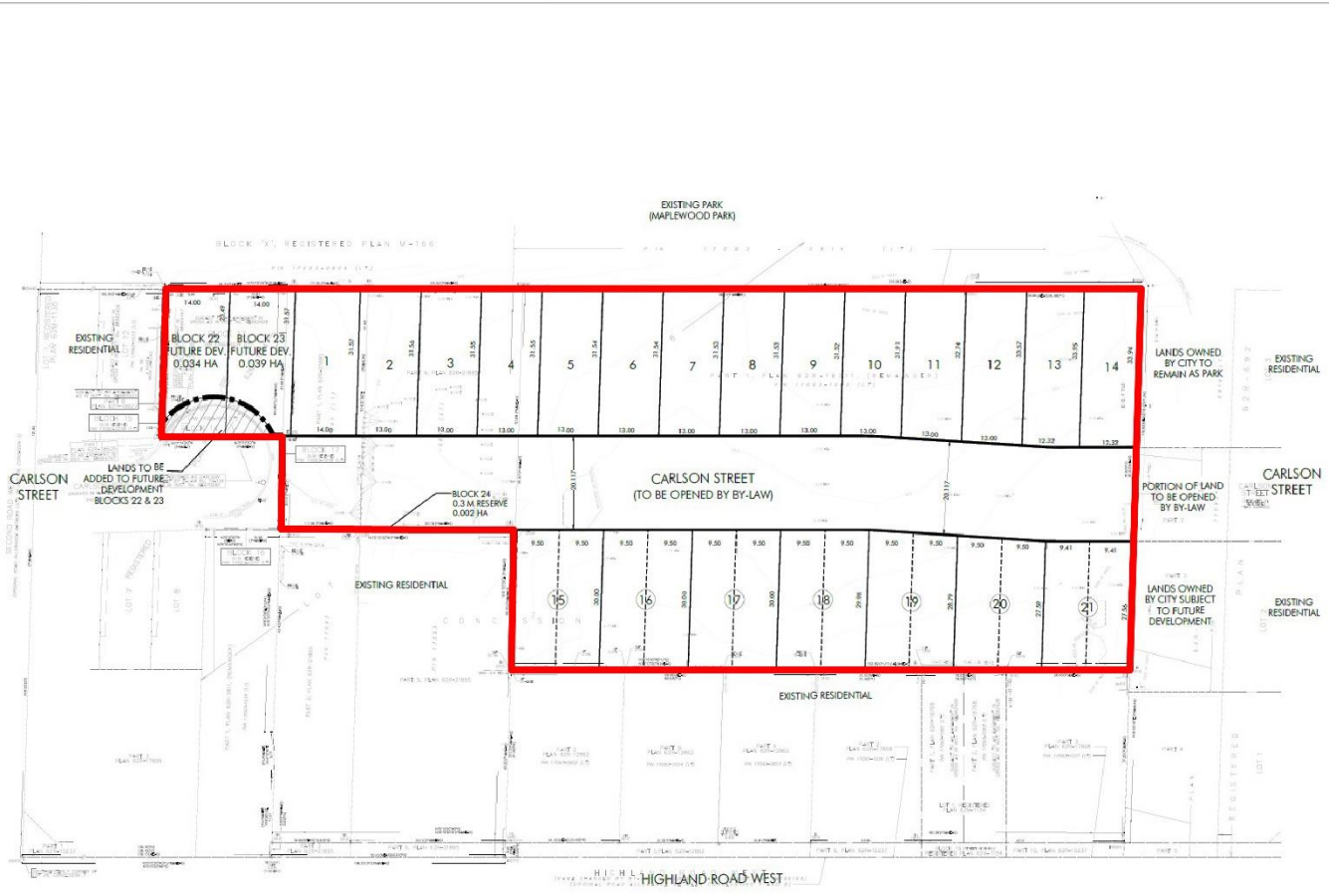
Scale:
N.T.S.

Planner/Technician:
CT/NB

Subject Property

Carlson Street Extension, Stoney Creek (Ward 9)

- Lands to be added to Zoning By-law No. 05-200 as Low Density Residential (R1, 870) Zone



DRAFT PLAN OF SUBDIVISION

Legal Description
 BLOCKS 12, 14 AND 15
 REGISTERED PLAN R66-1184 AND
 PART OF LOT 28
 CONVEYANCE 7
 MUNICIPAL CORP OF SUBJECTS
 CITY OF HAMILTON

Owner's Certificate
 HEREBY AUTHORIZED MACALUSTON HERGEN BRITTON CLARSON PLANNING LIMITED
 TO SUBMIT THIS PLAN FOR APPROVAL.
 DATE: MAY 17, 2023
 WILLIAM LYNE
 GENERAL COUNSEL
 LOSANI HOMES

Surveyor's Certificate
 HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND
 THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATE TO THE BEST OF MY KNOWLEDGE.
 DATE: MAY 16, 2023
 OXFORD LAND SURVEYORS
 22 BARNES LIMITED

Key Plan
 Subject Lands
 SCALE: 1:40,000

**Additional Information Required Under Section 5(17) of the Planning Act
 R.O. 1962, C.P. 13-36 Amended**

| | | |
|-------------|-----------------------------|-------------|
| A. AS SHOWN | E. AS SHOWN | G. AS SHOWN |
| D. AS SHOWN | F. AS SHOWN | F. AS SHOWN |
| H. AS SHOWN | H. AS SHOWN | H. AS SHOWN |
| J. AS SHOWN | K. ALL SERVICES AS REQUIRED | L. AS SHOWN |

AREA SCHEDULE

| Description | Block/Lots | Area (ha) |
|-------------------------------|------------|--------------|
| Residential - Single Detached | 1-14 | 0.982 |
| Residential - Semi-Detached | 15-21 | 0.389 |
| Future Development | 22-23 | 0.073 |
| 0.3 m Reserves | 24 | 0.002 |
| Roads | | 0.367 |
| TOTAL | 34 | 1.813 |

Notes

- ALL DIMENSIONS ARE IN METRES, UNLESS OTHERWISE SHOWN.
- BOUNDARY SURVEY PROVIDED BY J.P. BARNES LIMITED, AUGUST 11, 2022.
- TOPOGRAPHY SURVEY PROVIDED BY J.P. BARNES LIMITED, MARCH 16, 2022.

Approval Stamp

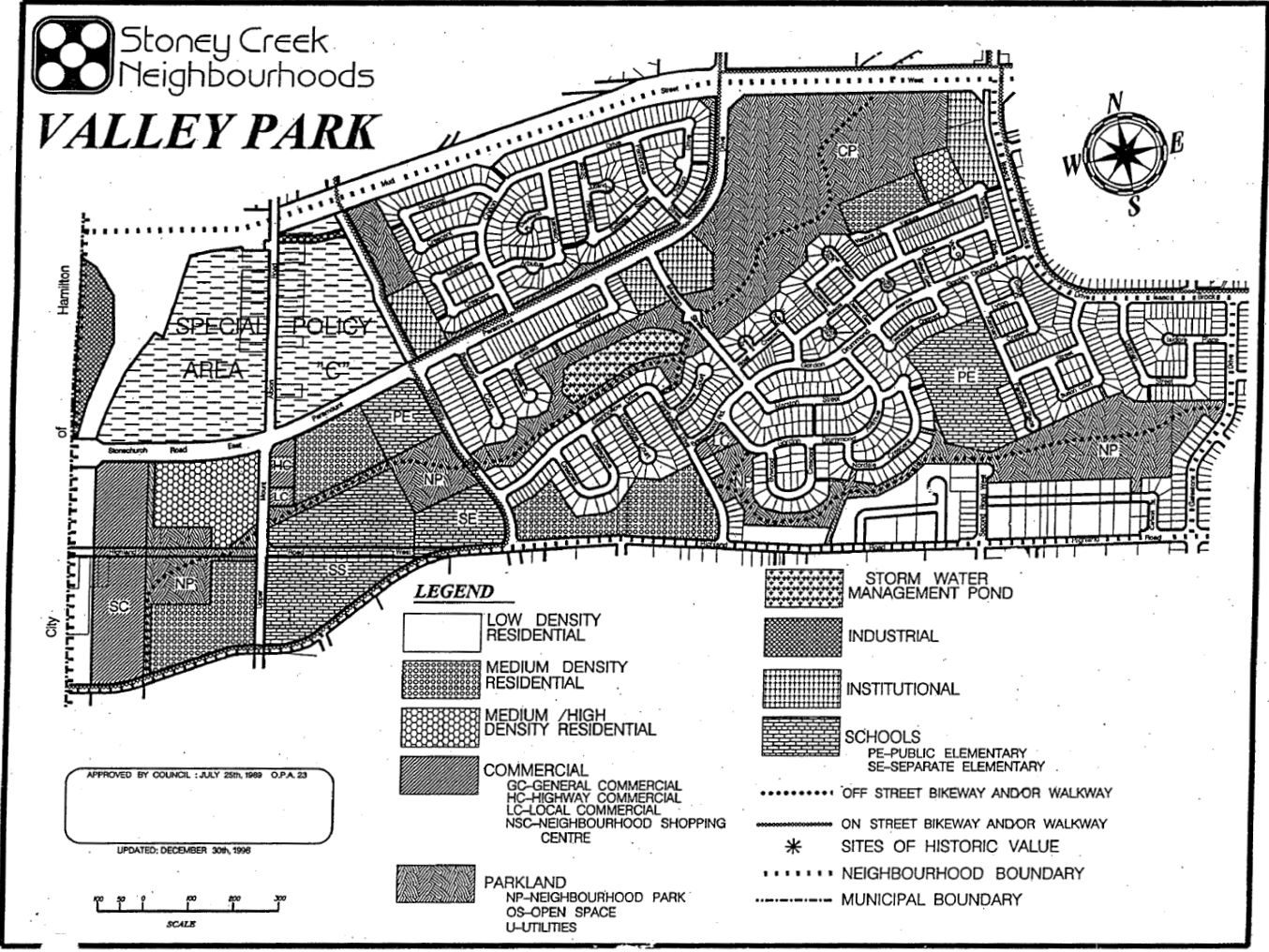
| | |
|------------|--------------------|
| Date | March 16, 2023 |
| File No. | 14196DT |
| Plan Scale | 1:400 (DATE 75) |
| Drawn By | CCFJJB |
| Checked By | DA |

Project
 Losani Homes
 Carlson Street Extension

File Name
 Draft Plan of Subdivision

Scale Bar
 0 10 20 30

 Stoney Creek
 Neighbourhoods
VALLEY PARK





CITY OF HAMILTON
PUBLIC NOTICE
 OF COMPLETE APPLICATIONS FOR ZONING BY-LAW AMENDMENT /
 PROPOSED DRAFT PLAN OF SUBDIVISION AND PUBLIC MEETING OF THE
 PLANNING COMMITTEE

| | |
|--|--|
| OWNER: | Lowell Harmon (2086) Ltd. C/O Murray Brown |
| APPLICANT: | 18100, Devonshire, St. Catharines, Ontario |
| SUBJECT LANDS: | 22 Carlton Street, Hamilton, Ontario |
| PURPOSE AND EFFECT OF THE PROPOSED ZONING BY-LAW AMENDMENT: | The purpose of this application is to change the zoning from the Neighbourhood Development "ND" Zone and the Modified Single Residential "MSR" Zone to a Single Residential "SR" Zone under Stearny Creek Zoning By-law No. 2020-02. |
| PROPOSED DRAFT PLAN OF SUBDIVISION: | The effect of the application is to permit development of single detached and semi-detached residential lots with a reduced minimum lot area of 200 square metres. |
| Draft Plan of Subdivision: | The Plan of Subdivision proposes to create 18 single detached residential lots and 16 semi-detached residential lots on a public road through the addition of Carlton Street. |

PUBLIC MEETING

DATE TO BE ANNOUNCED:
TIME:
LOCATION: Council Chambers, 2nd Floor
 37 King Street West, Hamilton

Regulation Refer to: Planning Act, R.S.O. 1990, c. 30, s. 207(2)(3); O.C. 52-00-004

Any person who wishes to object to the proposed material about the proposed by-law to amend the Zoning By-law, subdivision or formative regarding the proposed plan of subdivision will be available for public inspection at the City of Hamilton on the dates, including the hours, indicated in the notice above within 120 hours of the subject lands, please contact Devon Martin at 905.578.2700 ext. 1084 or by email at Devon.Martin@hamilton.on.ca

For more information about this matter, including information about preserving your appeal rights, contact Devon Martin.

Publication of Information
 Information respecting this application is being withheld under the authority of the Planning Act, R.S.O. 1990, c. 30, s. 207(2)(3) and is not available to the public at this time. However, the above information is being made available to the public for the purpose of providing notice of the application and will be made available to the Applicant and the general public and will appear on the City's website unless you request in writing your information not to be made public or you request your information not to be made public.

Looking east from the terminus of Carlson Street at the western boundary of the lands



Looking west from the western terminus of Carlson Street



Looking north from the terminus of Carlson Street



Looking west at dwellings north of Carlson St at the western boundary of the lands



Looking west at dwellings south of Carlson St at the western boundary of the lands



Looking west from the terminus of Carlson Street at the eastern boundary of the lands



Looking south from the terminus of Carlson St at the eastern boundry of the lands



Looking north from the terminus of Carlson St at the eastern boundary of the lands



Looking east from the terminus of Carlson St at the eastern boundary of the lands



Looking south-west from Maplewood Park towards the Subject Lands




THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Transportation Planning and Parking Division

| | |
|---------------------------|---|
| TO: | Chair and Members Planning Committee |
| COMMITTEE DATE: | September 19, 2023 |
| SUBJECT/REPORT NO: | School Zone Special Enforcement Area Pilot (PED19238(b)) (City Wide) |
| WARD(S) AFFECTED: | City Wide |
| PREPARED BY: | James Buffett (905) 546-2424 Ext. 3177 |
| SUBMITTED BY: | Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department |
| SIGNATURE: |  |

RECOMMENDATION

That Council direct Transportation Planning and Parking (Planning and Economic Development) staff in collaboration with Transportation Staff (Public Works) to develop a framework for evaluating future requests for Special Enforcement Areas in proximity to school sites and report back in advance of the 2024/2025 School Year.

EXECUTIVE SUMMARY

At its meeting on September 28, 2022, Council considered a report on Special Enforcement Areas around schools and approved the implementation around four school sites including Our Lady of Hope, Bellmoore, St. Matthew, and Earl Kitchener Elementary. The implementation of Special Enforcement Areas put into effect increased penalties of \$250 for all on-street parking related offences for selected streets around each school site. These regulations are enforced and in effect only during the School Year on weekdays and within specified times (7:00 a.m. to 5:00 p.m.).

Observations, prior to and after the implementation, were compiled which resulted in an approximate 50% reduction in parking violations surrounding the school during bell times. This is in addition to anecdotal feedback from staff and residents about the improvement to drivers' behaviours.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: School Zone Special Enforcement Area Pilot (PED19238(b)) (City Wide) - Page 2 of 4

Based on the results of the implementation of Special Enforcement Areas for the four pilot schools, it is expected that there are other school sites that would benefit from a similar implementation. However, prior to widespread implementation, it is appropriate that a framework for implementation be developed which takes into account school site characteristics, data on parking, traffic and safety, as well as other factors. The development of this framework will include a review of all school sites in Hamilton, as well as, experience from the four pilot locations.

The above Recommendation is for staff to establish a framework that can be utilized for future implementation where necessary in reducing illegal and unsafe parking behaviours that jeopardizes the safety of children during bell times. The framework would help staff prioritize schools that would benefit from Special Enforcement Areas the most.

Alternatives for Consideration – See Page 4

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

At its meeting on November 19, 2019, Planning Committee directed staff to report back following consultation with Hamilton Schools and School Boards regarding parking and stopping in front of schools during discussion of the Parking Fee Review Report (PED19238). Following that direction, staff met with Hamilton-Wentworth District School Board and Hamilton-Wentworth Catholic District School Board representatives in 2020 and 2021 to discuss potential solutions and methods to curb parking concerns during bell times.

At its meeting on September 28, 2022, Council directed staff implement four pilot Special Enforcement Areas in proximity to Our Lady of Hope, Bellmoore, St. Matthew, as well as, Earl Kitchener Elementary, and report back to the Planning Committee on their effectiveness following the 2022/2023 School Year.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

SUBJECT: School Zone Special Enforcement Area Pilot (PED19238(b)) (City Wide) - Page 3 of 4

RELEVANT CONSULTATION

Transportation Planning and Parking Staff have reviewed the results and shared them with Hamilton-Wentworth District School Board Staff, Hamilton-Wentworth Catholic District School Board Staff, and affected Ward Councillors.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Following approval of the implementation of Special Enforcement Areas around four school sites in 2022, staff carried out a number of activities to review the impacts and benefits. Two of the four Special Enforcement Areas had staff collecting data (vehicle counts of parking violations) for multiple dates prior to and after implementation of the Special Enforcement Area. No additional enforcement efforts beyond the establishment of the Special Enforcement Area were executed to isolate the efficacy of signage and risk of an increased penalty. Enforcement Staff were scheduled to attend the areas via routine school enforcement efforts but nothing beyond the ordinary service provision (one or two per school year).

Staff also reviewed parking violations before and after implementation. Prior to implementation, the combined average parking violations on adjacent streets during bell times was 39.5 over seven days. After the implementation, this decreased to an average 18.4 parking violations over the course of the seven observational days. This equates to a 52.2% decrease in observed parking violations. A total of 17 Parking Penalties were issued (\$4,250 in issued penalties) during six staff visits at the four schools April 5, 2023 – June 15, 2023.

The observed effect of the Special Enforcement Areas is that they served to reduce illegal and unsafe parking behaviours during bell times, which can translate into improved safety for children.

The above Recommendation speaks to the creation of a framework for appropriate application of a Special Enforcement Area as opposed to a blanket application to all schools for several reasons. Although most schools do face bell time safety concerns, this may not be occurring at all schools and the application of increased fines may not be appropriate. Financially, if all school sites implemented a Special Enforcement Area, there would be substantial upfront capital costs of signage and staffing that may also not be a necessary commitment.

The established Special Enforcement Areas around the four initial schools were not implemented utilizing a specific framework but selected as trial sites and can be reviewed in the future following a framework being established.

SUBJECT: School Zone Special Enforcement Area Pilot (PED19238(b)) (City Wide) - Page 4 of 4

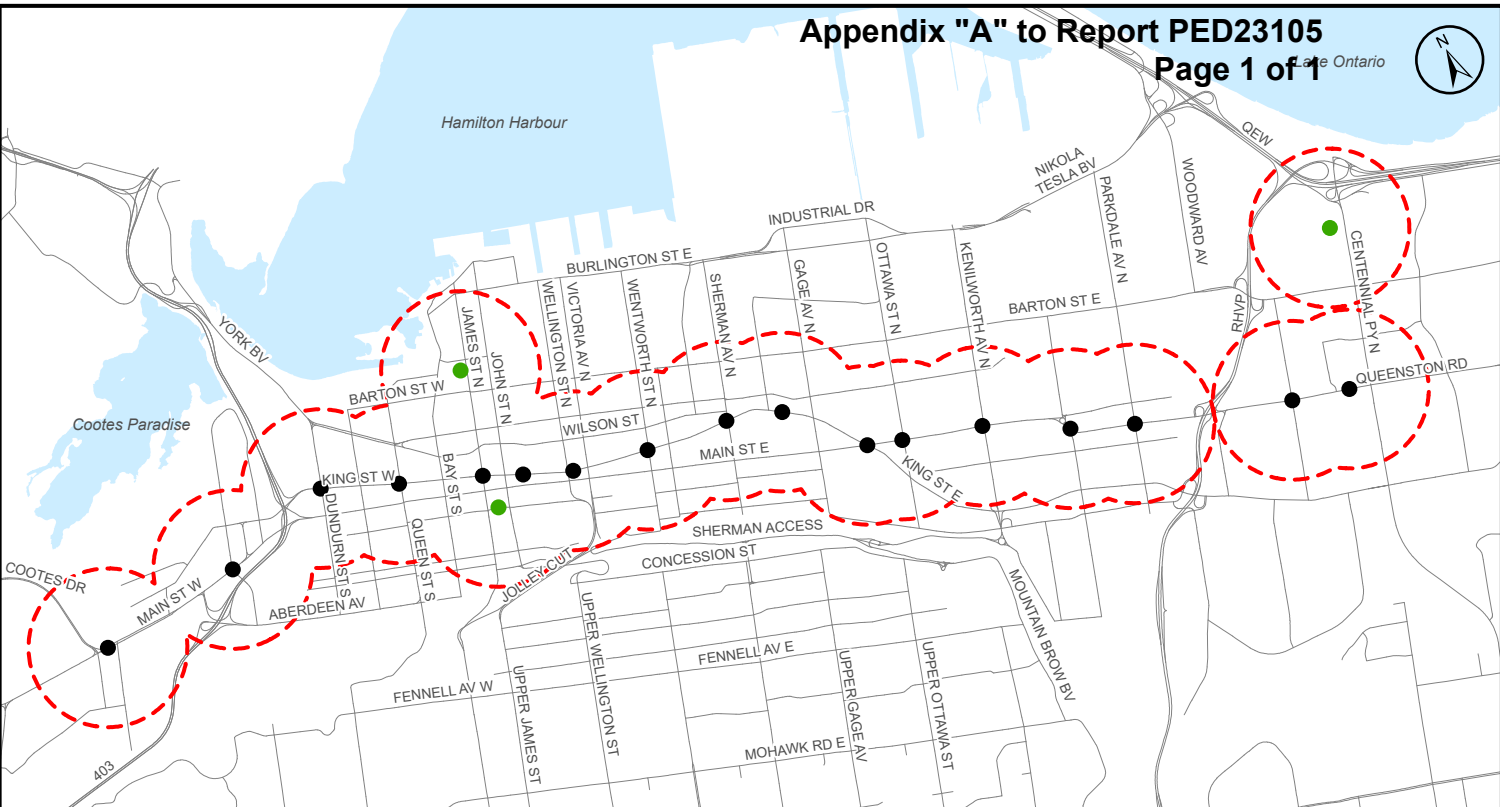
Active and Sustainable School Travel program with the City of Hamilton has identified that parent driver behavior around schools is consistently the biggest safety concern expressed by Hamilton's school communities.

ALTERNATIVES FOR CONSIDERATION

- (a) The existing Special Enforcement Areas around Our Lady of Hope, Bellmoore, St. Matthew, and Earl Kitchener Elementary could be eliminated and staff could be directed to look at other options for enhancing safety around schools in relation to parking.
- (b) All City of Hamilton Schools could be reviewed for the possible implementation of a Special Enforcement Area.

APPENDICES AND SCHEDULES ATTACHED

N/A



Study Area for Delineating Major Transit Station Areas (MTSA)

Legend

- Planned LRT Stops
- Existing and Planned GO Stations
- 800 meter radius around a LRT Stop / GO Station



Hamilton
Planning & Economic
Development Department

Major Transit Station Areas

Final Report



August 2023



[this page is intentionally left blank]

Note to Reader: The following report does not take into consideration proposed Provincial policy changes contemplated in the Province's Draft Provincial Planning Statement (released in April 6th, 2023 and updated on June 16th). The Draft Provincial Policy Statement was not in force and effect at the time that this work was undertaken.



TABLE OF CONTENTS

| | |
|--|----|
| TABLE OF CONTENTS | ii |
| 1.0 Introduction..... | 3 |
| 1.1 Project Context | 3 |
| 1.2 Project History | 4 |
| 1.3 Study Area | 6 |
| 1.4 Report Purpose | 9 |
| 2.0 Policy Context..... | 11 |
| 2.1 Planning Act | 11 |
| 2.2 Provincial Policy Statement | 13 |
| 2.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe..... | 14 |
| 2.4 Urban Hamilton Official Plan (UHOP)..... | 16 |
| 2.5 Summary of Key Policy Directions | 20 |
| 3.0 Methodology | 22 |
| 3.1 Overview of Approach..... | 22 |
| 3.2 Defining the MTSA Boundaries..... | 23 |
| 3.3 Defining the Intensification Areas within the MTSAs | 24 |
| 3.4 Modelling the Build out Potential for Each MTSA | 27 |
| 3.5 Identify Small-Scale Intensification Opportunities | 30 |
| 3.6 Estimating Population and Employment Yields | 31 |
| 3.7 Calculating MTSA Densities | 35 |
| 4.0 Key Findings and Results | 36 |
| 4.1 Results | 36 |
| 4.2 Station Area Profiles..... | 39 |
| 5.0 Conclusions and Recommendations | 78 |
| 5.1 Conclusions..... | 78 |
| 5.2 Recommendations | 78 |
| Appendix A: Density Matrix | 83 |





1.0 Introduction

1.1 Project Context

Located at the western corner of Lake Ontario, Hamilton is positioned uniquely in the western centre of the Greater Golden Horseshoe, and functions as a western gateway to the Greater Toronto Region. Hamilton is well placed to take advantage of its geographical proximity to Toronto, the largest business centre in the country. Hamilton's existing and planned higher order transit network, which includes twenty (20) transit stations - seventeen (17) LRT stations and three (3) GO stations, will be a major focus for future growth, intensification and redevelopment over the long term.

In September 2021, Hamilton City Council ratified a memorandum of understanding with Metrolinx and the Ministry of Transportation to construct the 14-kilometre Hamilton Light Rail Transit (LRT) project. The LRT will connect McMaster University in the west end of Hamilton to the Eastgate Square mall in the eastern part of the lower City. In addition to the LRT, a number of improvements are at various stages of implementation for the City's three (3) GO stations. The improvements are being constructed as part of the GO Lakeshore West improvements project, which includes the West Harbour GO (completed in 2015), Downtown Hamilton GO, and the new Confederation GO station. In addition to the LRT and GO, the Hamilton Street Railway's (HSR) BLAST network will provide future residents and workers with additional mode choices along some of the Primary and Secondary Corridors outlined in Schedule E of the Urban Hamilton Official Plan (UHOP). **Figure 2.1** in Section 2.4 of this Report provides an overview of the Primary

and Secondary Corridors that make up the BLAST network. The above noted on-going and planned improvements will provide Hamilton with a diversity of transit-oriented commuting options as well as the opportunity to build attractive, dynamic, and environmentally sound complete communities for people live-in and visit, and for and businesses to thrive.

The success of the City's higher order transit system is dependent on achieving higher levels of population and employment density around each station location. Higher densities of people and jobs in close proximity to higher order transit infrastructure creates a larger market for transit ridership, which can increase farebox revenue and balance flows on the network. Mixing of compatible land uses can also result in pedestrian-friendly 'Complete Street' urban design. Planning for 'Complete Streets' facilitates increased walking trips to and from transit stations and local amenities to help remove first mile/last mile barriers to ridership. Accordingly, the approach to planning for intensification close to higher order transit is a critical factor in determining the long term viability of the transit service. With this in mind, the Ontario Government's long range plan A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the Growth Plan), provides further guidance to municipalities on planning around transit stations.

1.2 Project History

The Growth Plan (2019, as amended) provides a thirty-year policy framework for growth management planning and, amongst other things, includes policies and minimum density targets for Major Transit Station Areas (MTSAs), as well as long term population and employment projections for the City. The City of Hamilton is planning for 236,000 new residents and 122,000 new jobs in Hamilton to the year 2051. To plan for this expected population and employment growth, the City is updating its growth strategy (known as GRIDS) as part of the overall Municipal Comprehensive Review (MCR) process. GRIDS is a big-picture planning process that evaluates the land use, infrastructure, economic development and financial implications of growth for the next 30 years. The MCR is the process by which the City brings its Official Plans (both Urban and Rural) into conformity with updated Provincial policies, which apply to Hamilton (Provincial Policy Statement, Growth Plan, Niagara Escarpment Plan, Greenbelt Plan).

Since the approval of the original GRIDS in 2006, a number of major changes have occurred, including but not limited to amendments to the Growth Plan in 2019 and 2020, amendments to the Provincial Policy Statement in 2020, along with a number of changes to the *Planning Act* up to the date of this report. Of particular relevance for the GRIDS process, is the extension of the planning horizon from 2031 to 2051, along with a number of policies for municipalities to consider when planning around transit. For Hamilton, this expanded planning horizon means an additional 40,000 jobs and 100,000 people between 2041 and 2051. To plan for this expected population and employment growth, the City has been working to update GRIDS as part of the City's MCR. This update is referred to as GRIDS2.



Through the GRIDS 2 process, the City is well on its way to completing the MCR. Both a Land Needs Assessment (LNA) as well as the “How Should Hamilton Grow?” evaluation of growth options were completed and presented for final approval to Council on November 19, 2021. Council adopted a “No Urban Boundary Expansion Growth Scenario” and directed City Staff to prepare amendments to the Urban and Rural Hamilton Official Plans to accommodate the forecasted population and job growth to 2051 within the existing Urban Boundary, in addition to conformity-related amendments.

Official Plan Amendment (OPA) 167 to the UHOP, and Official Plan Amendment 34 to the Rural Hamilton Official Plan (RHOP) were approved by Council on June 8, 2022. The two OPAs were provided to the Province for approval on June 10, 2022. The Province of Ontario issued a decision for OPA 167 and OPA 34 on November 4, 2022, which included, among other modifications, direction to add “Urban Expansion Area” lands to the City’s Urban Boundary for future development of community uses (including housing). Initial conformity-related amendments for MTSA planning included a framework for insertion of future detailed policies within the UHOP once analysis of the development context surrounding the station locations was completed. No Provincial modifications were made to the City’s general mapping of the existing and planned higher order transit routes or the locations of the MTSA locations for the LRT or Go Transit rail stations.

The MCR workplan to move forward with the detailed planning for the City’s MTSA’s has continued. As part of this process, the City is updating the original analysis of Hamilton’s MTSA’s, which was well under way in 2019. Due to a pause of the LRT project at the time, the results of the initial MTSA work were not finalized. Following the re-initiation of the LRT project, the previous MTSA planning work required

updating to reflect changes in provincial policy (notably a greater 800 metre distance from station locations), and most recently the approval of OPA 167 – Phase 1 of the City’s MCR.

In addition to the Provincial decision regarding the City’s MCR, there have also been a number of policy and legislative changes that have taken place since 2019. The updates to the 2019 MTSA work include a review of the recent changes to provincial policy, including updates to the Growth Plan, 2019 as amended regarding MTSA policies and updates to the *Planning Act* related to Inclusionary Zoning (IZ) and Protected Major Transit Station Areas (PMTSA). The details of these major legislative and policy changes are further discussed in **Section 2** of this report.¹

1.3 Study Area

The MTSAs are primarily located within the historic built-up area of Hamilton, including the oldest established neighbourhoods in the lower city. In addition to the UHOP, a series of secondary plans have been created to provide additional guidance on development for various areas of the city, including the following: Downtown Secondary Plan; West Harbour (Setting Sail) Secondary Plan; Centennial Neighbourhoods; Strathcona Secondary Plan Urban Design Guidelines; and, the Ainslie Wood Westdale Secondary Plan.

Figure 1.1 shows the location of Hamilton’s LRT corridor, including the LRT stations and GO stations. The Study Area includes twenty (20) transit stops - seventeen (17) LRT stations and three (3) GO stations - and 800 metre buffers. The figure also identifies the MTSAs, which are subject to the Province’s density targets. Generally, MTSAs that are served by LRTs are subject to a density target of 160 people and jobs per hectare and MTSAs that are served by the GO transit rail network are subject to a density target of 150 people and jobs per hectare. In addition, Schedule 5 of the Growth Plan identifies Hamilton’s LRT corridor as a Priority Transit Corridor. In addition to a density target of 160 people and jobs per hectare for Priority Transit Corridors, the Province requires detailed planning to be completed for these corridors with further commentary provided in **Section 2** of this report.

Also note that for the purposes of measuring minimum densities, the James MTSA also includes the Downtown Hamilton GO Station MTSA. Accordingly, for the purpose of this report, there are effectively 19 distinct MTSA geographies. **Table 1.1** below provides a reference for the minimum density targets.

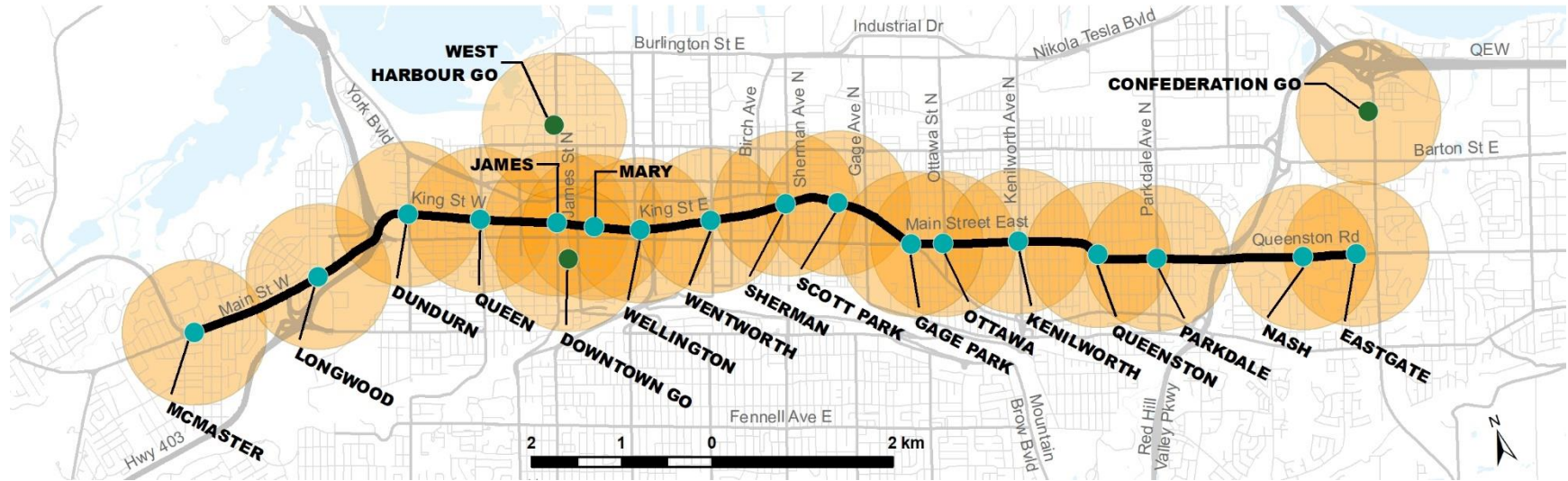
¹ This report does not include a review of the impacts related to recently approved Bill 23.

Table 1.1: Minimum Density Targets

| LRT Stations Minimum of 160 people and jobs per hectare | | GO Stations Minimum of 150 people and jobs per hectare |
|--|----------------|---|
| 1. McMaster University | 10. Scott Park | 1. West Harbour GO |
| 2. Longwood | 11. Gage | 2. Confederation GO |
| 3. Dundurn | 12. Ottawa | 3. Downtown Hamilton GO (considered to be part of James MTSA) |
| 4. Queen | 13. Kenilworth | |
| 5. James | 14. Queenston | |
| 6. Mary | 15. Parkdale | |
| 7. Wellington | 16. Nash | |
| 8. Wentworth | 17. Eastgate | |
| 9. Sherman | | |



Figure 1.1: Study Area - Hamilton's Major Transit Station Areas



- Minimum of 160 people and jobs per hectare
- Minimum of 150 person and jobs per hectare
- Approximate 800 m radius





1.4 Report Purpose

The purpose of this report is to support the work on the City's GRIDS2 and MCR process and document how the City will meet the minimum Provincial density targets for MTSA.

This report is structured as follows:

- **Introduction:** A brief background to the history and background of the project. Introduction of the study area, the process, and the purpose of the report.
- **Policy Context:** A summary of key policies that shape the density results, provincial guidelines for defining MTSA and relevant policies within Urban Hamilton Official Plan.
- **Methodology:** An explanation section on the approaches taken in identifying the MTSA boundaries and intensification areas and the methodology for calculating densities.
- **Key Findings and Results:** A conclusion regarding the anticipated build-out density relative to the target density for each MTSA illustrated with individual station area profiles and models.
- **Conclusions, Recommendations, and Next Steps:** Summarizes the conclusions and next steps.

For reference purposes, **Table 1.2** below provides the definitions for several key terms, which are defined in the Growth Plan and referred to further in this report.



Table 1.2: Relevant Definitions from the Growth Plan, 2019 as amended

| Term | Definition |
|-----------------------------------|--|
| Higher Order Transit | Transit that generally operates in partially or completely dedicated rights of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way. |
| Intensification | The development of a property, site or area at a higher density than currently exists through: <ul style="list-style-type: none"> • redevelopment, including the reuse of brownfield sites; • the development of vacant and/or underutilized lots within previously developed areas; • infill development; and, • the expansion or conversion of existing buildings. |
| Major Transit Station Area (MTSA) | The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. |
| Major Trip Generators | Origins and destinations with high population densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, post-secondary institutions and other public service facilities, and other mixed-use areas). |
| Municipal Comprehensive Review | A new official plan, or an official plan amendment, initiated by an upper or single-tier municipality under section 26 of the <i>Planning Act</i> that comprehensively applies the policies and schedules of the Growth Plan. |
| Priority Transit Corridor | Transit corridors shown in Schedule 5 or as further identified by the Province for the purpose of implementing this Plan. |
| Transit Supportive | Relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario’s Transit Supportive Guidelines. |





2.0 Policy Context

The following section provides an overview of the policy context for planning around MTSA and Protected MTSA (PMTSA). This section covers applicable Provincial planning legislation and policies, including the *Planning Act*, Provincial Policy Statement and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, as well as the Urban Hamilton Official Plan (UHOP).

2.1 Planning Act

The *Planning Act* identifies matters of provincial interest, including the appropriate location of growth and development and the promotion of development that is designed to be sustainable, to support public transit and to be orientated to pedestrians, among many other matters. And while the primary focus of this document is the importance of planning around transit, Section 2 of Act does set out a broad range of other matters of Provincial Interest which are related to the contents of this report, such as the conservation of features of significant architectural, cultural and historic, archaeological interest (d), the orderly development of safe and healthy communities (h) and the promotion of built form that is well designed, encourages a sense of place and provides public spaces that of high quality, safe, accessible,

attractive and vibrant (r). Of specific relevance for this report, the *Planning Act* provides guidance on PMTSAs, as well as Inclusionary Zoning (IZ).

A PMTSA refers to the area surrounding an existing or planned higher-order transit station or stop. Higher order transit refers to transit that operates partially or completely in a dedicated right of way, including heavy rail, light rail and buses in dedicated lanes.

The following policies in the *Planning Act* provide direction on PMTSAs for single-tier municipalities, such as Hamilton:

- *“The official plan of a single-tier municipality may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected major transit station area and that delineate the area’s boundaries, and if the official plan includes such policies it must also contain policies that,*
 - a. *identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area;*
 - b. *identify the authorized uses of land in the major transit station area and of buildings or structures on lands in the area; and,*
 - c. *identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.”* (Section 16.15)
- Policies that identify a PMTSA, including any changes to those policies, cannot be appealed . This also applies to policies that specify the authorized uses, minimum and maximum building heights, and maximum densities of buildings and structures on lands within a PMTSA (Section 17.36.1.4).
- It is the responsibility of the municipality to determine which MTSA it identifies as PMTSAs. Once PMTSAs have been identified, the PMTSAs must be approved by the Province (Section 17.17.1).

Key Policy Directions from Planning Act

- Transit-supportive development is part of an integrative approach to planning.
- Inclusionary Zoning policies can be applied to lands identified in an Official Plan as a Protected Major Transit Station Area.
- Protected Major Transit Station Area land uses, heights and densities as well as inclusionary zoning policies cannot be appealed once the policy framework is in force and effect.

Within a PMTSA, a municipality may include Inclusionary Zoning (IZ) policies to secure affordable housing units in new residential developments. The following policies in the *Planning Act* provide direction on IZ:

- The identification of a PMTSA allows a municipality to implement IZ as a planning tool (Section 16.5.1(a)). IZ policies may also be implemented in areas with a Development Permit System (DPS), more commonly referred to as a Community Planning Permit System (CPPS) (Section 16.5.1(b)). At the time of writing this report, the City of Hamilton does not have a CPPS.
- To authorize IZ, an official plan of a municipality must contain policies:



- a. *“authorizing the inclusion of affordable housing units within buildings or projects containing other residential units; and,*
 - b. *providing for the affordable housing units to be maintained as affordable housing units over time.”* (Section 16.4)
- IZ policies, including any requirements or standards, cannot be appealed (Section 17.36.1.2).

Under the *Planning Act*, Ontario Regulation 232/18 identifies the requirements for municipalities that wish to implement IZ. One of the requirements is to complete a Municipal Assessment Report to confirm feasibility. Hamilton has undertaken the components of a Municipal Assessment Report through completion of a Housing Needs Assessment, and a Market Feasibility Study (including Peer Review).

In addition, under recently approved Provincial Bill 23, *More Homes Built Faster Act* (2022), new provisions have been added regarding IZ, including exemptions from development charges and changes to the dedication of land for parks or other public recreational purposes. Further changes to regulations related to IZ may be forthcoming and should be considered in the future planning of any PMTSAs, which the City may identify.

2.2 Provincial Policy Statement

The Provincial Policy Statement (PPS) (2020), issued under section 3 of the *Planning Act*, provides policy direction on matters of provincial interest related to planning and regulating the development and use of land, including heritage conservation. The *Planning Act* requires that all decisions that affect land-use planning matters must be consistent with the PPS, therefore all municipal Official Plans are required to be consistent with the policies in the PPS.

Key Policy Directions from PPS

- Transit-supportive development is part of an integrative approach to planning.
- A mix of housing options and densities should be provided, including affordable housing.

The following PPS policies are of particular relevance to this exercise:

- Land use planning and growth management should follow an integrated approach by promoting transit-supportive development and the optimization of transit investments (Policy 1.1.1e).
- In Settlement Areas where transit exists, or is being either planned or developed, land use patterns are to include a mix of land uses and transit-supportive densities (Policy 1.1.3.2 f). Having a mix of land uses and densities also contributes to minimizing the length and number of vehicle trips and supporting active transportation (Policy 1.6.7.4).
 - The PPS defines the term “transit-supportive” as *“in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in*

guidelines developed by the Province or based on municipal approaches that achieve the same objectives.”

- The PPS provides the following direction on housing options:
 - Housing options, including existing building stock and the availability of planned infrastructure and public service facilities, should be considered when planning transit-supportive developments (Policy 1.1.3.3).
 - In addition, a mix of housing options and densities should be provided, including affordable to low and moderate-income housing (Policy 1.4.3a).
- Land uses, specifically major facilities and sensitive uses, should be planned and developed to avoid or minimize and mitigate adverse effects from issues such as odour, noise and other contaminants, while also minimizing the risk to public health and safety (Policy 1.2.6).
- The PPS provides direction on the preservation of cultural heritage resources, stating that significant built heritage resources and significant cultural heritage landscapes are to be conserved (Policy 2.6.1).

2.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan was amended in 2020 and features several new policies, targets, and definitions which have potential to impact the evolution of the City’s planned urban structure. Of particular relevance to Hamilton’s MTSA planning exercise are the following key policies:

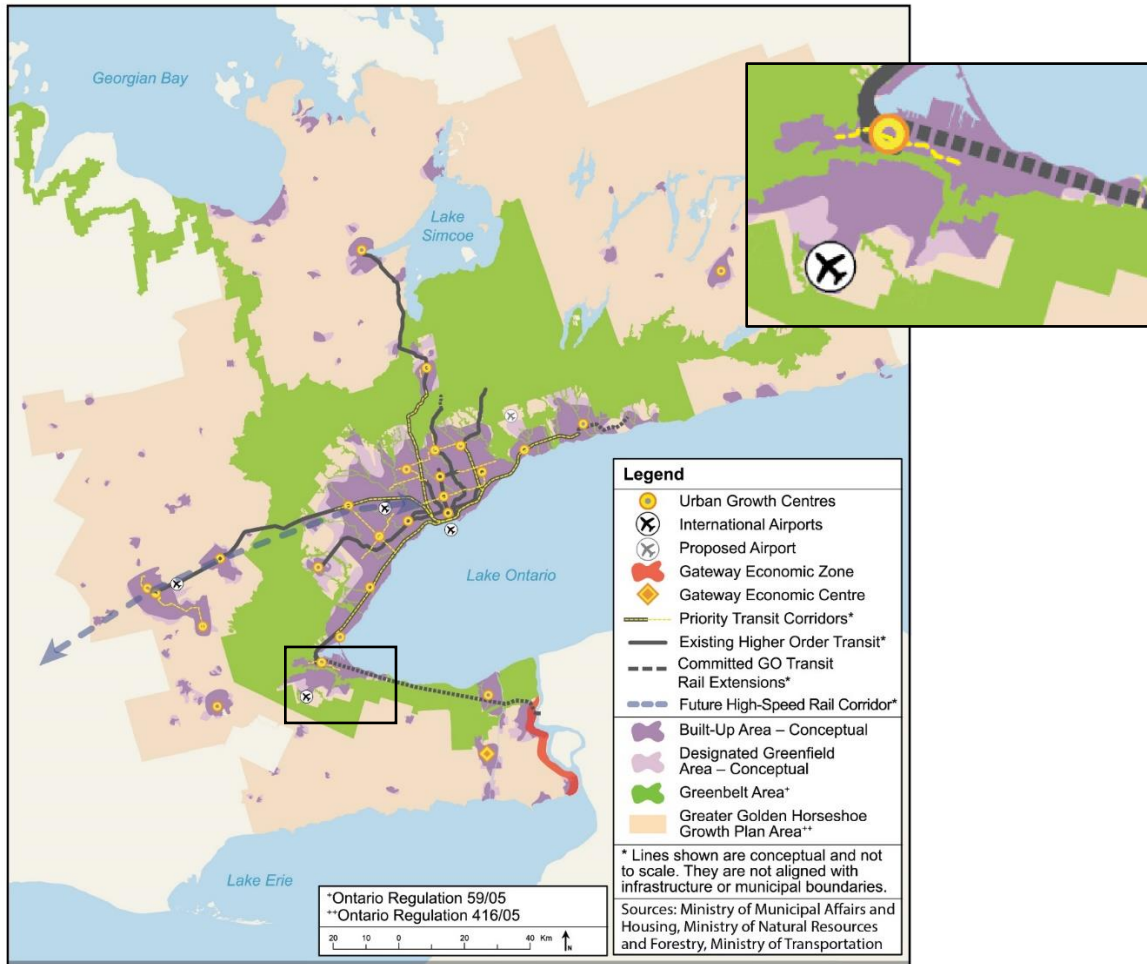
- LRT MTSA along Priority Transit Corridors should be planned to achieve a density of 160 people and jobs per hectare (Policy 2.2.4.3b);
- GO Transit MTSA should be planned to achieve a density of 150 people and jobs per hectare along Priority Transit Corridors over the long term (Policy 2.2.4.3c).

Figure 2.1 illustrates the Priority Transit Corridors as identified on Schedule 5 of the Growth Plan. Priority Transit Corridors have been identified to guide municipalities in their detailed planning for MTSA along these corridors. Based on a high-level review of Schedule 5, all MTSA along Hamilton’s LRT corridor are located along a Priority Transit Corridor.

Key Policy Directions from Growth Plan

- LRT MTSA along Priority Transit Corridors should be planned to achieve a density target of 160 people and jobs per hectare.
- GO Transit MTSA should be planned to achieve a density target of 150 people and jobs per hectare.
- The densities are based on a full build-out scenario.
- The density target applies to each MTSA.
- There is some flexibility, which allows municipalities to request an alternative target for a specific MTSA if there are circumstances that limit the development of higher densities.

Figure 2.1: Priority Transit Corridors (Schedule 5 of Growth Plan, 2019, as amended)



- The density targets apply to each of the respective LRT or GO Transit MTSAs, however, the policies allow for instances where an alternative target may be requested, where a density target for a specific MTSAs cannot be met. Council may request an alternative target from the Province where it can be demonstrated that the target cannot be achieved because:
 - i. development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated areas (Policy 2.2.4.4 a); or,
 - ii. there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station stop (Policy 2.2.4.4 b).
- Development within all MTSAs will be planned and designed to be transit-supportive and achieve multimodal access to stations and connections to nearby trip generators by providing, where appropriate, connections to other local or regional transit, infrastructure for active transportation, and commuter drop off/pick up areas (Policy 2.2.4.8);

- Within MTSA development will be supported by:
 - Planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;
 - Fostering collaboration between public and private sectors, such as joint development projects;
 - Providing alternative development standards, such as reduced parking standards; and,
 - Prohibiting land use and built form that would adversely affect the achievement of transit supportive densities (Policy 2.2.4.9).

A recent 2020 update to the Growth Plan pertains to the definition of MTSA. Whereas the previous Growth Plan definition of a MTSA identified them as an area within an approximate 500 metre radius of a transit station, the updated Growth Plan (2020), defines a MTSA as an area within an approximate 500 to 800 metre radius of a transit station. This change in the size extents for delineating MTSA represents one of major technical changes since earlier preliminary planning work was completed on the City's LRT MTSA.

2.4 Urban Hamilton Official Plan (UHOP)

Urban Structure Context

Figure 2.2 identifies the City's planned urban structure (UHOP, Schedule E), illustrating how the urban system is organized. Nodes and corridors are the focus of reurbanization, intensification and redevelopment, providing focal points for Hamilton's local communities and neighbourhoods. The nodes and corridors are connected to each other by various modes of transportation, including planned higher order transit. The expectation is that nodes and corridors provide a vibrant pedestrian environment and facilitate active transportation through excellence in urban design. Over time, the expectation is that the nodes and corridors will evolve to include a wide range of uses and higher densities, which are transit supportive (see Policy E.2.1 of Volume 1 of the Urban Hamilton Official Plan).

The City's current urban structure elements are shown on **Figure 2.2** and illustrate the planned hierarchy of Nodes (Downtown Hamilton Urban Growth Centre, Sub-Regional Service Nodes and Community Nodes) and Corridors (Primary and Secondary) as well as Employment Areas, Neighbourhoods, Major Activity Centres and the Major Open Space system. MTSA were recently added as a component of the City's Urban Structure through OPA 167, however detailed policies and mapping updates are expected to follow pending the outcome of this study.

Within the context of this study, the LRT corridor overlaps with the Primary Corridor between McMaster University (Major Activity Centre), through the Downtown Urban Growth Centre and terminating at the Sub-Regional Service Node at Eastgate Square. The study area for the City's MTSA also includes the Community Node near Barton Street East between Ottawa Street North and Kenilworth Street North (known locally as Centre Mall or The Centre on Barton). The multiple elements of the City's urban structure affected by the LRT corridor and GO Transit Station areas underscores the strategic importance of the City's MTSA planning.

Figure 2.2: Schedule E of the Urban Hamilton Official Plan - Urban Structure

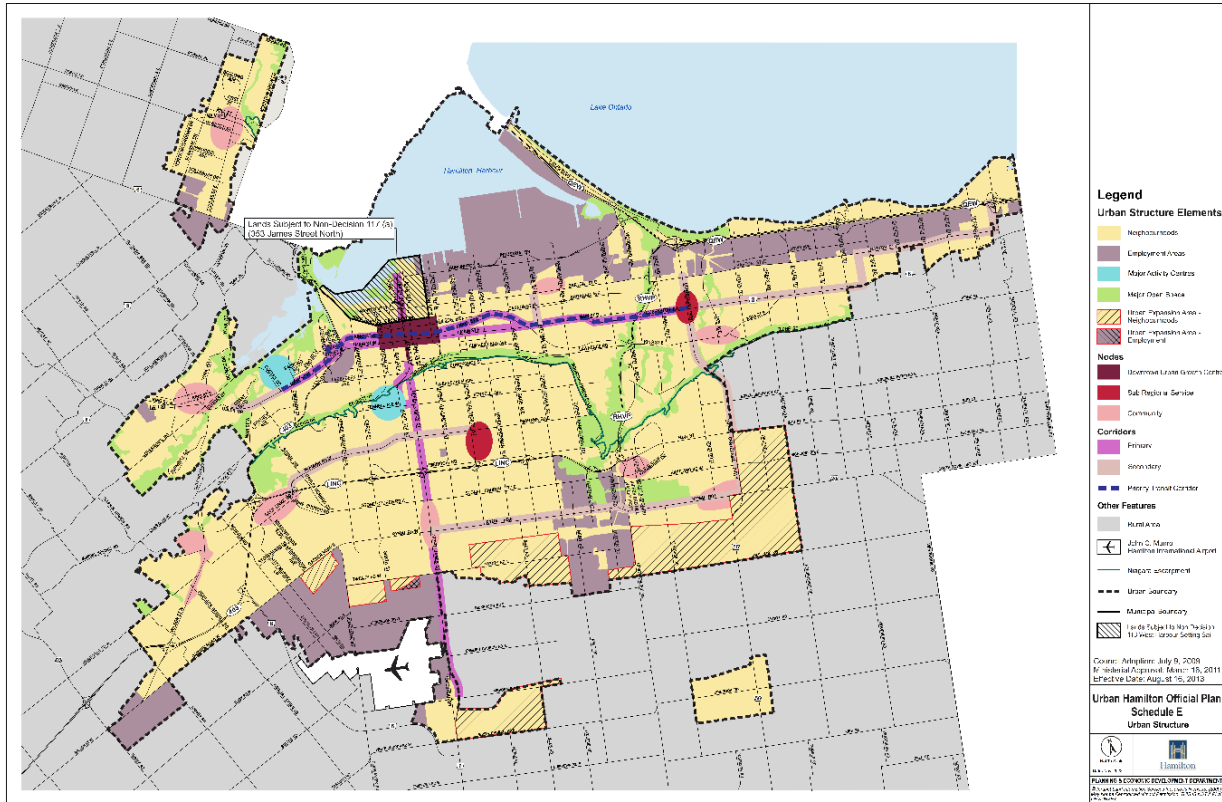


Table 2.1 summarizes the planned function, density and scale policies of the urban structure elements which overlap with the MTSA Study Area.

Table 2.1: Relevant Urban Structure Elements

| Urban Structure Element | Planned Function | Density and Scale |
|---|---|---|
| <p>Downtown Hamilton Urban Growth Centre Node</p> | <ul style="list-style-type: none"> • The pre-eminent node in Hamilton due to its scale, density, range of uses, function and identity by residents of the City as the Downtown • Provide services to residents across the City as well as to neighbouring municipalities • Major employment centre in the City • Residential uses will serve a large and diverse population and include a range of housing types, including affordable housing and housing with supports. • Cultural and institutional centre of the City • A major transit hub for the City with two GO rail stations and higher order transit systems extending outwards | <ul style="list-style-type: none"> • Minimum overall target of 500 persons and jobs per hectare • Planned to accommodate 30% of City’s residential intensification |
| <p>Community Node (includes Centre Mall / Centre on Barton Area)</p> | <ul style="list-style-type: none"> • Provide a range of uses that allow for access to housing, employment, services, and recreation in close proximity to each other and transit • Function as vibrant, mixed use areas containing a range of housing opportunities, including affordable housing and housing with supports • A range of built forms are anticipated, depending on the characteristics of each community node • Planned to accommodate generally between 25,000 and 100,000 square metres of retail floor space • Linked to the higher order transit system through connecting conventional transit or by rapid transit, where possible | <ul style="list-style-type: none"> • Overall target of 100 to 150 persons and jobs per hectare • Planned to accommodate 40% of City’s residential intensification (along with other nodes/corridors). |
| <p>Sub-Regional Service Node (includes Eastgate Square)</p> | <ul style="list-style-type: none"> • Provide a range of uses that allow for access to housing, jobs, services, and recreation in close proximity to each other and may be accessible by higher order transit. • Function as vibrant, mixed use areas with a large and diverse population. A range of housing types, including affordable housing and housing with supports, shall be encouraged. The predominant form of new housing shall be in medium and high density buildings. • Provide a regional retail function. • Employment centres providing a range of employment largely in population serving offices, retail, personal services, and local institutions. • Important role in the future transit network in the City. Sub-Regional Service Nodes will contain major transit stations. | <ul style="list-style-type: none"> • Overall target of between 150 and 200 persons and jobs per hectare. • 40% of City’s intensification (along with other nodes/corridors). |

| Urban Structure Element | Planned Function | Density and Scale |
|--|--|---|
| Urban Corridor, Primary Corridor | <ul style="list-style-type: none"> Function as an integral part of the surrounding Neighbourhood, and serve as a central focal point. Planned to include a range of higher density land uses, including mixed uses where feasible, supported by higher order transit (on the Primary Corridors). Urban Corridors shall be a focus for intensification through the Neighbourhoods which they traverse | <ul style="list-style-type: none"> 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. 40% of intensification (with other nodes/corridors). |
| MTSA (includes Hamilton Centre GO, West Harbour GO, Confederation GO and future higher order transit station areas along the Priority Transit Corridor) | <ul style="list-style-type: none"> Includes the area including and around any existing or planned higher order transit station or stop. Approved higher order transit station or stop locations for MTSAs. MTSAs that are not on the priority transit corridor shall be planned to achieve a mix of uses and densities which are supportive of higher order transit. | <ul style="list-style-type: none"> Overall target of between 160 persons and jobs per hectare or a lower target as approved by the Province for LRT MTSAs along Priority Transit Corridors and 150 people and jobs per hectare for GO Transit MTSAs. |
| Major Activity Centre (includes McMaster University) | <ul style="list-style-type: none"> Act as mixed use nodal areas with a high level of incommuting. Major employment generators accommodating major institutional uses (education and healthcare) but also provide for ancillary residential, recreation, research and office uses Shall be served by a variety of transportation modes, including higher order transit to accommodate students and employees | <ul style="list-style-type: none"> No prescribed density target. |



Intensification Context

In addition to the overall structure and location of future intensification, the UHOP also provides guidance for how growth is expected to occur. Chapter B, Section 3 Quality of Life and Complete Communities provides guidance for the local economy, housing, urban design, cultural heritage resources, community facilities, health and public safety as well as energy and environmental design. In the context of this study, the UHOP's urban design policies, as well as the policies that provide guidance for cultural heritage resources are of relevance and are further elaborated on in Section 3 of this report.

2.5 Summary of Key Policy Directions

The Urban Hamilton Official Plan has transit-supportive development policies in place throughout the policy document. Volume 1, Schedule E – Urban Structure of the UHOP identifies the lands along the LRT route as a Primary Corridor, with the expectation that these lands will be the long term focus of intensification and redevelopment to compliment investment in higher order transit along the Priority Transit Corridor. The Primary Corridor along the LRT route is anchored by four different types of nodes:

- **Downtown Hamilton Urban Growth Centre:** The Downtown is preeminent node in the City and is expected to be the focus for higher density intensification and redevelopment. The Downtown is expected to have the highest concentration of intensification and include the highest densities. Specific policies related to growth and development in the Downtown Urban Growth Centre are provided in the Downtown Hamilton Secondary Plan in Volume 2 of the UHOP.
- **Community Node:** The Centre Mall / Centre on Barton area is identified as a Community Node. This area offers significant re-development potential, including opportunities for housing, employment, services, and recreation near each other and transit. Detailed Secondary Planning will be required to determine the highest and best use of the area/site and identify any potential limitations.
- **Sub-Regional Node:** Eastgate Square, at the eastern terminus of the LRT corridor, is a Sub-Regional Node. The recently completed Centennial Neighbourhoods Secondary Plan identifies opportunities for mid and high-rise intensification and redevelopment in support of both the LRT and the Confederation GO station.
- **Major Activity Centre:** McMaster University is the western terminus of the LRT and is identified as a Major Activity Centre due to the presence of both the university campus and hospital. Through the policies of the Ainslie Wood Westdale Secondary Plan, McMaster is recognized as providing significant land use context for the community, given its size, number of students, employees and historic buildings. As a Major Activity Centre on the LRT route, development and redevelopment with higher residential densities is anticipated.

The Provincial planning framework directs municipalities to plan for transit-supportive densities along Priority Transit Corridors. The expectation is that Hamilton's LRT MTSA along the Priority Transit Corridor will be planned to achieve a density target of 160 people and jobs per hectare and Hamilton's GO Transit MTSA a density target of 150 people and jobs per hectare.

While the City's planned urban structure is aligned with the directions under the *Planning Act*, as well as the policies of the PPS and the Growth Plan, there are some areas which require further direction:

- The need to delineate the boundaries of the MTSA along the LRT corridor and GO Transit stations;
- The need to identify PMTSAs along the LRT corridor and GO Transit stations, as well as to prescribe associated policies as per the Planning Act requirements; and,
- The need to assess the intensification potential within each MTSA and determine how the provincial density targets can be achieved, including the opportunity to consider potential for small-scale intensification within MTSA where appropriate

The above-noted items are addressed in the following sections. The potential for Inclusionary Zoning within each MTSA is being addressed as part of a separate study, which is currently being completed by the City.



3.0 Methodology

3.1 Overview of Approach

The following section summarizes the methodology employed for the MTSA assessment. The intent of the assessment is to evaluate the City's ability to meet the applicable density targets for the various MTSA locations, in particular the Growth Plan targets of 150 and 160 people and jobs per hectare at full build-out. The assessment is not intended to be a detailed forecast of the specific types and distribution of development but rather an area-wide analysis and estimate of the overall capacity to accommodate intensification and resulting total population and employment yields. The overall approach covers the following key steps:

1. Defining the MTSA boundaries;
2. Defining the Intensification Areas within the MTSA boundary;
3. Modelling the Build-Out Potential within the MTSA;
4. Identifying Small-scale Intensification Opportunities;
5. Estimating Population and Employment Yields; and,
6. Calculating the resulting densities for comparison to the Growth Plan targets (150 and 160 residents and jobs per hectare).



3.2 Defining the MTSA Boundaries

The Growth Plan 2019, as amended, defines MTSA as the area within an approximate 500 to 800 metre radius of a transit station. To maximize the extent of the MTSA and to meet the Province's minimum density target, the overall approach for defining each MTSA is based on an 800 metre walking distance around the approximate location for each transit stop. The 800 metre walking distance (10 minute walk) is refined to maximize the number of people living and working in proximity to the stop. Refinements include the following:

- All uses within 800 metres, including parks, institutional uses, mixed use areas, residential neighbourhoods, commercial uses, industrial uses, transportation corridors are included in the MTSA boundary. The 800 metres was measured as both a radial distance from the higher order transit station location and also as an 800 metre walk using existing pedestrian infrastructure in the area.
- Each delineated MTSA boundary includes whole blocks and avoids cutting/dissecting blocks.

- Streets, highways, rail corridors and natural features were used to define boundaries and edges for the MTSA.
- In a few instances the extent of the MTSA exceeds the 800 metre distance to maximize the development opportunities for high density, mixed-use, and transit-supportive neighbourhoods or to capture a major trip generator. For example, in the delineation of the West Harbour GO MTSA, the boundaries were extended to capture the Hamilton General Hospital site which is considered a major trip generator.
- The resulting geography for each MTSA varies according to the unique neighbourhood context, and is represented by a gross land area (in hectares) to be used in the calculation of the full build-out densities.

3.3 Defining the Intensification Areas within the MTSA

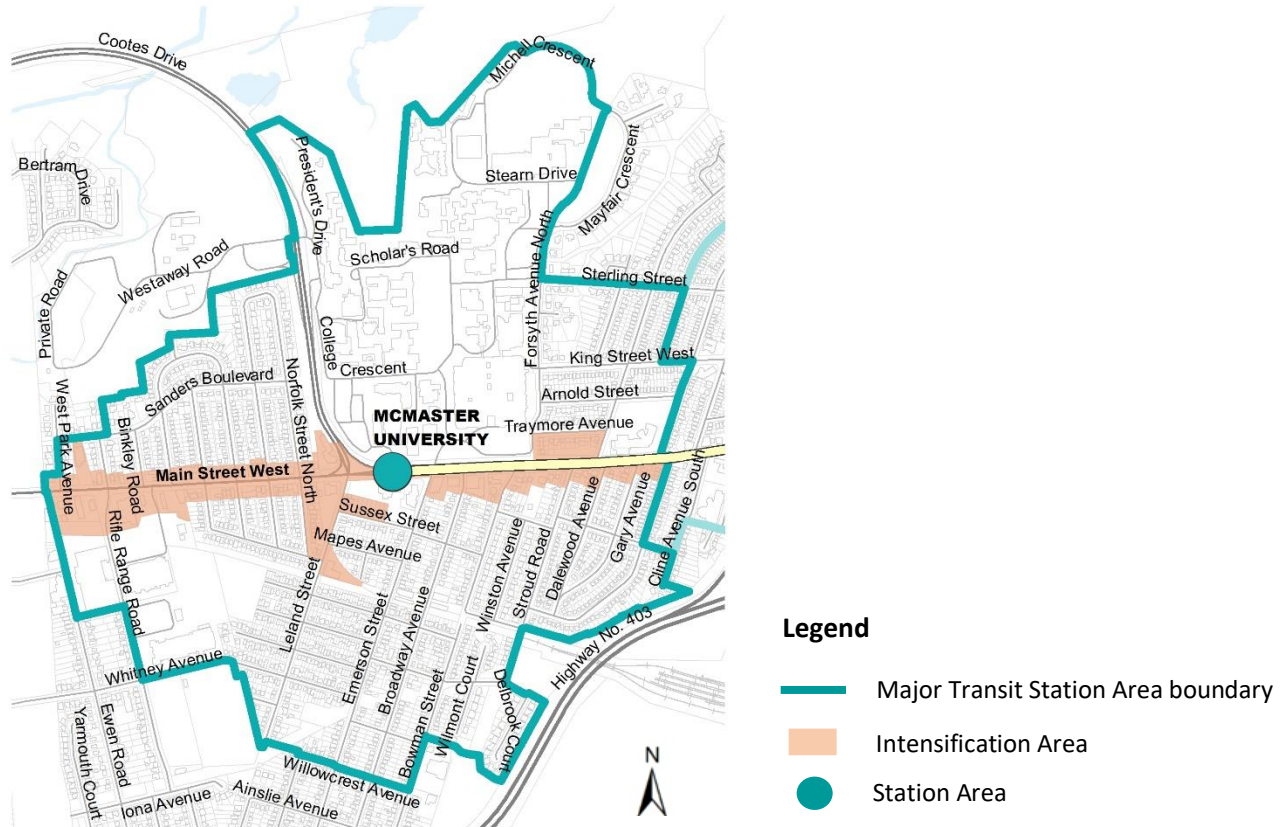
General Approach

Intensification Areas were delineated within each MTSA to better understand how much redevelopment could potentially occur in the future, thereby providing insights into the overall capacity for growth and the potential to achieve the minimum density targets of 150 and 160 people and jobs per hectare. Intensification Areas were identified in areas where intensification could appropriately occur within each MTSA, recognizing that there are some constraints within each area and that not all lands within each MTSA will be subject to intensification. For example, some MTSA have parks, which are not intended to be developed; others have low density residential neighbourhoods near to the LRT corridor which are not likely to experience a significant amount of intensification through redevelopment over the long term.

The majority of the Intensification Areas are concentrated on lands which front along the LRT corridor and lead to the GO transit stations. They were informed by the City's Transit-Oriented Corridor (TOC) zoning and Commercial and Mixed Use (CMU) and Downtown zoning. Further opportunities for intensification beyond the TOC and CMU zoning were considered, including any under-utilized lands near the transit corridor (e.g., vacant lands, parking lots, closed school sites, etc.), existing high density sites and development proposals. In addition to opportunities within the Intensification Areas, some modest assumptions related to Accessory Dwelling Units (ADUs) potential were also factored into each MTSA's future growth potential.

As an illustration of this approach, **Figure 3.1** illustrates the difference between the broader MTSA boundary delineation and the focused Intensification Area for the McMaster University LRT station.

Figure 3.1: MTSA and Intensification Areas



Approach for the Downtown MTSA

The process for defining the Intensification Areas within the four downtown MTSA (Queen, James, Mary, and Wellington) is consistent with the above approach. However, the key difference is the extent of the Intensification Areas in the downtown MTSA in comparison to the other MTSA across the City. The Downtown Hamilton Secondary Plan area is bounded by Cannon Street to the north, Victoria Avenue North to the east, Hunter Street to the South and Queen Street to the west. Portions of the Secondary Plan area extend beyond Cannon Street to Stuart Street in the north and to Charlton Avenue in the south. It contains parts of several downtown neighbourhoods: Beasley, Central, Corktown, Durand, Landsdale and Stinson. For the James and Mary MTSA, the entirety of the MTSA within the Downtown Hamilton Secondary Plan area is considered the Intensification Area. Only the portion of the James and Mary MTSA at the southerly end, outside of the Secondary Plan area and comprised of established lower density neighbourhoods, are excluded from the Intensification Area.

For the Queen MTSA, the entirety of the eastern portion of the MTSA, which is within the Downtown Hamilton Secondary Plan, is identified as Intensification Area. For the westerly portion of this MTSA, outside of the Downtown Hamilton Secondary Plan area, the Intensification Area is consistent with the remaining MTSA along the corridor, with the Intensification Area is focused on the lands fronting on the higher order transit corridor as well as the north-south arterials. The Queen MTSA also identifies lands

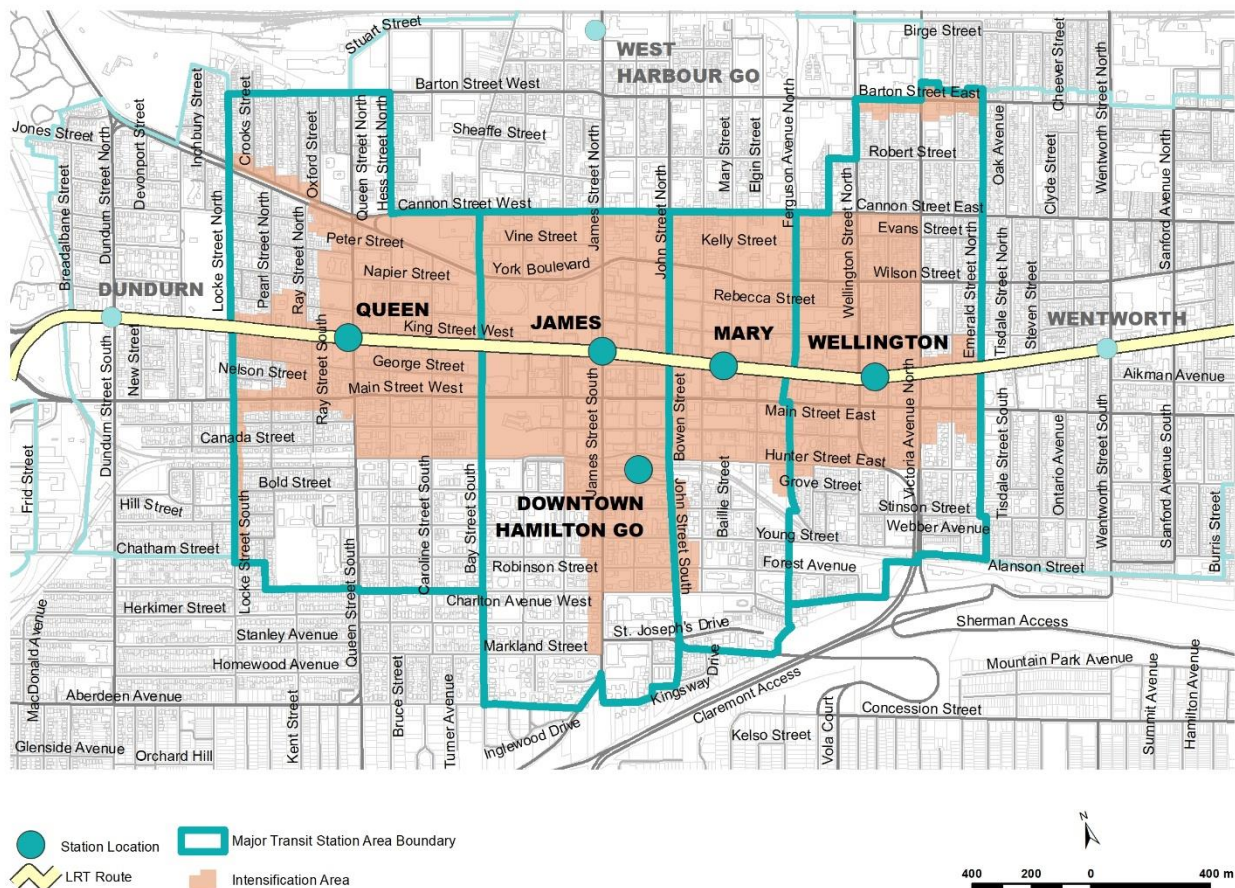


along Main Street West as Intensification Area since Main Street is also identified in the Urban Hamilton Official Plan as a Primary Corridor.

For the Wellington MTSA, almost the entirety of the western portion of the MTSA, which is within the Downtown Hamilton Secondary Plan, is identified as Intensification Area. One area, south of Main Street, bounded by Wellington and Victoria Streets, was not included in the Intensification Area in recognition of the existing low density character of the area, the identification of a cultural heritage landscape, and the low density Downtown Hamilton Secondary Plan designation. For the easterly portion of this MTSA, which is outside the Downtown Hamilton Secondary Plan area, the Intensification Area is consistent with the remaining MTSA's along the corridor, with the intensification area focused on the lands fronting on the LRT corridor as well as lands fronting on Main Street East.

As shown on **Figure 3.2**, the result for all four of the downtown MTSA's is a larger identified Intensification Area compared to the others along the LRT corridor. This is reflective of the direction of the Downtown Hamilton Secondary Plan, which promotes and facilitates intensification and redevelopment activities within the entire Secondary Plan area.

Figure 3.2: Overview of the MTSA's within the Downtown Area



Approach for Cultural Heritage Resources

The majority of the lower City was built prior to 1950 and there is significant overlap in the MTSA boundaries. As expected, the MTSA boundaries include a number of cultural heritage resources. The general approach for considering cultural heritage resources in the overall process was to exclude any future development associated with designated or registered heritage buildings and only partial development associated with listed buildings.

In addition to the individual buildings, there are areas that would be considered Established Historical Neighbourhoods under the UHOP policy B.3.4.3.6 and accordingly, the MTSA overlap with a number of Cultural Heritage Landscapes (CHLs). As defined in the UHOP, a CHL refers to a defined geographical area that may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. These areas are to be protected and conserved for present and future generations. It is estimated that approximately 16% of the land area covered by the MTSA falls within a CHL (400 hectares). While there are CHLs within certain MTSA, no additional assumptions about development potential were applied in the modelling exercise (beyond those associated with designated, registered and listed buildings²).

3.4 Modelling the Build out Potential for Each MTSA

Development potential in each MTSA was modelled in 3D to better understand how the development would fit within the broader area, allowing for each parcel of land to receive its own unique development based on zoning requirements and its surrounding context. The information below provides an overview of the methodology that was applied for the 3D modelling:

- Generate an existing conditions “baseline” model using the City’s latest 3D building dataset;
- Prepare a future conditions model by removing existing buildings from within the intensification area, with the exception of designated heritage lands/sites, select landmark and institutional buildings;
- Generate a new intensification area lot fabric by merging and/or subdividing assessment parcels;
- Model future buildings based on new lot fabric using procedural automation, taking into account zoning performance standards, urban design and secondary plan dimensional requirements, such as building heights, setbacks and transitions. Manual refinements were undertaken for tall buildings to account for minimum tower separation distances (25 metres) and maximum tower floorplates (750 metres);
- Assign a land use category to future buildings broadly based on current zoning, secondary plan, and surrounding uses, including Multiple Residential, Mixed Use - Neighbourhood Transition, Mixed Use - Major Corridor, Mixed Use - Commercial Main St., Commercial, Institutional, Mixed Use - Office Dominant, and Open Space – Park;

² Parks, open spaces and other non-developable lands (e.g. Gore Park, Gage Park, etc.) are captured within the estimated CHL land area referenced in this paragraph and accordingly these lands have been excluded from any development assumptions and are accounted for through the modelling exercise.

- Generate Gross Floor Area (GFA) calculations for future buildings based on geometry area; and,
- Convert GFA to people and job estimates, as described in **Section 3.5**.

Building an Illustrative Model

The representation of a potential building in the 3D model does not constitute an approval for a particular development concept or design. The representation of potential buildings in the modelling is meant to be illustrative of the redevelopment potential at a full build-out scenario for each MTSA. At the time of a development application, detailed review of building massing and relationship to the broader neighbourhood context will be evaluated by the City.

Figure 3.3 is an axonometric (layered) diagram illustrating the major components of a transit oriented community and their relationship to one another. On the ground, street retail and commercial uses are emphasized along the transit corridor to animate streetscape with activities and people. Building heights and massing is paired according to its zoning parameters and, most importantly, its surrounding context. For example, intensity of commercial uses is focused around transit stations paired with multifamily residential uses.

Figure 3.3: Density Model Elements



Different assumptions were applied for the stations within and outside the Downtown Hamilton Secondary Plan to reflect the unique characteristics of each area. The following assumptions were used to determine the growth potential for each of the MTSA:

- 3D Modelling growth is based on a full build-out scenario, where indicative massing is designed to zoning, secondary plans (where applicable), and surrounding context specifications, for all the parcels within each MTSA (each parcel is assigned its own unique development).
- The build-out scenario represents the fullest possible extent of development/redevelopment within the MTSA and maximizes development potential based on zoning permissions and secondary plan guidelines (where applicable).
- The focus of development and redevelopment is within the Intensification Areas of each MTSA, however, some minor adjustments in the density calculations were made to reflect potential for ADUs and to account for those working from home within neighbourhoods.
- Existing high-rise developments and institutional uses are recognized and maintained.
- Allowances for heritage protection are considered within the Intensification Areas:
 - No development/redevelopment is considered for designated heritage buildings;
 - No development/redevelopment is considered for registered but not designated heritage buildings; and,
 - No development/redevelopment is considered for approximately 25% of listed/inventoried heritage buildings.
- The development form along the corridor is generally based on the City’s recently adopted TOC and C5 zoning regulations.
- Building heights are based on permissions from applicable Secondary Plans. For lands which are not subject to an existing Secondary Plan, the recent revisions to UHOP policy E.4.6.8 for Mixed Use Medium Density through OPA 167 have been applied. OPA 167, allows for a maximum height of up to 12 storeys for lands along the Corridor outside of the four Downtown MTSA. Under OPA 167 height up to 12 storeys is permitted without an OPA, provided certain criteria can be met, such as no adverse shadow impact, progressive building stepbacks abutting Neighbourhoods, and stepbacks from the street to reduce massing. For the Downtown MTSA, a maximum height of up to 30 storeys was applied in accordance with the Downtown Hamilton Secondary Plan. In addition, the Downtown Hamilton Secondary Plan provides direction on protection of cultural heritage resources through the development approvals process, and notes that adaptive reuse of built heritage resources is encouraged and given priority. For the purpose of this planning exercise, designated heritage buildings have been removed from the density calculations. Potential for adaptive re-use of designated heritage buildings is not captured in the modelling assumptions.



- Development application information was used to help delineate intensification areas, however, specific development applications and their associated built form and unit yields are not reflected in the model.

3.5 Identify Small-Scale Intensification Opportunities

Consideration was given to additional growth within each MTSA outside of the delineated Intensification Areas to account for small-scale intensification opportunities, such as basement apartments, detached Accessory Dwelling Units (ADUs), and the conversion of existing housing to contain three or four separate units.

Recent UHOP policy changes through OPA 167 to policy E.3.4.3 support small-scale intensification within low density residential areas by permitting an expanded range of low density residential uses including four-plexes and six-plexes within those areas. The ability to accommodate opportunities for small-scale intensification throughout the City's built-up area is a critical component in achieving the City's broader housing objectives and accordingly, the following build-out assumptions for ADUs were applied within each MTSA:

- 25% of the existing single-detached dwellings were assumed to accommodate three additional units (total of four units per lot); and,
- 25% of existing semi-detached dwelling were assumed to accommodate an additional two units (total of 3 units per lot).³

The above-noted 25% assumption(s) represent the upper limit of what appears to be possible in the context of a longer term build-out scenario based on the following:

- Hamilton's city-wide historic rate for ADUs is estimated to be approximately 3.1% (2021)⁴;
- ADUs are more prevalent in older, established neighbourhoods and areas with lower rental vacancy rates;
- For comparison, the City of Toronto's rate is estimated to 16%, which is the highest historic City-wide rate;
- Historic rates noted above are city-wide and the expectation is that rate measured at a neighbourhood scale would be higher in MTSAs which are almost exclusively within older, established neighbourhoods where access to transit or proximity to work-place destinations would increase propensity; and,
- Historic rates also do not take into account recent legislative changes at the Provincial level nor do they take into account any municipal incentives or policy/zoning changes, all of which are expected to increase the overall supply of ADUs.

³ Earlier versions of the analysis were limited to ADU opportunities associated with the single-detached dwellings. The revised assumptions noted above are reflective of the recent policy changes implemented by the City and are consistent with the City's plans to introduce more housing opportunities in the build-up area.

⁴ Canada Housing and Mortgage Corporation, "Secondary units in Ontario: municipal estimates and what contributes to disparities", 2021. The term "rate" refers to the number of ground-oriented dwellings with an accessory dwelling unit, such as a basement apartment, in-law suites, laneway homes and/or accessory apartments.

3.6 Estimating Population and Employment Yields

To estimate the population and employment yield for each MTSA, a set of land use categories for modelling purposes was created. The land use categories are based on the applicable zoning and OP policies, as noted previously in Section 3.4. Next, an overall gross floor area split was allocated to each of the land use categories to take into account opportunities for a range of different building types (e.g. office, residential, mixed-use, etc.).

Below is an overview of the general assumptions applied to estimate the population and employment yields:

- For residential dwellings, a work from home estimate of 2.8% of the total population adjusted for undercount was applied based on work from home estimates completed as part of the City's Lands Needs Assessment. More recent census results, which are heavily influenced by the spike in work from home occurrences during the Covid-era are estimated to be in the 11% range (City-wide). However, the expectation is that over time, this rate will decrease (as Census results represent the peak condition for work from home employment). And while the 2.8% work from home assumption may appear to be overly conservative, it is important to note that in the context of this work carrying a higher rate for work from employment effectively double counts people/jobs which would artificially inflate gross densities.
- For mixed use buildings, the overall gross floor area split is estimated to be 90% residential and 10% commercial based on recent trends found elsewhere in the City. For the commercial component of a mixed use building, the densities are assumed to be one employee per 42 m² based on the City's 2019 Development Charges Background Study⁵.
- For free standing commercial buildings, the densities are estimated to be one employee per 42 m² based on the City's 2019 Development Charges Background Study.
- For institutional buildings with a residential function, the densities are estimated to be 1.1 PPU and an institutional employment rate of one employee per 65 m² based on the City's 2019 Development Charges Background Study.
- The overall housing mix along the corridor is based on an average net floorspace size of 106.2 square metres per unit, allowing for a mix of smaller one and two bedroom units and well as larger family sized units (see **Table 3.1**). This estimate is based on the average size of units by type and the historic pattern of apartment unit construction as provided by the City of Hamilton in their recent work on Family Friendly Housing. The resulting weighted average unit size is then grossed-up by 65% to take into account building efficiency factors, such as the need for common spaces, amenities, hallways, etc. **Table 3.1** below provides additional detail on the housing mix and unit size assumptions.

⁵ The City undertook a review of recent mixed use development projects in the Downtown and elsewhere in the City and found that the majority of mixed use developments tend have one floor retail/office (10%) with the remaining upper storeys (90%) as residential.

Table 3.1: Residential Units Space per Unit

| Unit Type | Unit Size (Sq. M.) | Share | Weighted Average (Sq. M.) | Average Unit Size |
|--|--------------------|-------|---------------------------|-------------------|
| Studio Units | 43 | 6% | 3 | -- |
| Small Units | 61 | 52% | 32 | -- |
| Medium Units | 81 | 40% | 32 | -- |
| Larger Family-Sized Units | 114 | 2% | 3 | -- |
| Sub-Total | 75 | 100% | 69 | -- |
| Building Efficiency Factor (65% for residential/mixed use buildings) | | | 65% | 106.2 |

Table 3.2 summarizes the category specific assumptions for each land use category and associated building typology.



Table 3.2: Overview of Land Use Categories and Assumptions⁶

| Land Use Category Name | Predominant Zoning* | Residential Assumptions | | | Employment Assumptions | |
|---|---|-------------------------|-------------------------------|--------|------------------------|--|
| | | % Floorspace | Units | People | % Floorspace | Jobs |
| Multiple Residential | TOC3, Downtown Multiple Residential, and other Multiple Residential | 100% | 106.2 m ² per unit | 1.663 | 0% | Applied work at home at 2.8% of total population adjusted for undercount based on 2021 work from home estimates. |
| Mixed Use - Neighbourhood Transition | H (Community Shopping and Commercial) and C2 (Neighbourhood Commercial Zone) | 90% | 106.2 m ² per unit | 1.663 | 10% | Applied DC rate of 42 m ² per job for commercial / PRE plus work at home at 2.8% total population |
| Mixed Use - Major Corridor | TOC1, TOC4, Downtown Zones, C5 and C5a in the downtown and directly along LRT route as well as lands within the Centennial Neighbourhoods Secondary Plan area | 90% | 106.2 m ² per unit | 1.663 | 10% | Applied DC rate of 42 m ² per job for commercial / PRE plus work at home at 2.8% total population |
| Mixed Use - Commercial Main St | C5, C5a, and areas not on LRT route (sections of Barton, N/S commercial streets) | 75% | 106.2 m ² per unit | 1.663 | 25% | Applied DC rate of 42 m ² per job for commercial / PRE plus work at home at 2.8% total population |
| Mixed Use - Office Dominant | Predominantly D1 and office areas in the Downtown | 25% | 106.2 m ² per unit | 1.663 | 75% | Applied 21.5 m ² / PRE plus work at home at 2.8% total population |

⁶ Note that the information in Table 3.2 is not an exhaustive list of zones used in the model and provides an overview of the predominant types used for the analysis.

| Land Use Category Name | Predominant Zoning* | Residential Assumptions | | | Employment Assumptions | |
|--------------------------|---|-------------------------|-------|--------|------------------------|--|
| | | % Floorspace | Units | People | % Floorspace | Jobs |
| Commercial | TOC2, H, and C2 (Neighbourhood Commercial Zone) | 0% | - | - | 100% | Applied job estimates based on the average number of jobs for commercial properties along the MTSA corridor based on the City of Hamilton employment data. If site specific job estimates were not available, a DC rate of 42 m ² per job for commercial / PRE plus work at home at 2.8% total population was applied. |
| Institutional | I1, I2, and I3 as well as existing institutional uses that may not be zoned as such | 0% | - | - | 100% | Applied site specific job numbers were available based on the City of Hamilton's 2019 Employment Survey. If job estimates were not available, a DC rate of 1.1 PPU was applied for institutional space density for housing and an institutional employment rate of 65 m ² per job. |
| Open Space - Park | P5 (Conservation/Hazard Land Zone) and P1 to P4 (Park and Open Space) | - | - | - | - | - |

3.7 Calculating MTSA Densities

The final step in the process is to calculate the density for each MTSA. The key steps involved are as follows:

- Sum the total population and employment within each MTSA, including all existing and future population and employment growth for a total number of people and jobs;
- Divide the total number of people and jobs by the total land area for the MTSA; and,
- The result of this calculation is an estimated build-out density of people and jobs per hectare for each MTSA.

As noted earlier, the assumptions for redevelopment and intensification are intended to determine whether or not there is an ability to achieve the minimum density targets for the seventeen LRT and three GO station MTSA's. The growth assumptions should not be interpreted as a market-based forecast of where and how the City will intensify. **Section 4** provides a summary and detailed breakdown of the results.



4.0 Key Findings and Results

4.1 Results

In total, fourteen of the nineteen MTSAs which are required to meet the minimum density targets have the potential to meet or exceed the associated Provincial density target. The remaining five stations will require an alternative lower target, including:⁷

1. Longwood: 126 people and jobs per hectare
2. Sherman: 142 people and jobs per hectare
3. Gage Park: 126 people and jobs per hectare
4. Queenston: 134 people and jobs per hectare
5. Parkdale: 135 people and jobs per hectare

⁷ Assuming that increased heights beyond 12 storeys are not employed in these MTSAs.

The densities in the Downtown and at several other station areas are capable of accommodating significant population and employment growth (and ultimately ridership potential) to support the LRT and GO train over the long term. Higher densities in the downtown MTSA are expected as the majority of the lands within these MTSAs are expected to see intensification, relatively taller building heights and overall higher densities. This is appropriate and reflective of the direction of the Downtown Hamilton Secondary Plan, which promotes and facilitates intensification and redevelopment activities within the area.

Density Target

The estimated overall density of 225 people and jobs per hectare is driven by primarily by the densities in the Downtown, which range between 292 people and jobs per hectare (Wellington MTSA) and 625 people and jobs per hectare (James MTSA).

Table 4.1 summarizes the results of the modelling analysis, comparing the existing densities for each of the MTSAs and the ultimate build-out potential for each station area. Detailed results for each MTSA is provided in **Section 4.2**⁸. Please refer to **Appendix A** for MTSA Density Calculation Matrix. MTSAs which are currently planned to achieve the minimum target of 160 people and jobs per hectare are highlighted below (shown in yellow in **Table 4.1**). The target includes ADUs and conversion assumptions and site specific employment data based on the City's 2019 employment survey. Refer to **Section 3** for additional details on methodology.

⁸ The results shown in **Table 4.1** reflect the methodology described in **Section 3** and also include increased assumptions for ADUs and increased building heights in selection locations.

Table 4.1: 2022 Density Results

| Station Area | MTSA Area (ha) | Total Number Existing of People and Jobs (2022) | Existing Density (P&J/ha, 2022) | Projected Total Number of Future People and Jobs (Build-Out) | Projected Future Density (P&J/ha, Build-Out) |
|---------------------------------|----------------|---|---------------------------------|--|--|
| 1. McMaster | 200.1 | 17,494 | 87 | 34,997 | 175 |
| 2. Longwood | 155.3 | 10,303 | 66 | 19,540 | 126 |
| 3. Dundurn | 82.5 | 6,058 | 73 | 13,251 | 161 |
| 4. Queen | 127.1 | 22,557 | 177 | 44,681 | 352 |
| 5. James / Downtown Hamilton GO | 105.1 | 32,218 | 306 | 65,685 | 625 |
| 6. Mary | 59.4 | 10,532 | 177 | 35,840 | 603 |
| 7. Wellington | 97.3 | 12,450 | 128 | 28,444 | 292 |
| 8. Wentworth | 136.4 | 14,236 | 104 | 25,550 | 187 |
| 9. Sherman | 114.3 | 9,179 | 80 | 16,260 | 142 |
| 10. Scott Park | 128.3 | 10,136 | 79 | 23,719 | 185 |
| 11. Gage Park | 107.6 | 5,781 | 54 | 13,601 | 126 |
| 12. Ottawa | 116.6 | 8,665 | 74 | 23,790 | 204 |
| 13. Kenilworth | 167.1 | 11,560 | 69 | 26,996 | 162 |
| 14. Queenston | 115.2 | 6,556 | 57 | 15,423 | 134 |
| 15. Parkdale | 150.9 | 7,529 | 50 | 20,313 | 135 |
| 16. Nash | 119.1 | 6,138 | 52 | 19,186 | 161 |
| 17. Eastgate | 158.3 | 9,685 | 61 | 29,127 | 184 |
| 18. Confederation GO | 188.8 | 7,364 | 39 | 30,373 | 161 |
| 19. West Harbour GO | 174.0 | 18,295 | 105 | 26,405 | 152 |
| Summary | 2,503.5 | 226,738 | 91 | 513,181 | 225 |



4.2 Station Area Profiles

The following section presents the results for each MTSA. Each profile includes three parts:

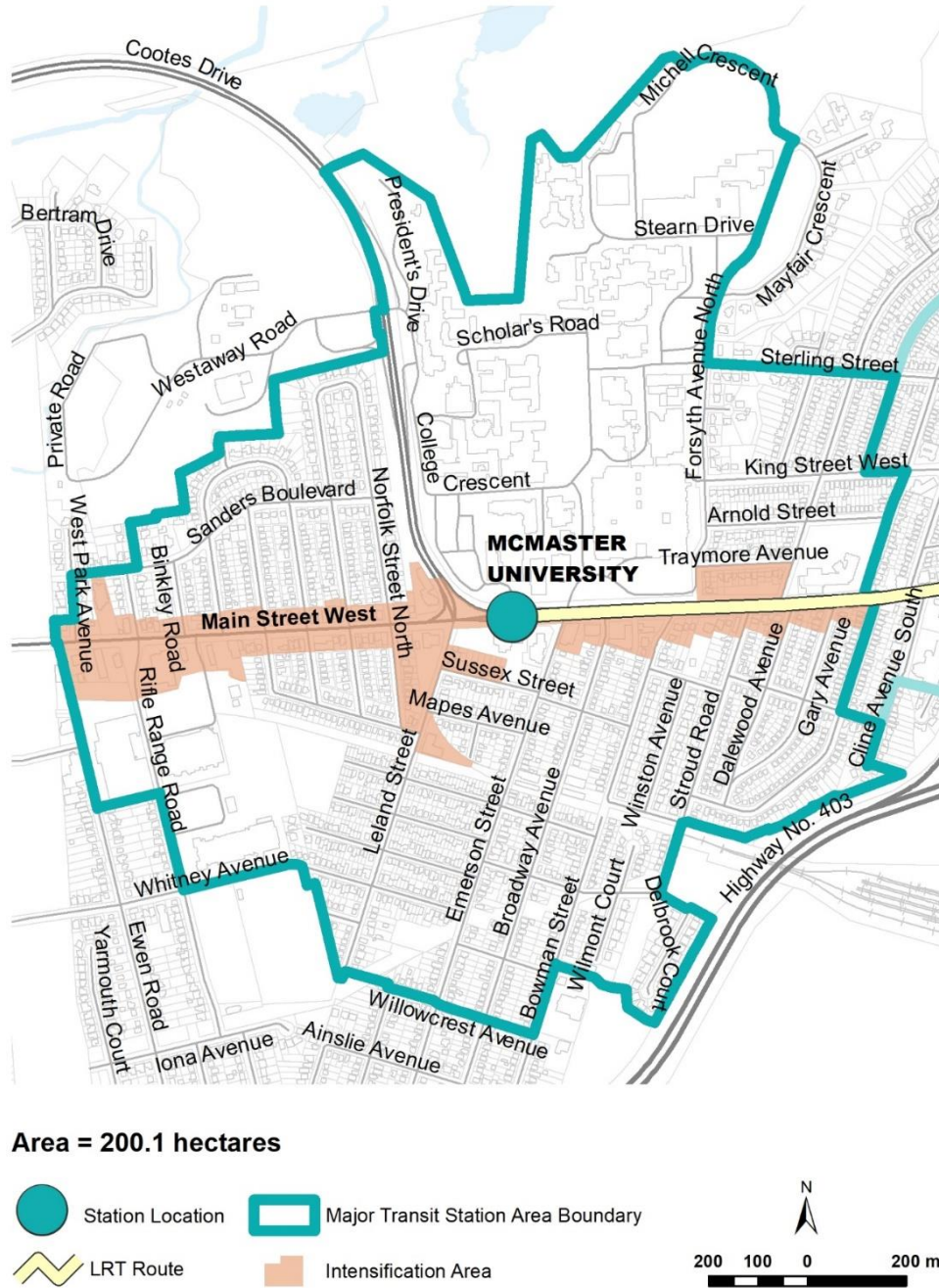
1. Station area boundary;
2. Existing density conditions; and,
3. Build-out density conditions.

The station area boundary diagram includes a proposed alignment of LRT B-Line and its station, and the area of intensification. Existing density conditions are presented with an indicative 3D diagram of the current station area built form. A supporting table illustrates key metrics for both the MTSA and intensification area to derive an existing conditions density result measured by people and jobs per hectare (P&J/ha). The maximum density condition also includes an indicative 3D diagram of the maximum build-out in the Intensification Area, designed around optimizing zoning and respecting its surrounding conditions. A table, similar to existing conditions, illustrates key metrics for MTSA and intensification area to derive to the maximum people and jobs per hectare at build-out. The target density for each LRT station area is to achieve 160 people and jobs per hectare. The target density for each GO station area is to achieve 150 people and jobs per hectare.

McMaster University MTSA

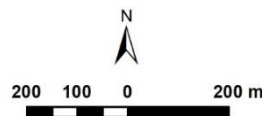
The McMaster University MTSA is located to the west of the Alexander Graham Bell Parkway, along Hamilton's LRT corridor. Existing land uses include commercial, institutional, office, residential, utilities, warehousing, and vacant lands. The Intensification Area within the MTSA is located in the Ainslie Wood Westdale Secondary Plan. The predominant zoning includes Mixed Use. Some of the unique features in the MTSA include Alexandra Park, the McMaster Historic Core and University Campus, and the Westdale Original Subdivision.

McMaster University MTSA and Intensification Area Boundary

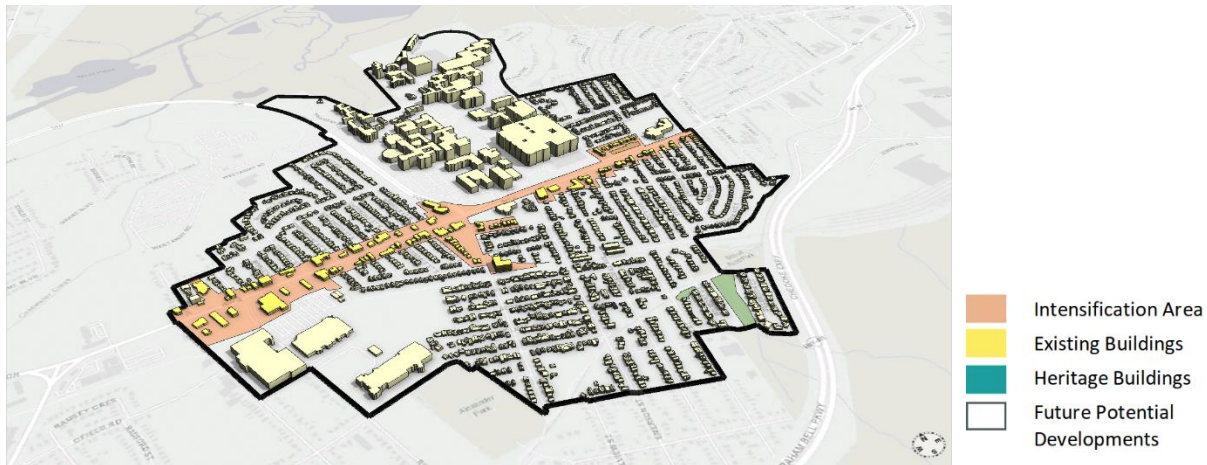


Area = 200.1 hectares

-  Station Location
-  Major Transit Station Area Boundary
-  LRT Route
-  Intensification Area



McMaster University MTSA Existing



| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 87 | 5,034 | 12,460 | 17,494 | 200 | 63 | 576 | 638 | 1,214 | 19 |

McMaster University MTSA Max



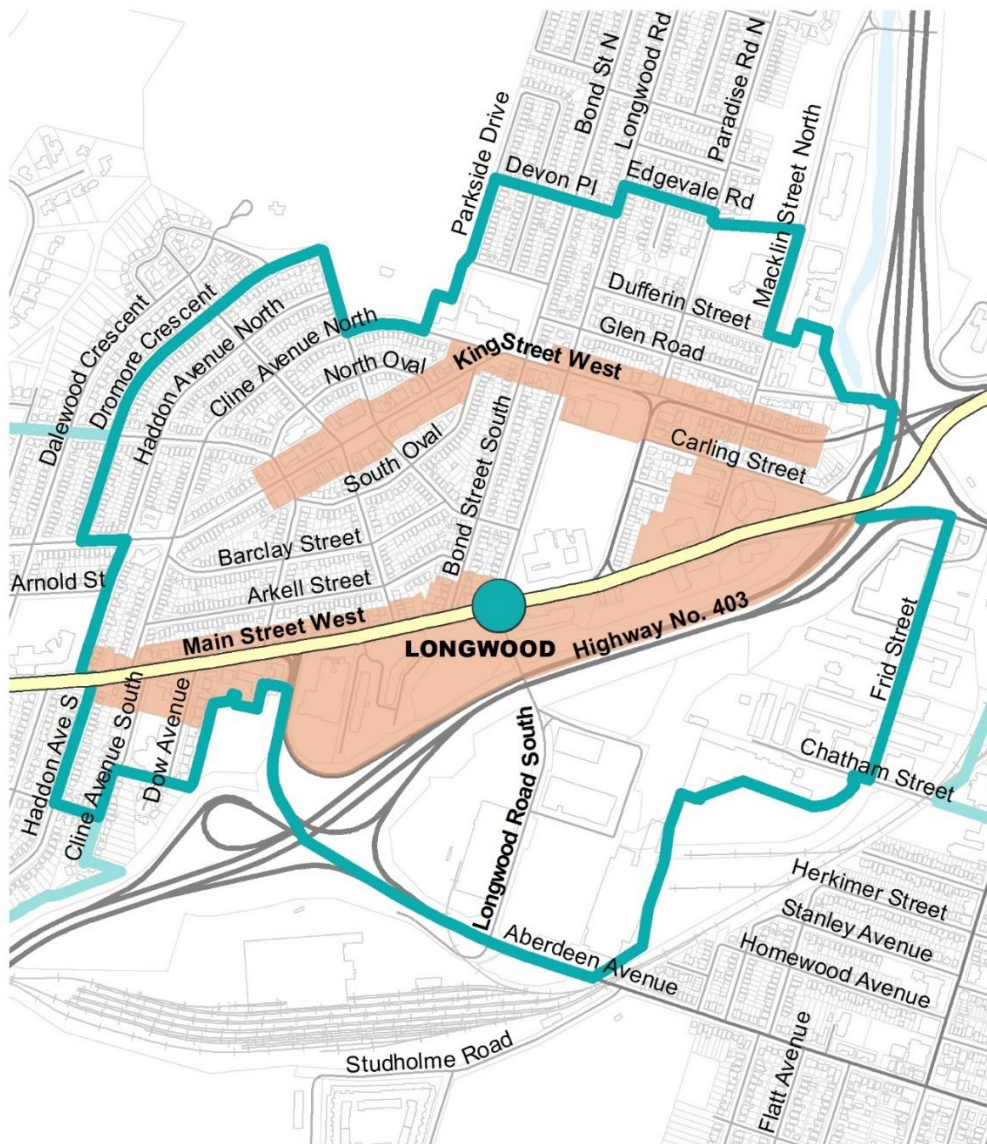
| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 175 | 11,050 | 23,946 | 34,997 | 200 | 306 | 4,711 | 1,234 | 5,945 | 19 |



Longwood MTSA

The Longwood MTSA is located to the west of the Alexander Graham Bell Parkway, along Hamilton's LRT corridor. Existing land uses include commercial, institutional, office, residential, and vacant lands. The Intensification Area within the MTSA is located in the Ainslie Wood Westdale Secondary Plan. The predominant zoning includes Mixed Use, Multiple Dwellings, and Local Commercial. Some of the unique features in the MTSA include the Westdale Original Subdivision.

Longwood MTSA and Intensification Area Boundary



Area = 155.3 hectares



Longwood MTSA Existing



| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 66 | 5,759 | 4,544 | 10,303 | 155 | 112 | 2,103 | 2,157 | 4,260 | 38 |

Longwood MTSA Max



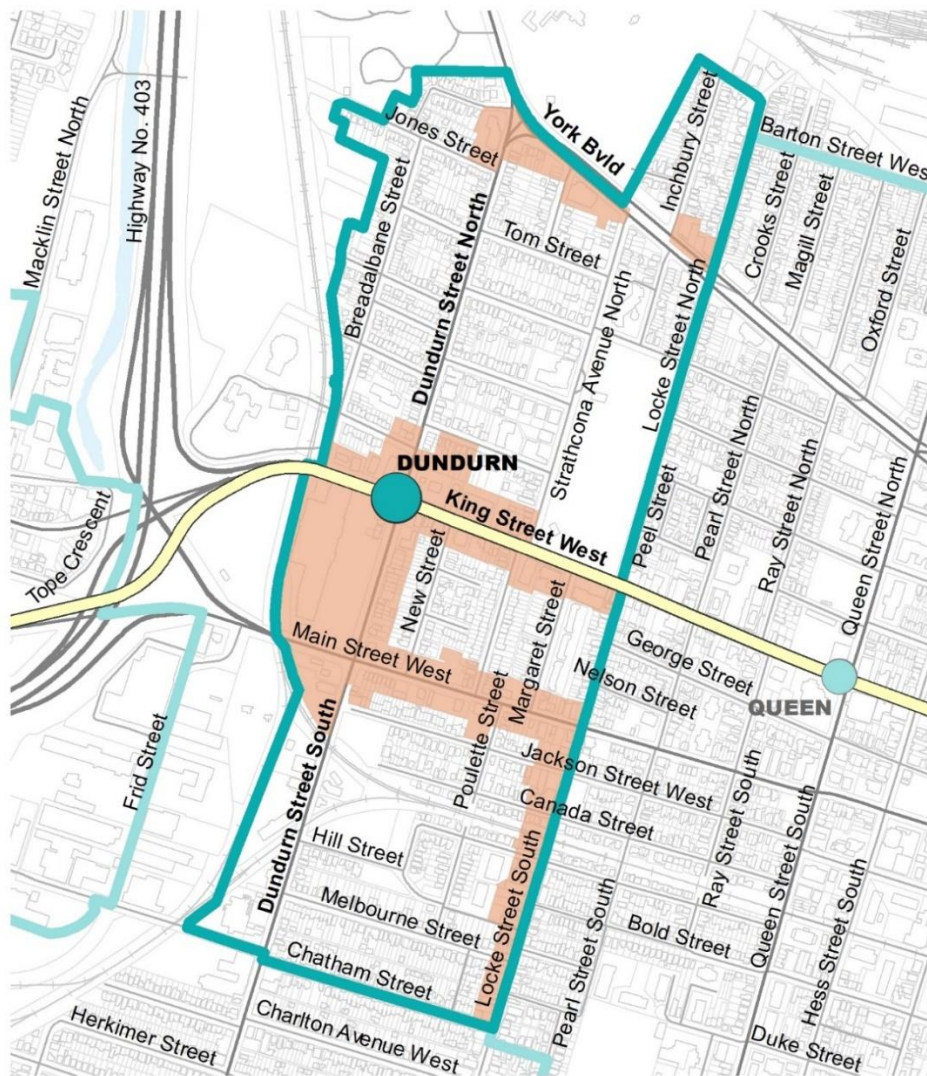
| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 126 | 11,213 | 8,327 | 19,540 | 155 | 257 | 6,131 | 3,640 | 9,771 | 38 |



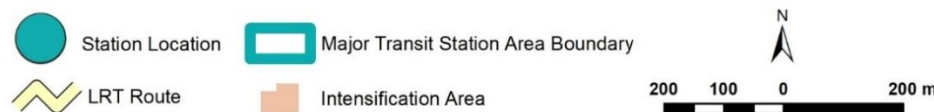
Dundurn MTSA

The Dundurn MTSA includes the intersection of King Street West and Dundurn Street North/South, along Hamilton’s LRT corridor. Existing land uses include commercial, institutional, office, residential, and vacant lands. The predominant zoning includes Mixed Use and Mixed Use Medium Density. The majority of the Intensification Area (13.4 ha) within the MTSA is located in the Strathcona Secondary Plan (10.5 ha) and the West Harbour (Setting Sail) Secondary Plan (0.2 ha). Some of the unique features in the MTSA include Victoria Park, the former Toronto/Hamilton and Buffalo Railway Station, and the Locke Street commercial area. The MTSA boundary was adjusted to not include Tom Street Park.

Dundurn MTSA and Intensification Area Boundary



Area = 82.5 hectares



Dundurn MTSA Existing



| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 73 | 4,478 | 1,580 | 6,058 | 82 | 102 | 623 | 1,380 | 2,003 | 20 |

Dundurn MTSA Max

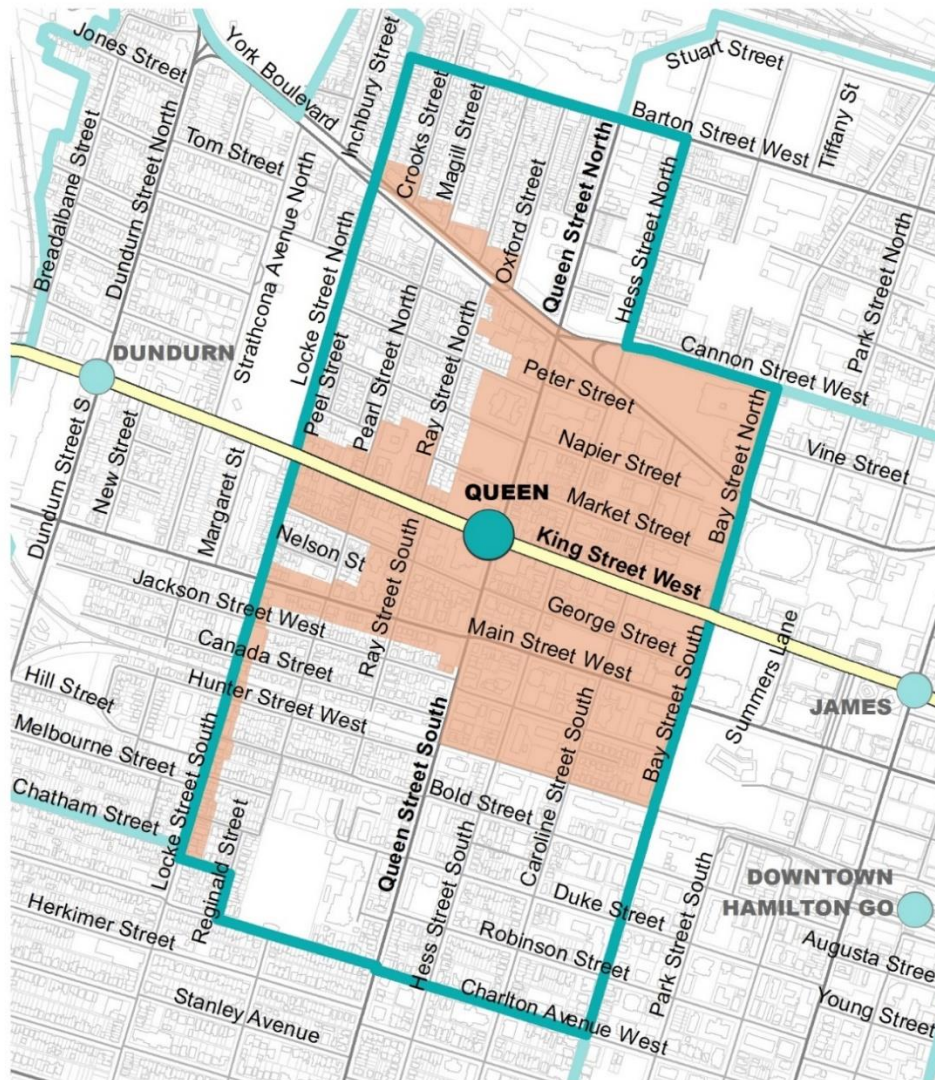


| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 161 | 10,298 | 2,953 | 13,251 | 83 | 403 | 5,323 | 2,773 | 8,096 | 20 |

Queen MTSA

The Queen MTSA is located in Central Hamilton, Hamilton’s LRT corridor. Existing land uses include commercial, light industrial, institutional, office, open space, residential, utilities, and vacant lands. The predominant zoning includes Downtown Central Business District. Portions of the Intensification Area (38 ha) within the MTSA is located in the Downtown Secondary Plan (24.1 ha), Strathcona Secondary Plan (11.9 ha) and the West Harbour (Setting Sail) Secondary Plan (0.9 ha). Some of the unique features in the MTSA include Victoria Park, the former Toronto/Hamilton and Buffalo Railway Station, and Wesanford Place.

Queen MTSA and Intensification Area Boundary



Area = 127.1 hectares



Queen MTSA Existing



| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 177 | 18,536 | 4,021 | 22,557 | 127 | 225 | 9,080 | 3,460 | 12,540 | 55 |

Queen MTSA Max



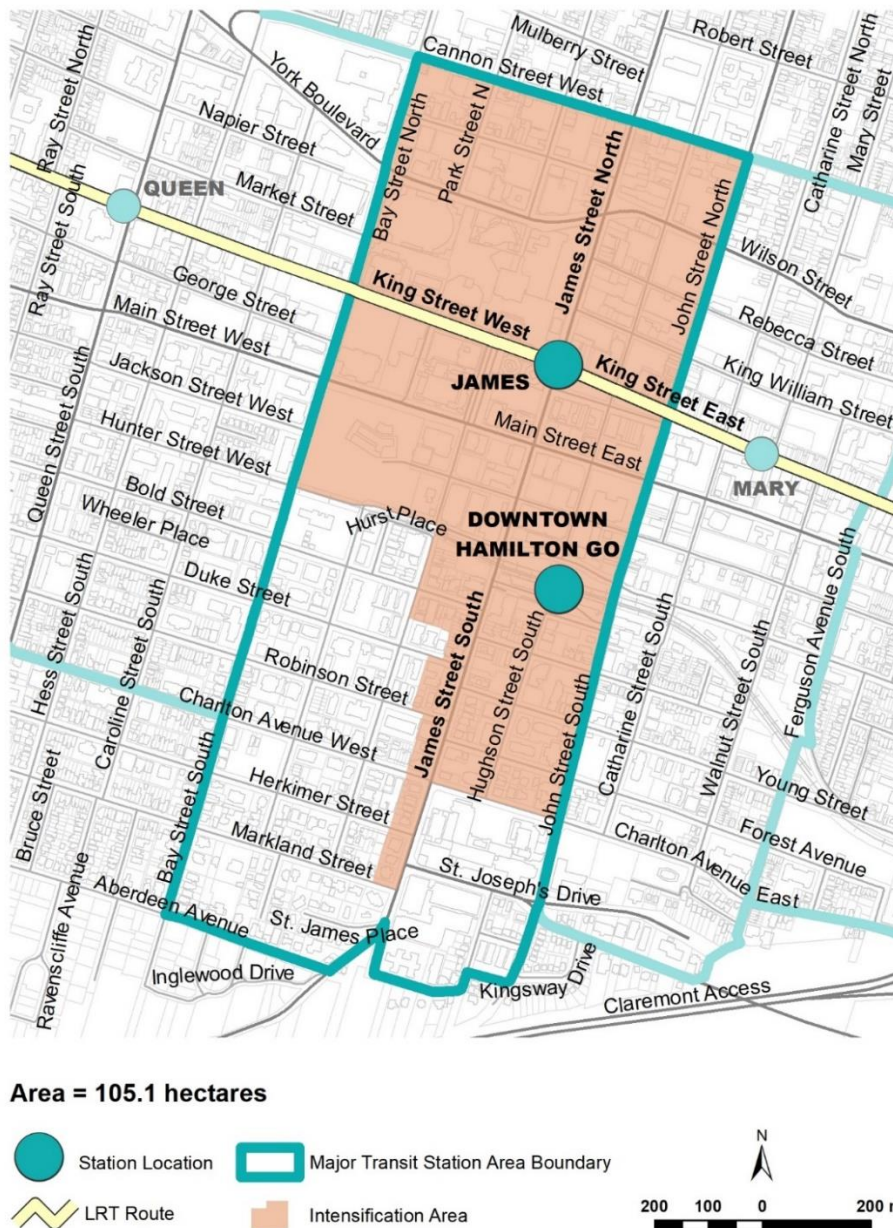
| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 352 | 24,749 | 19,931 | 44,681 | 127 | 601 | 13,909 | 19,350 | 33,259 | 55 |



James / Downtown Hamilton GO Station MTSA

The James / Downtown Hamilton GO Station MTSA is located in Downtown Hamilton, along Hamilton's LRT corridor. Existing land uses include commercial, light industrial, institutional, office, residential, transportation, and vacant lands. The predominant zoning includes Downtown Central Business District and Downtown Mixed Use – Pedestrian Focus. The majority of the Intensification Area (48.4 ha) within the MTSA is located in the Downtown Secondary Plan (42.9 ha). Some of the unique features in the MTSA include the Durand-Markland and MacNab-Charles Heritage Conservation Districts, Durand Park, Gore Park, Hamilton City Hall, First Ontario Centre and Concert Hall, Prince's Square, and the former Toronto/Hamilton and Buffalo Railway.

James / Downtown Hamilton GO Station MTSA and Intensification Area Boundary



James / Downtown Hamilton GO Station MTSA Existing



| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 306 | 9,159 | 23,059 | 32,218 | 105 | 319 | 4,023 | 17,630 | 21,653 | 68 |

James / Downtown Hamilton GO Station MTSA Max



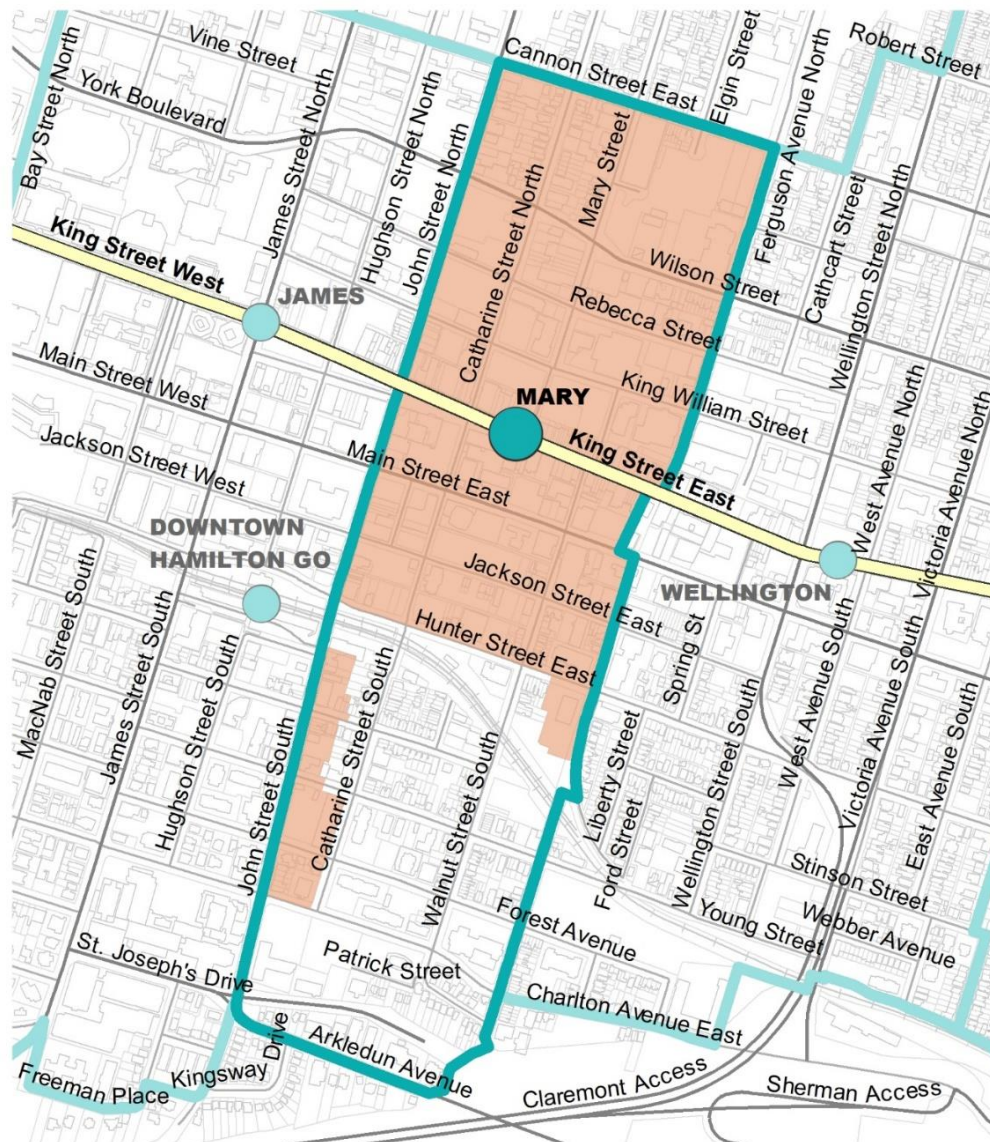
| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 625 | 21,186 | 44,499 | 65,685 | 105 | 811 | 15,918 | 39,070 | 54,988 | 68 |



Mary MTSA

The Mary MTSA is located in Downtown Hamilton, along Hamilton’s LRT corridor. Existing land uses include commercial, light industrial, institutional, office, open space, residential, utilities, warehousing, and vacant lands. The predominant zoning includes Downtown Central Business District. The majority of the Intensification Area (26.9 ha) within the MTSA is located in the Downtown Secondary Plan (24.7 ha). Some of the unique features in the MTSA include Beasley Park and Woolverton Park.

Mary MTSA and Intensification Area Boundary



Area = 59.4 hectares



Mary MTSA Existing

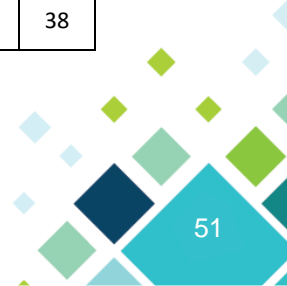


| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 177 | 6,368 | 4,164 | 10,532 | 59 | 190 | 3,307 | 3,925 | 7,232 | 38 |

Mary MTSA Max



| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 603 | 11,167 | 24,674 | 35,840 | 59 | 851 | 7,907 | 24,435 | 32,342 | 38 |



Wellington MTSA

The Wellington MTSA includes the intersection of King Street East and Wellington Street North/South, along Hamilton’s LRT corridor. Existing land uses include commercial, medium industrial, institutional, office, open space, residential, utilities, warehousing, and vacant lands. The predominant zoning includes Downtown Residential. The majority of the Intensification Area (30.4 ha) within the MTSA is located in the Downtown Secondary Plan (24.5 ha). Some of the unique features in the MTSA include Wellington Park, the former Hamilton Collegiate Institute, and the Ferguson Rail Line. The MTSA boundary extends beyond the 800 m distance to capture potential intensification opportunities along Barton Street East which are within a relatively comfortable walking distance from King Street East.

Wellington MTSA and Intensification Area Boundary



Area = 97.3 hectares



Wellington MTSA Existing

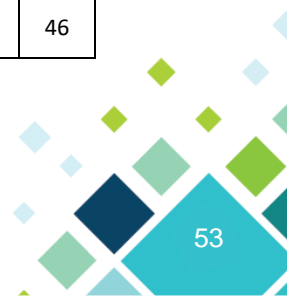


| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 128 | 10,085 | 2,365 | 12,450 | 97 | 176 | 6,124 | 1,961 | 8,085 | 46 |

Wellington MTSA Max



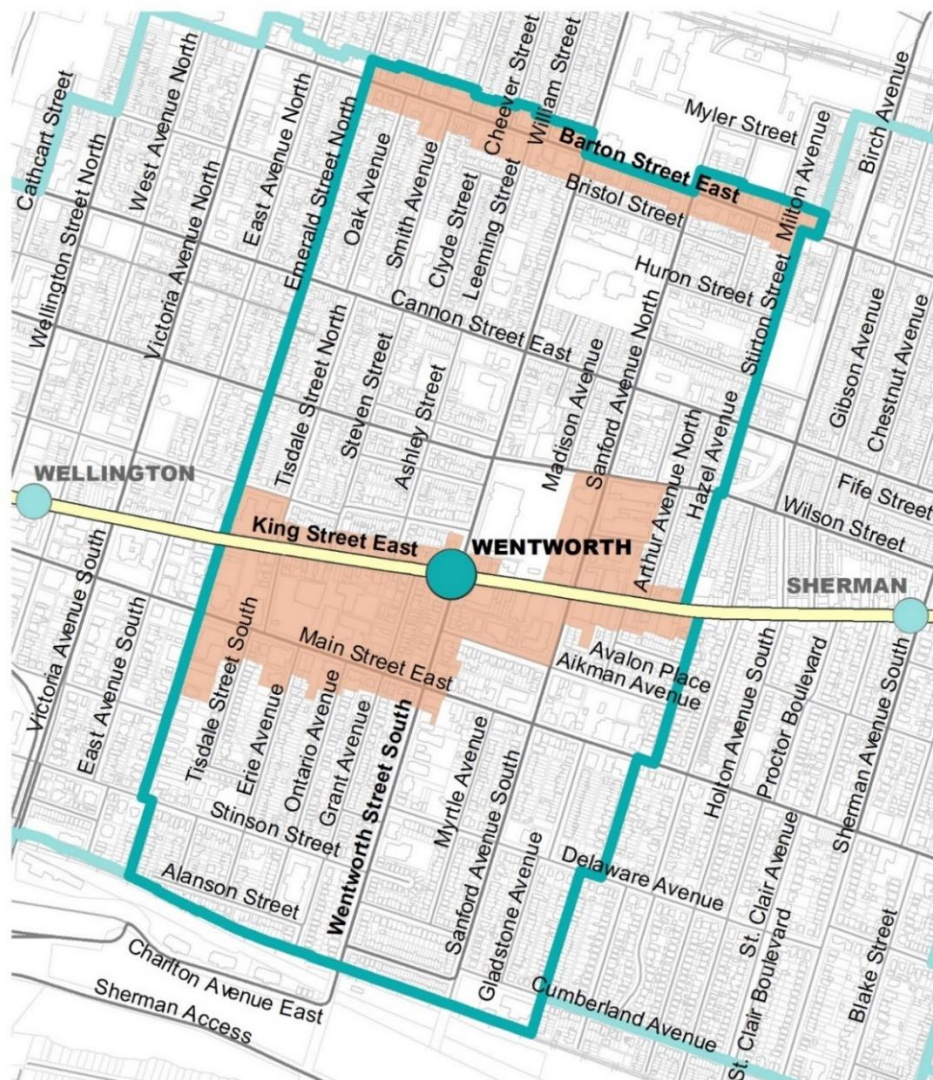
| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 292 | 15,405 | 13,039 | 28,444 | 97 | 504 | 10,515 | 12,635 | 23,150 | 46 |



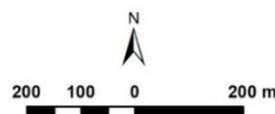
Wentworth MTSA

The Wentworth MTSA includes the intersection of King Street East and Wentworth Street North/South, along Hamilton’s LRT corridor. Existing land uses include commercial, medium industrial, institutional, office, open space, residential, utilities, warehousing, and vacant lands. The predominant zoning includes Mixed Use. The MTSA boundary extends just slightly beyond the 800 m distance to capture potential intensification opportunities along Barton Street East which are within a relatively comfortable walking distance from King Street East.

Wentworth MTSA and Intensification Area Boundary



Area = 136.4 hectares



Wentworth MTSA Existing



| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 104 | 11,701 | 2,535 | 14,236 | 136 | 141 | 2,968 | 1,261 | 4,229 | 30 |

Wentworth MTSA Max



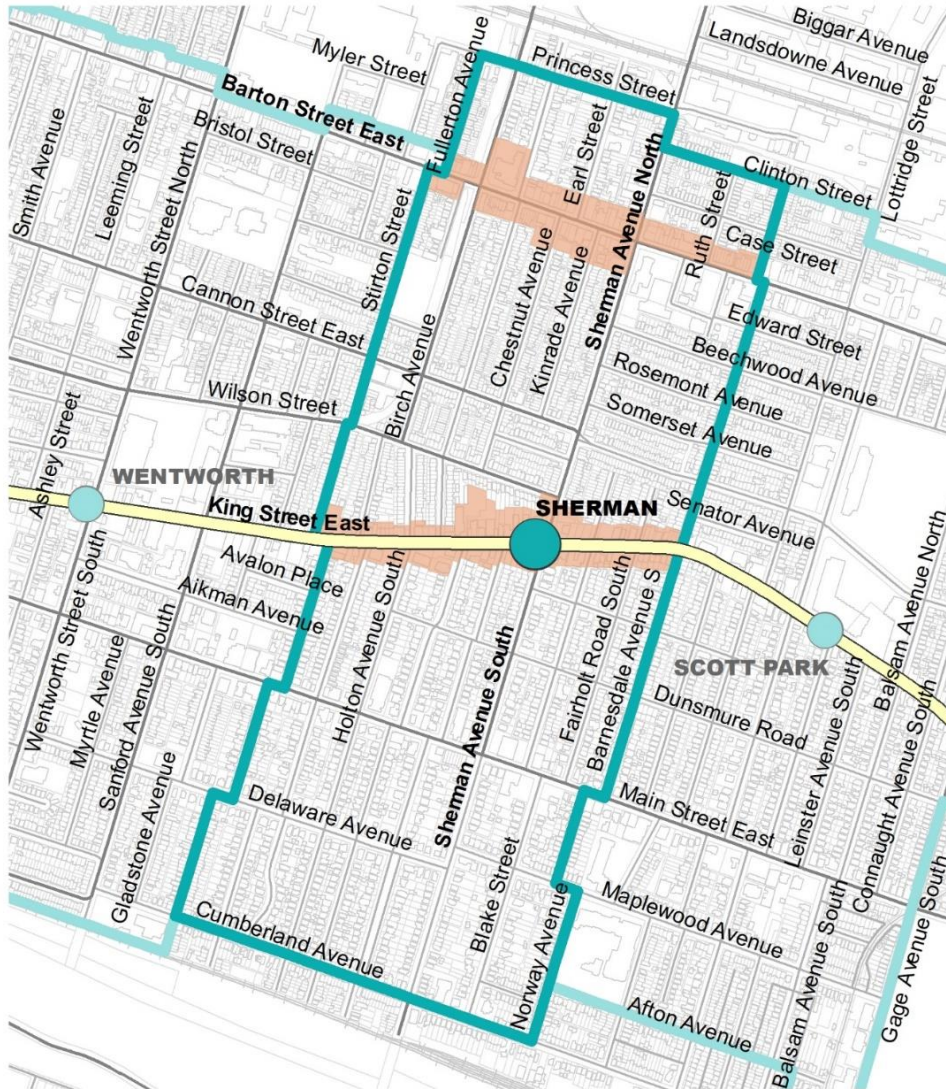
| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 187 | 20,640 | 4,911 | 25,551 | 136 | 449 | 9,844 | 3,637 | 13,481 | 30 |



Sherman MTSA

The Sherman MTSA includes the intersection of King Street East and Sherman Avenue North/South, along Hamilton’s LRT corridor. Existing land uses include commercial, institutional, office, residential, utilities, and vacant lands. The predominant zoning includes Mixed Use and Multiple Residential. Some of the unique features in the MTSA include the St. Clair Avenue and the St. Clair Boulevard Heritage Conservation Districts.

Sherman MTSA and Intensification Area Boundary



Area = 114.3 hectares



Sherman MTSA Existing



| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 80 | 8,226 | 953 | 9,179 | 114 | 99 | 732 | 473 | 1,205 | 12 |

Sherman MTSA Max



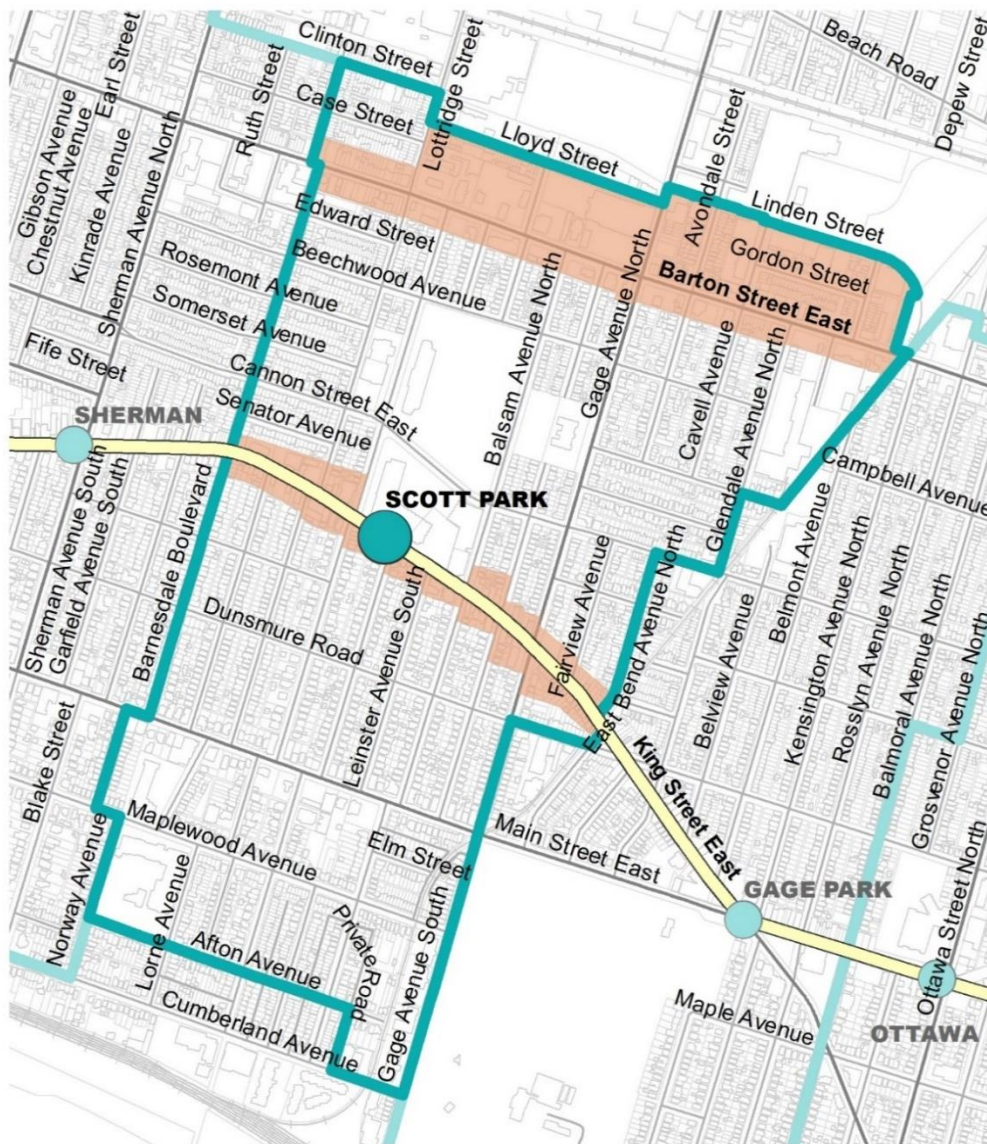
| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 142 | 13,892 | 2,368 | 16,261 | 114 | 498 | 4,187 | 1,888 | 6,075 | 12 |



Scott Park MTSA

The Scott Park MTSA includes the Stiplely neighbourhood. Existing land uses include commercial, industrial, office, transportation, warehousing, and vacant lands. The predominant zoning includes Mixed Use Medium Density. Some of the unique features in the MTSA include the former Toronto/Hamilton and Buffalo Railway.

Scott Park MTSA and Intensification Area Boundary



Area = 128.3 hectares



Scott Park MTSA Existing

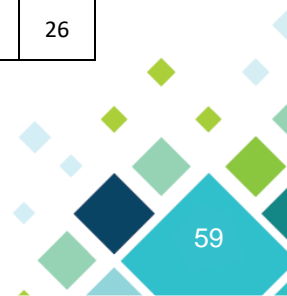


| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 79 | 7,977 | 2,159 | 10,136 | 128 | 63 | 962 | 649 | 1,611 | 26 |

Scott Park MTSA Max



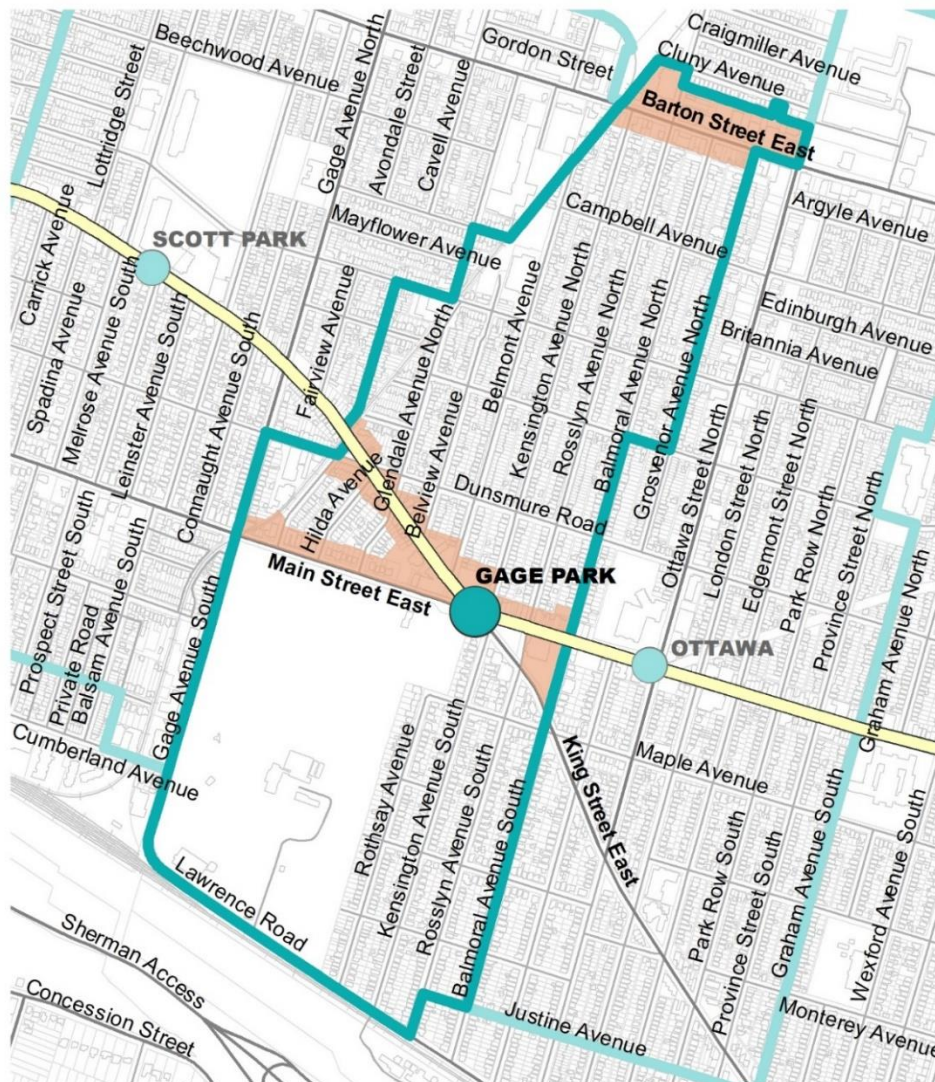
| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 185 | 17,450 | 6,269 | 23,719 | 128 | 506 | 8,153 | 4,759 | 12,912 | 26 |



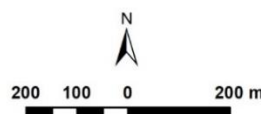
Gage Park MTSA

The Gage Park MTSA includes the neighbourhoods of Crown Point West and Delta West. Existing land uses include commercial, institutional, office, residential, and vacant lands. The predominant zoning includes Mixed Use Medium Density and Transit Oriented Corridor Mixed Use Medium Density. Some of the unique features in the MTSA include Delta Park and Gage Park (29 ha), the former Toronto/Hamilton and Buffalo Railway Station, and Dundurn Castle. The MTSA boundary extends beyond 800 m to capture potential intensification opportunities along Barton Street East.

Gage Park MTSA and Intensification Area Boundary



Area = 107.6 hectares



Gage Park MTSA Existing

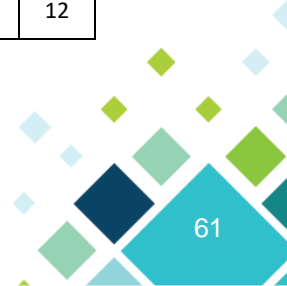


| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 54 | 5,071 | 710 | 5,781 | 108 | 80 | 489 | 432 | 921 | 12 |

Gage Park MTSA Max



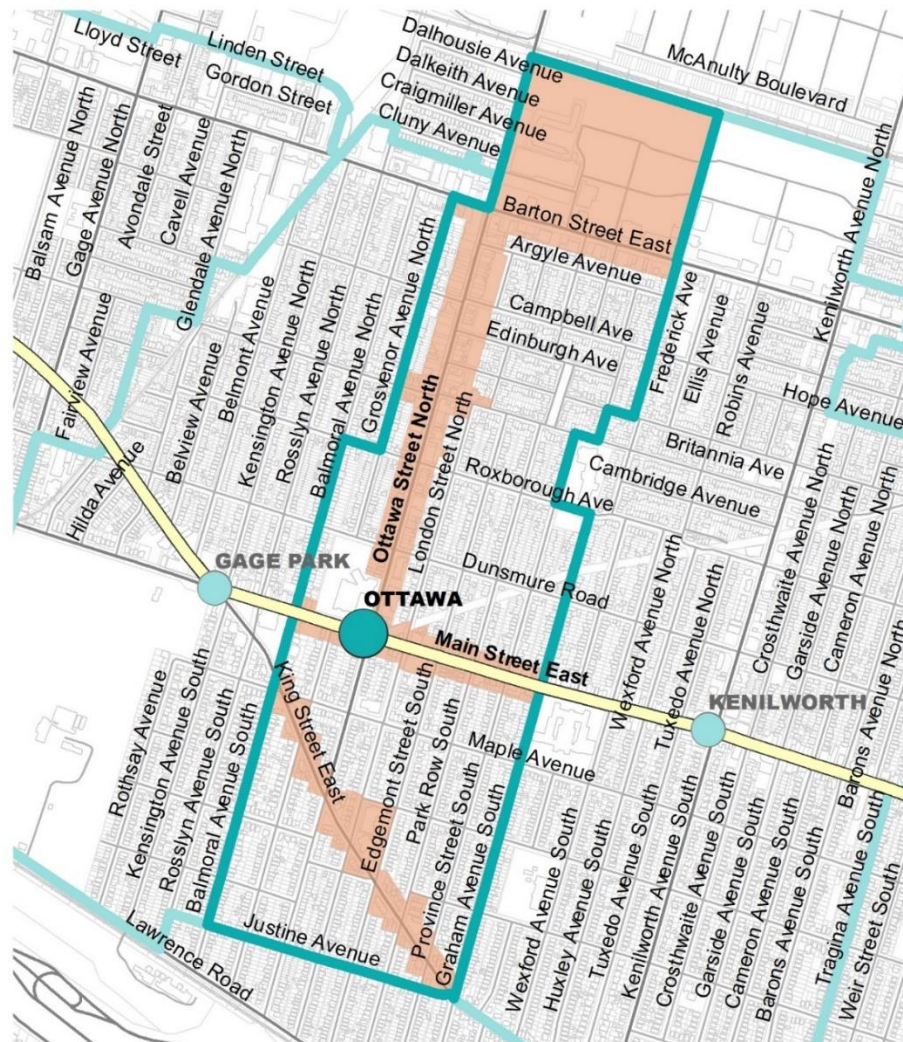
| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 126 | 10,916 | 2,686 | 13,602 | 108 | 605 | 4,546 | 2,408 | 6,954 | 12 |



Ottawa MTSA

The Ottawa MTSA includes the intersection of Main Street East and Ottawa Street North/South, along Hamilton's LRT corridor. Existing land uses include commercial, light industrial, office, residential, utilities, and vacant lands. The predominant zoning includes Mixed Use High Density. Some of the unique features in the MTSA include the Hamilton Waterworks. The MTSA boundary extends beyond 800 m to capture potential intensification opportunities for the Centre Mall site. The Centre Mall site is identified in the City's urban structure as a Community Node, and future Mixed Use High Density land use designation in the UHOP.

Ottawa MTSA and Intensification Area Boundary



Area = 116.6 hectares



Ottawa MTSA Existing

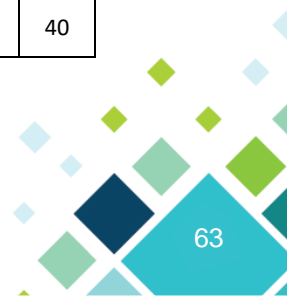


| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 74 | 6,811 | 1,854 | 8,665 | 117 | 80 | 1,454 | 1,764 | 3,218 | 40 |

Ottawa MTSA Max



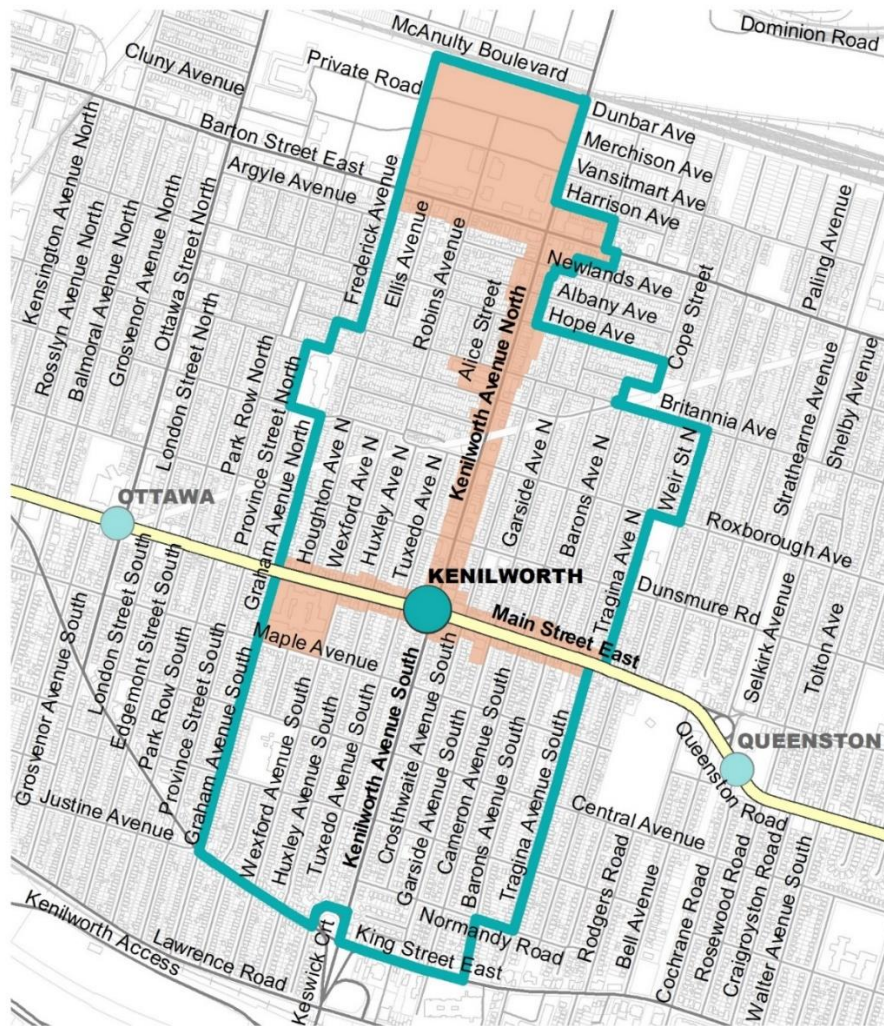
| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 204 | 17,512 | 6,278 | 23,789 | 117 | 402 | 9,908 | 6,188 | 16,096 | 40 |



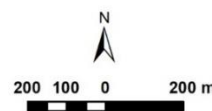
Kenilworth MTSA

The Kenilworth MTSA includes the intersection of Main Street East and Kenilworth Avenue North/South, along Hamilton’s LRT corridor. Existing land uses include commercial, institutional, office, residential, and vacant lands. The predominant zoning includes Mixed Use Medium Density. The MTSA includes the former Delta High School, which is a designated heritage building, and the A.M. Cunningham Elementary School. The MTSA boundary extends beyond 800 m to capture potential intensification opportunities for the Centre Mall site. The Centre Mall site is identified in the City's urban structure as a Community Node, and future Mixed Use High Density land use designation in the UHOP.

Kenilworth MTSA and Intensification Area Boundary



Area = 167.1 hectares



Kenilworth MTSA Existing



| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 69 | 9,418 | 2,142 | 11,560 | 167 | 63 | 706 | 1,636 | 2,342 | 37 |

Kenilworth MTSA Max



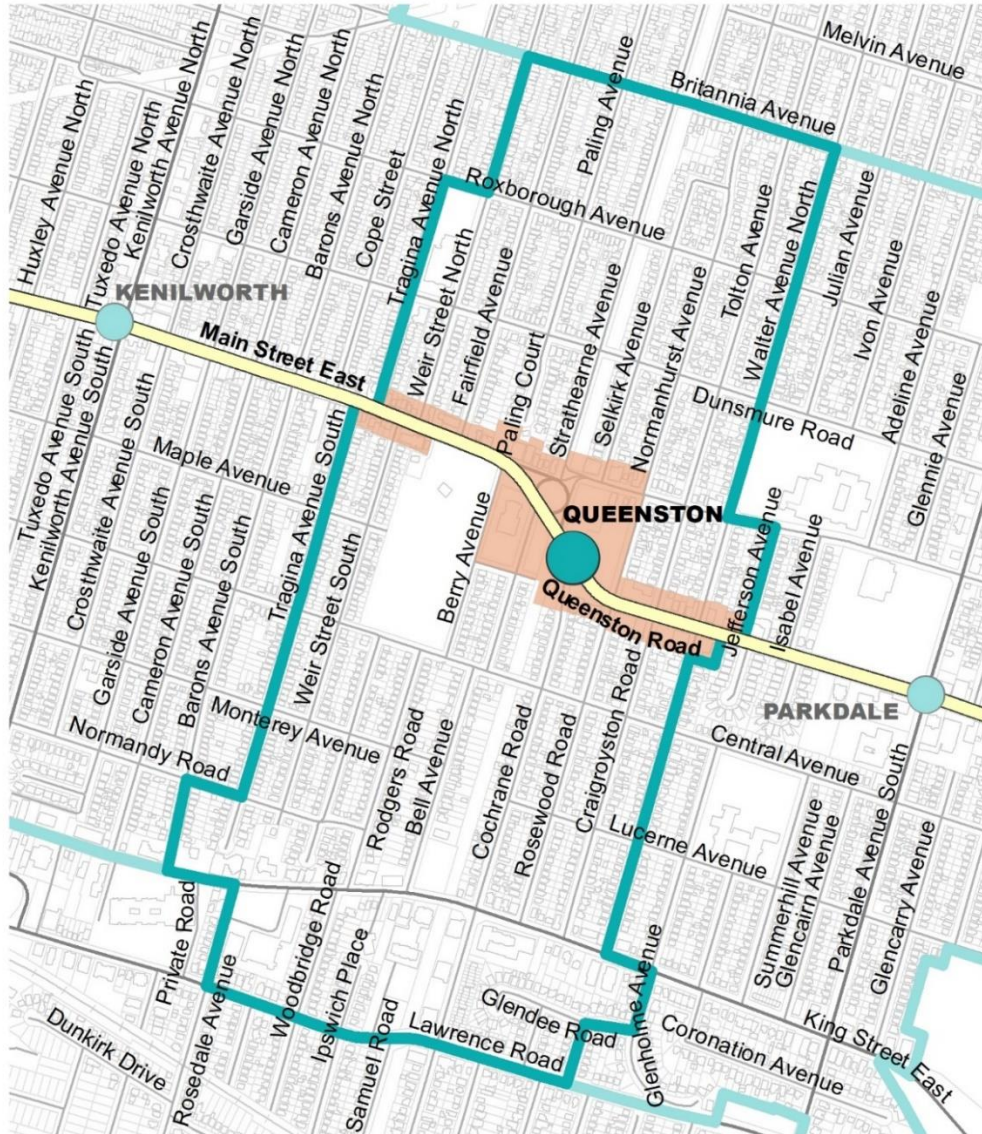
| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 162 | 22,212 | 4,783 | 26,995 | 167 | 382 | 9,893 | 4,277 | 14,170 | 37 |



Queenston MTSA

The Queenston MTSA includes the neighbourhoods of Normanhurst and Bartonville. Existing land uses include commercial, light and medium industrial, institutional, office, residential, utilities, and vacant lands. The predominant zoning includes Transit Oriented Corridor Mixed Use Medium Density. Some of the unique features in the MTSA include Montgomery Park (5 ha).

Queenston MTSA and Intensification Area Boundary



Area = 115.2 hectares



Queenston MTSA Existing

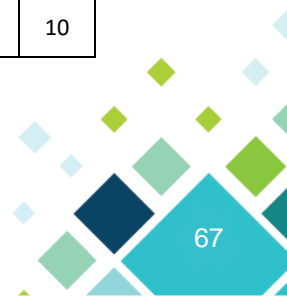


| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 57 | 5,838 | 718 | 6,556 | 115 | 34 | 92 | 255 | 347 | 10 |

Queenston MTSA Max



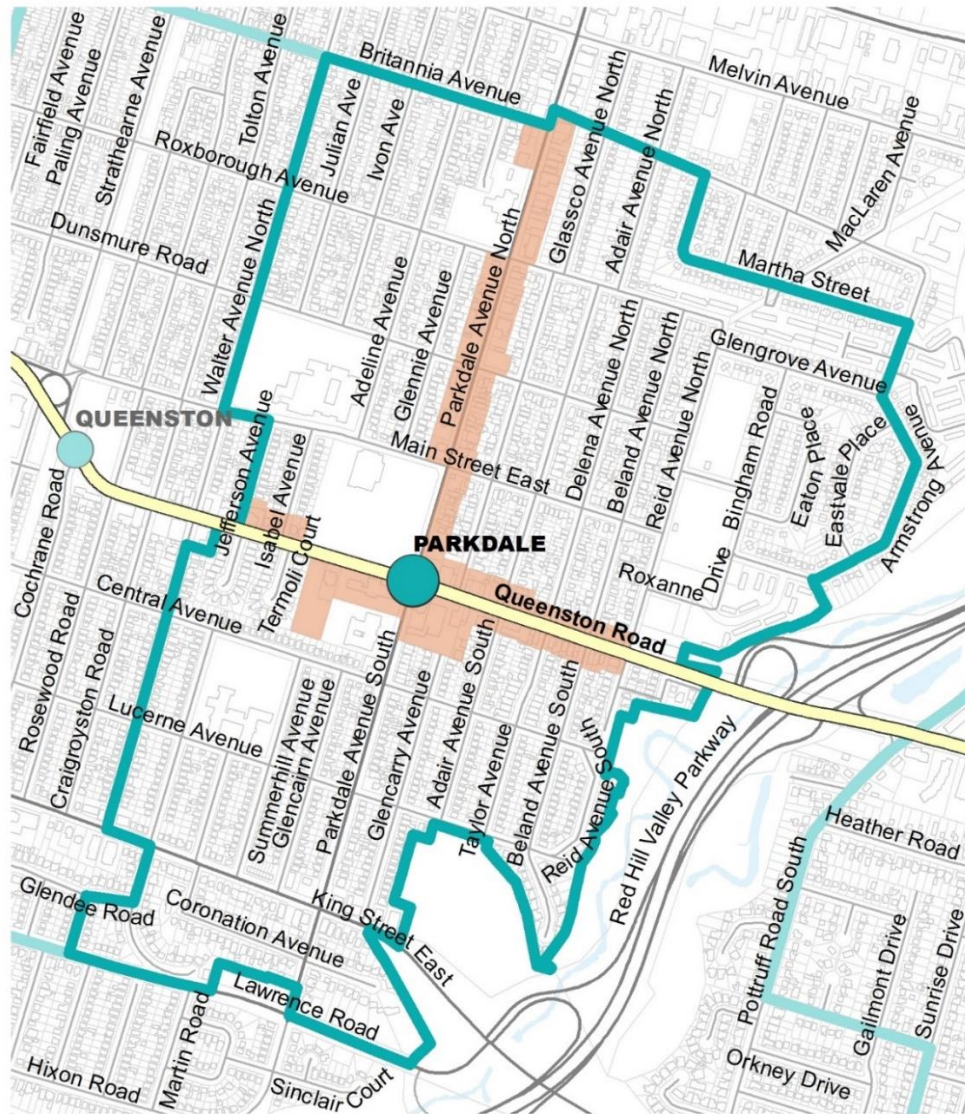
| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 134 | 13,668 | 1,755 | 15,423 | 115 | 714 | 5,919 | 1,292 | 7,211 | 10 |



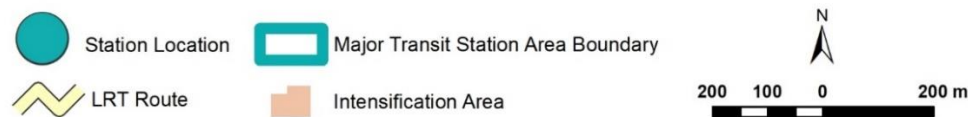
Parkdale MTSA

The Parkdale MTSA includes the intersection of Parkdale Avenue North/South and Queenston Road, along Hamilton’s LRT corridor. Existing land uses include commercial, institutional, office, residential, and vacant lands. The predominant zoning includes Mixed Use Medium Density and Transit Oriented Corridor Mixed Use Medium Density. Some of the unique features in the MTSA include Parkdale Park and Red Hill Valley.

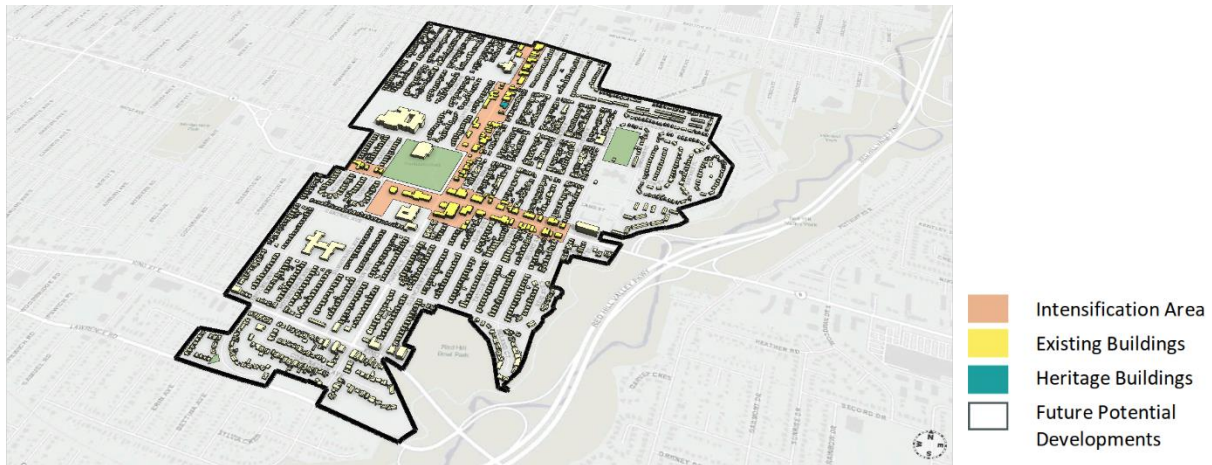
Parkdale MTSA and Intensification Area Boundary



Area = 150.9 hectares



Parkdale MTSA Existing



| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 50 | 6,519 | 1,010 | 7,529 | 151 | 62 | 199 | 597 | 796 | 13 |

Parkdale MTSA Max



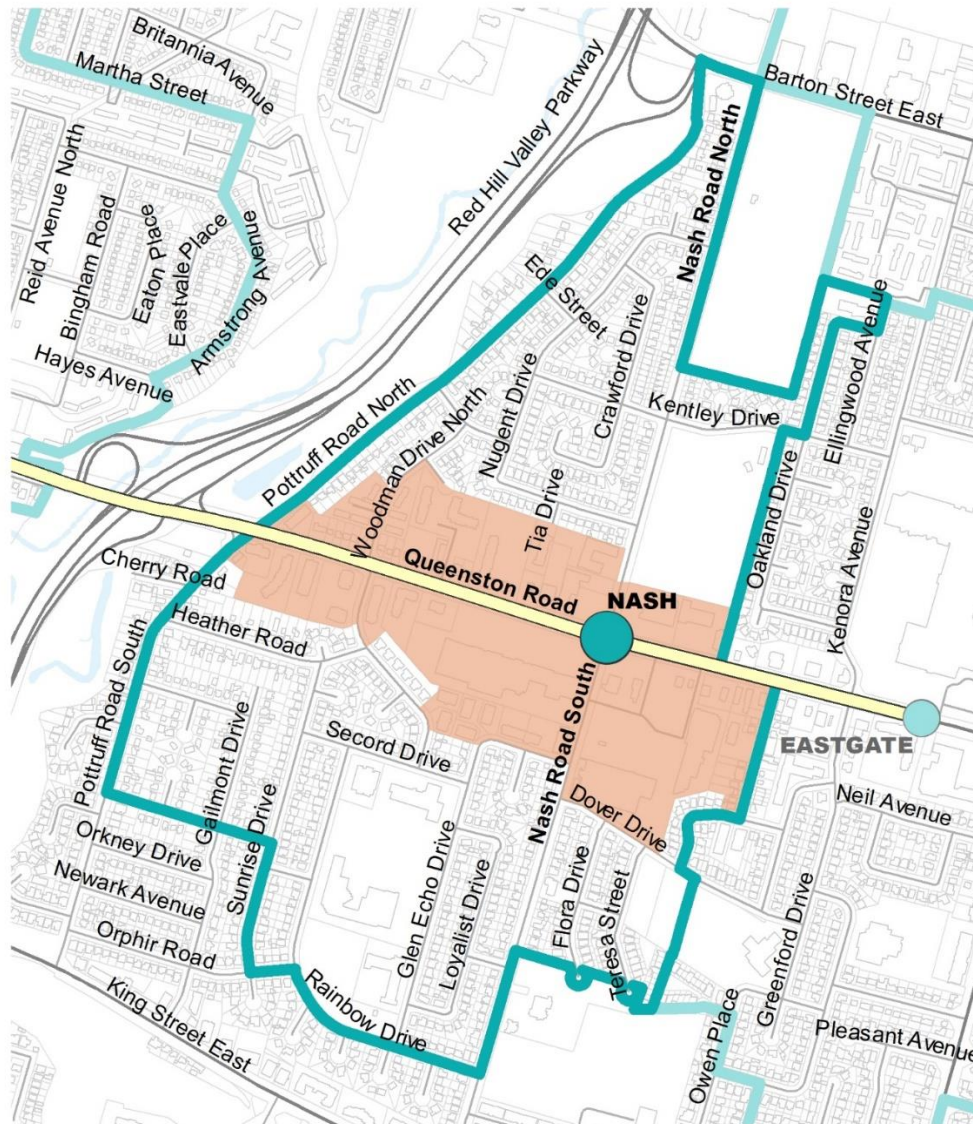
| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 135 | 16,297 | 4,016 | 20,313 | 151 | 876 | 7,694 | 3,603 | 11,297 | 13 |



Nash MTSA

The Nash MTSA is located to the east of Red Hill Valley Parkway along Hamilton’s LRT corridor. Existing land uses include commercial, office, residential, and vacant lands. The predominant zoning includes Transit Oriented Corridor Mixed Use High Density, Multiple Dwellings, and Transit Oriented Corridor Mixed Use Medium Density. The Intensification Area (28.2 ha) within the MTSA is located in the Centennial Neighbourhoods Secondary Plan (28.2 ha).

Nash MTSA and Intensification Area Boundary



Area = 119.1 hectares



Nash MTSA Existing

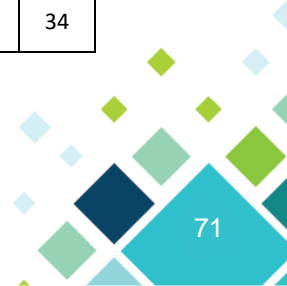


| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 52 | 4,885 | 1,253 | 6,138 | 119 | 101 | 2,365 | 1,044 | 3,409 | 34 |

Nash MTSA Max



| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 161 | 17,151 | 2,035 | 19,186 | 119 | 456 | 13,596 | 1,826 | 15,422 | 34 |



Eastgate MTSA Existing



| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 61 | 7,000 | 2,685 | 9,685 | 158 | 80 | 1,616 | 2,511 | 4,127 | 52 |

Eastgate MTSA Max

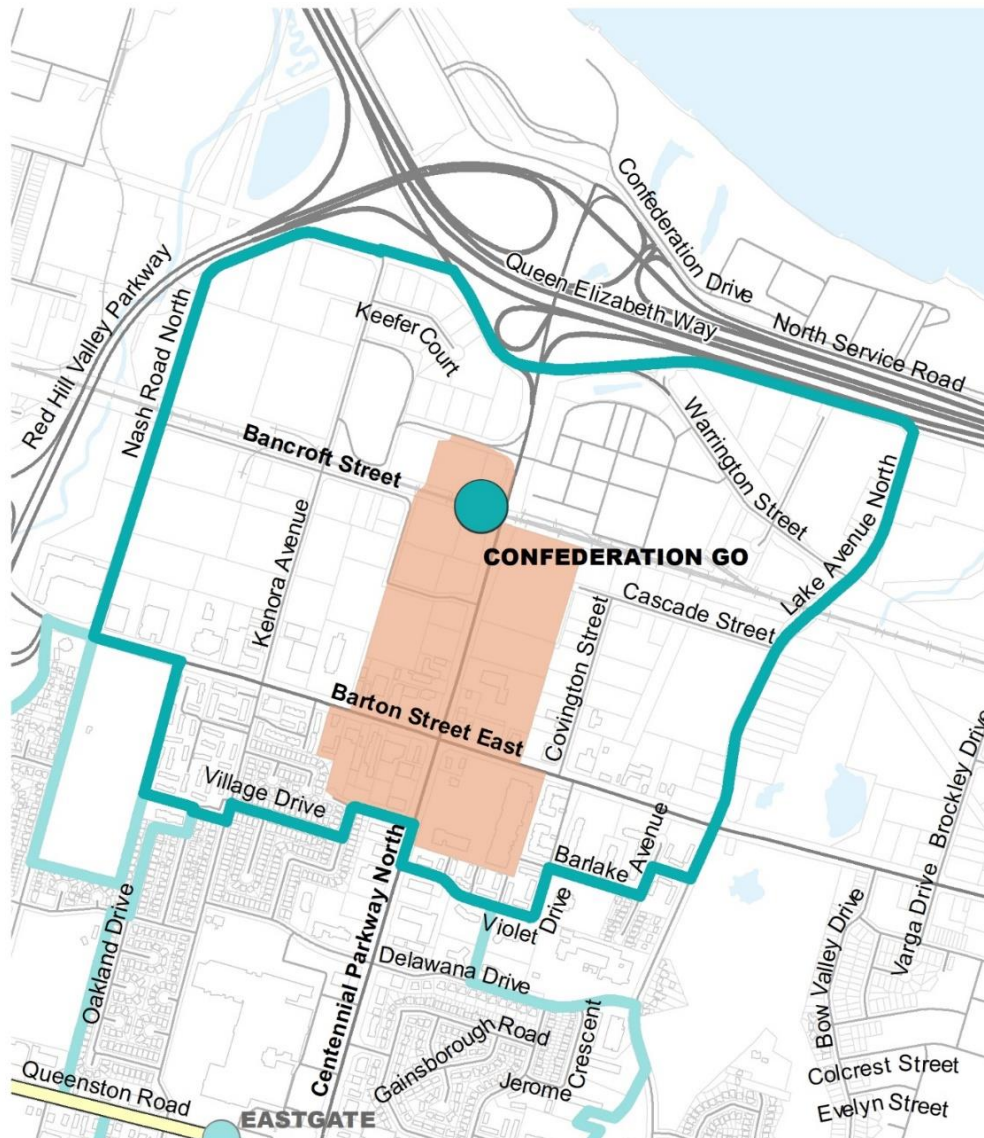


| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 184 | 25,484 | 3,643 | 29,127 | 158 | 434 | 18,944 | 3,469 | 22,413 | 52 |

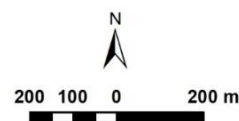
Confederation GO MTSA

The Confederation GO MTSA is located to the north of Hamilton’s LRT corridor and in proximity of the QEW. Existing land uses include commercial, industrial, office, transportation, warehousing, and vacant lands. The predominant zoning includes Restricted Community Shopping and Commercial District, Restricted Light Industrial, Designated Shopping Centre. The Intensification Area (29.6 ha) within the MTSA is located in the Centennial Neighbourhoods Secondary Plan (29.6 ha).

Confederation GO MTSA and Intensification Area Boundary



Area = 188.8 hectares



Confederation GO MTSA Existing

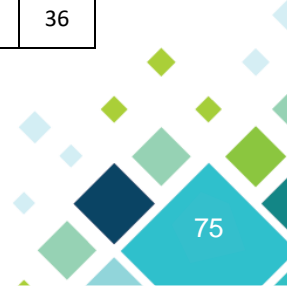


| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 39 | 2,909 | 4,455 | 7,364 | 189 | 32 | 3 | 1,132 | 1,135 | 36 |

Confederation GO MTSA Max



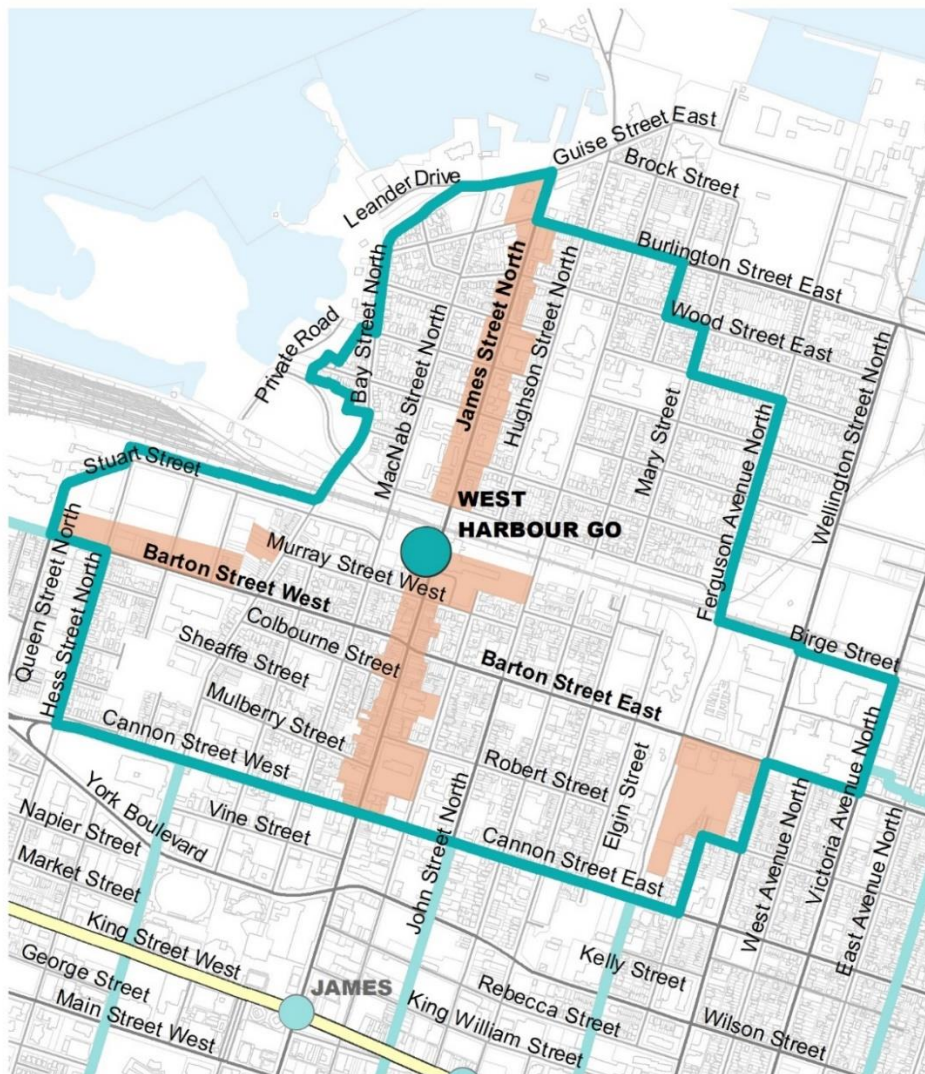
| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 161 | 21,663 | 8,709 | 30,372 | 189 | 668 | 18,673 | 5,386 | 24,059 | 36 |



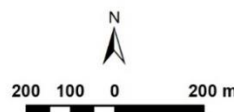
West Harbour GO MTSA

The West Harbour GO MTSA is located to the north of Hamilton’s LRT corridor and includes the North End. Existing land uses include commercial, institutional, office, open space, residential, and vacant lands. The predominant zoning includes Downtown Mixed Use - Pedestrian Focus. Portions of the Intensification Area (17.3) within the MTSA is located in the Downtown Secondary Plan (6.4 ha) and the West Harbour (Setting Sail) Secondary Plan (10.9 ha). Some of the unique features in the MTSA include Bayfront Park, Central Park, Port Hamilton, and the Canadian national (CN) Railway. The MTSA boundary includes Jackie Washington Park and the Hamilton General Hospital.

West Harbour GO MTSA and Intensification Area Boundary



Area = 173.9 hectares



West Harbour GO MTSA Existing



| Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | |
|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|
| 2022 Density (P&J/ha) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 105 | 8,418 | 9,877 | 18,295 | 174 | 124 | 1,094 | 1,748 | 2,842 | 23 |

West Harbour GO MTSA Max



| Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | |
|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|
| Max Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) |
| 152 | 15,071 | 11,334 | 26,405 | 174 | 402 | 6,052 | 3,205 | 9,257 | 23 |



5.0 Conclusions and Recommendations

5.1 Conclusions

The results of the density analysis demonstrate that the City has the potential to achieve the Provincial density target of 160 people and jobs per hectare at thirteen (13) of seventeen (17) MTSAs, and that all three (3) of the MTSAs with a GO station can also be planned to achieve the minimum density target of 150 people and jobs per hectare. In a number of cases, there is potential to greatly exceed the minimum density targets. Alternative minimum density targets are recommended for the following five (5) stations:

1. Longwood: 126 people and jobs per hectare
2. Sherman: 142 people and jobs per hectare
3. Gage Park: 126 people and jobs per hectare
4. Queenston: 134 people and jobs per hectare
5. Parkdale: 135 people and jobs per hectare

5.2 Recommendations

The focus of this study was to examine the potential to meet the minimum density targets for the City's MTSAs. And while the focus of the exercise was technical in nature, there remain a number of policy development opportunities to be explored through future exercises to improve opportunities for transit-supportive development along the LRT and GO train corridor. The following summarizes several key recommendations for consideration as the City moves forward through its MCR process:

Consider identifying all MTSAs as PMTSAs under the *Planning Act*. Sections 16.5(a) and 16.15 of the *Planning Act* enables municipalities to designate MTSAs as PMTSAs. The requirements to designate a MTSA as a PMTSA include identifying the minimum density target, permitted uses and any minimum densities with respect to buildings; identifying the minimum number of residents and jobs per hectares; and, identifying the authorized uses of land in the MTSA and of buildings or structures on lands in the area. One of the benefits to designating an MTSA as a PMTSA includes the ability to introduce inclusionary zoning policies within the area. Further, PMTSA land uses, heights, densities, and inclusionary zoning policies cannot be appealed once the policy framework is in force and effect. This means that once in force, the Official Plan policies for the PMTSAs are protected from Ontario Land Tribunal (OLT) appeals (Section 17.36.1.4).

Presently, a number of the MTSAs include a critical mass of rental housing and other tenure types, as well as a full range and diversity of housing types. The market potential for significant intensification in these areas has the potential to disrupt and possibly undermine the City's broader housing objectives if future land uses are not appropriately planned and protected for. Some further sensitivity analysis to better quantify the risks in the immediate short term may be warranted. And more broadly, given the potential for significant intensification within the MTSAs it is critical that the City implement the PMTSA framework

to ensure that there is a balanced approach between achieving intensification objectives and protecting the valuable diversity of existing housing stock within the MTSA.

The following provides a potential approach to implement the above noted recommendation within the Urban Hamilton Official Plan:

Minimum Density Targets within the MTSA/PMTSA

- **Chapter B – Communities, Urban Hamilton Official Plan, Section 2.4.1 - General Residential Intensification Policies:** Identify the minimum densities that are authorized with respect to buildings and structures on lands within each PMTSA (*Planning Act*, Section 17.36.1.4). Explain the planned function of the MTSA and the need to balance opportunities for significant intensification with the need to also protect and preserve the critical mass of rental and affordable housing types.

Minimum Planned Density (Residents and Jobs per Hectare)

- **Chapter A – Introduction, Urban Hamilton Official Plan, Section 2.3.3 – Other Targets:** Identify the minimum number of residents and jobs per hectare that are planned to be accommodated within each PMTSA based on the MTSA density targets outlined in **Section 4.2** of this report (*Planning Act*, Section 16.15(a)).

Authorized Uses of Land in the MTSA/PMTSA

- **Chapter C - City Wide Systems and Designations, Urban Hamilton Official Plan, Section 3.2 – Urban Area General Provisions:** Update Schedule E to include the MTSA boundaries with supporting policies to address density, land use, and persons and jobs per hectare. The policy may note that PMTSA boundaries align with the MTSA boundaries. **Figure 5.1** shows the existing urban structure based on Schedule E of the Urban Hamilton Official Plan.

Update Schedule E-1 to include the authorized uses of land in the MTSA and buildings or structures on lands within each PMTSA (*Planning Act*, Section 16.15(b)). **Figure 5.2** shows the existing urban land use designations on Schedule E-1 of the Urban Hamilton Official Plan. Where secondary planning does not exist for a PMTSA, the City may need to undertake a high level review of planned land uses within each PMTSA to maintain a balanced approach to intensification.

Additional Considerations

- **Chapter B- Communities, Urban Hamilton Official Plan, Section 2.4 - Residential Intensification:** Consider acknowledging the role of MTSA and/or PMTSA in the context of residential intensification.
- **Chapter B- Communities, Urban Hamilton Official Plan, Section 3.2.1 – Urban Housing Goals:** Add a policy identifying the role of PMTSAs in the context of affordable housing. An opportunity exists to make reference to the potential for IZ within the PMTSAs.
- **Chapter G – Glossary:** Consider adding a definition of PMTSAs in the Hamilton context.



Review feasibility of implementing IZ policies as part of the PMTSAs under the *Planning Act*. Section 16.5.1(a) of the *Planning Act* enables municipalities to require a certain percentage of set-aside units for affordable housing in new development over a certain size, if through review it is deemed that IZ interventions are feasible. An opportunity exists to apply an equity lens as part of the IZ provisions based on the City's demographic profile to better understand the impacts of intensification on existing residents within the MTSAs and avoid unintended displacement of vulnerable populations. An equity lens could include a review of socio-economic data within each PMTSA, such as data on incomes, demographics and tenure. Depending on the findings of this analysis, an appropriate range of policy measures should be explored (in addition to IZ).

Notably, an IZ review is being undertaken as a separate investigation by the City and the recommendations in this report are preliminary pending the detailed outcome of the IZ study.



Figure 5.1: Hamilton Urban Structure Plan (current Official Plan)

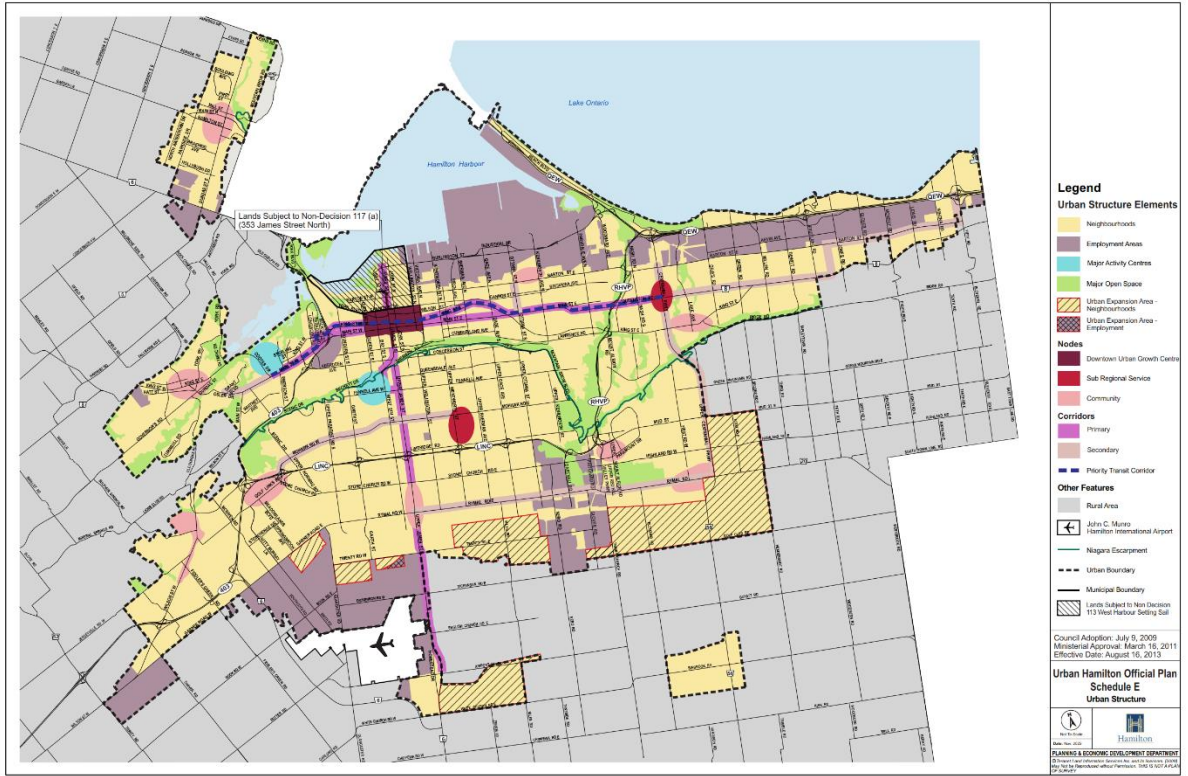
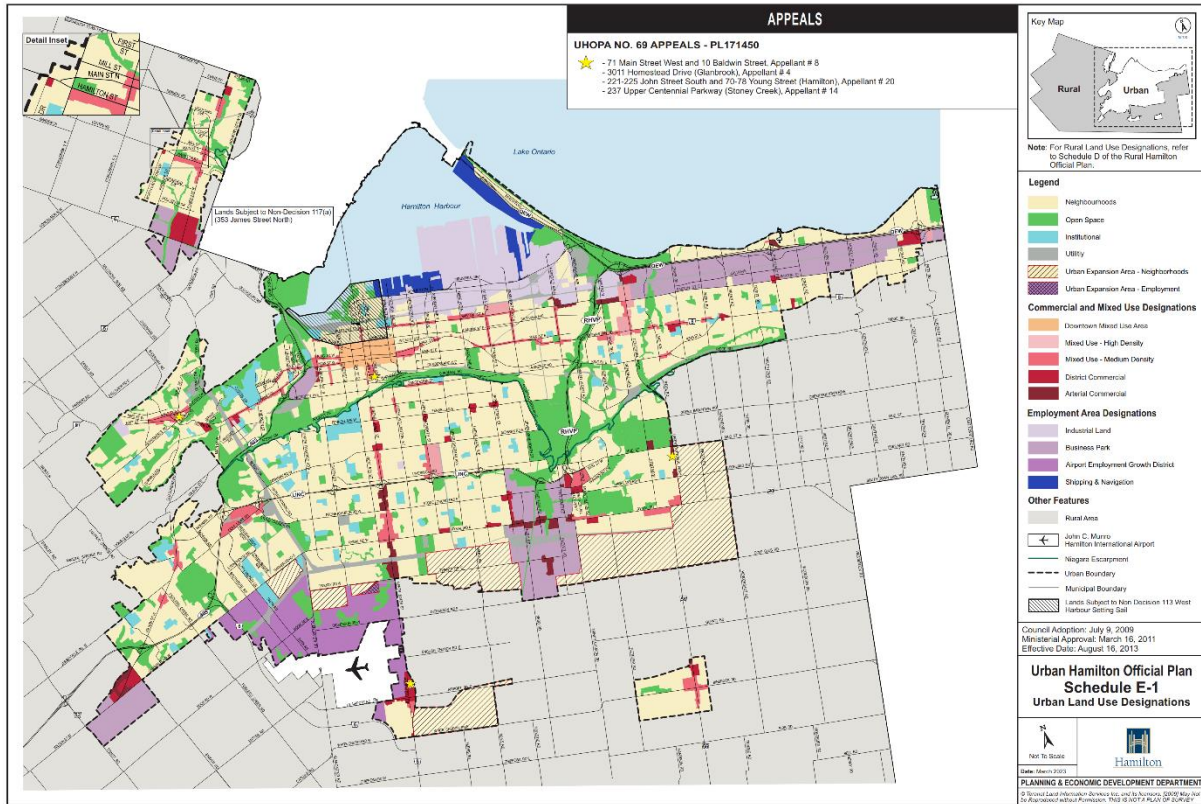


Figure 5.2: Hamilton Urban Land Use Designations (current Official Plan)



Appendix A: Density Matrix



| Wentworth | 187 | 2022 Density (P&J/ha.) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Max Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Total Number of People in Additional Units |
|------------|----------------|---------------------------------|-----------------|-----------------|--------------------------|-----------|---|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|--|------------------------|----------------------|-----------------------|-----------|--|
| | | 104 | 11,701 | 2,535 | 14,236 | 136 | 141 | 2,968 | 1,261 | 4,229 | 30 | 187 | 20,639 | 4,911 | 25,550 | 136 | 449 | 9,844 | 3,637 | 13,481 | 30 | 2,062 |
| Sherman | Max (P&J./ha.) | Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | | Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | | Gentle Intensification |
| | 142 | 2022 Density (P&J/ha.) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Max Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Total Number of People in Additional Units |
| | | 80 | 8,226 | 953 | 9,179 | 114 | 99 | 732 | 473 | 1,205 | 12 | 142 | 13,892 | 2,368 | 16,260 | 114 | 498 | 4,187 | 1,888 | 6,075 | 12 | 2,212 |
| Scott Park | Max (P&J./ha.) | Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | | Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | | Gentle Intensification |
| | 185 | 2022 Density (P&J/ha.) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Max Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Total Number of People in Additional Units |
| | | 79 | 7,977 | 2,159 | 10,136 | 128 | 63 | 962 | 649 | 1,611 | 26 | 185 | 17,450 | 6,269 | 23,719 | 128 | 506 | 8,153 | 4,759 | 12,912 | 26 | 2,282 |
| Gage Park | Max (P&J./ha.) | Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | | Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | | Gentle Intensification |
| | 126 | 2022 Density (P&J/ha.) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Max Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Total Number of People in Additional Units |
| | | 54 | 5,071 | 710 | 5,781 | 108 | 80 | 489 | 432 | 921 | 12 | 126 | 10,915 | 2,686 | 13,601 | 108 | 605 | 4,546 | 2,408 | 6,954 | 12 | 1,787 |
| Ottawa | Max (P&J./ha.) | Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | | Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | | Gentle Intensification |
| | 204 | 2022 Density (P&J/ha.) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Max Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Total Number of People in Additional Units |
| | | 74 | 6,811 | 1,854 | 8,665 | 117 | 80 | 1,454 | 1,764 | 3,218 | 40 | 204 | 17,512 | 6,278 | 23,790 | 117 | 402 | 9,908 | 6,188 | 16,096 | 40 | 2,246 |
| Kenilworth | Max (P&J./ha.) | Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | | Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | | Gentle Intensification |
| | 162 | 2022 Density (P&J/ha.) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Max Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Total Number of People in Additional Units |
| | | 69 | 9,418 | 2,142 | 11,560 | 167 | 63 | 706 | 1,636 | 2,342 | 37 | 162 | 22,213 | 4,783 | 26,996 | 167 | 382 | 9,893 | 4,277 | 14,170 | 37 | 3,607 |
| Queenston | Max (P&J./ha.) | Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | | Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | | Gentle Intensification |
| | 134 | 2022 Density (P&J/ha.) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Max Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Total Number of People in Additional Units |
| | | 57 | 5,838 | 718 | 6,556 | 115 | 34 | 92 | 255 | 347 | 10 | 134 | 13,668 | 1,755 | 15,423 | 115 | 714 | 5,919 | 1,292 | 7,211 | 10 | 2,003 |
| Parkdale | Max (P&J./ha.) | Existing Conditions within MTSA | | | | | Existing Conditions within Intensification Area | | | | | Maximum Estimated Density, People and Jobs per Hectare within MTSA | | | | | Intensification Areas Only, Estimated Full Build Out Potential | | | | | Gentle Intensification |
| | 135 | 2022 Density (P&J/ha.) | 2022 Population | 2022 Employment | 2022 Population and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Max Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Density (P&J/ha.) | Total Number of People | Total Number of Jobs | Total People and Jobs | Area (ha) | Total Number of People in Additional Units |
| | | 50 | 6,519 | 1,010 | 7,529 | 151 | 62 | 199 | 597 | 796 | 13 | 135 | 16,297 | 4,016 | 20,313 | 151 | 876 | 7,694 | 3,603 | 11,297 | 13 | 2,283 |



WELCOME TO THE CITY OF HAMILTON

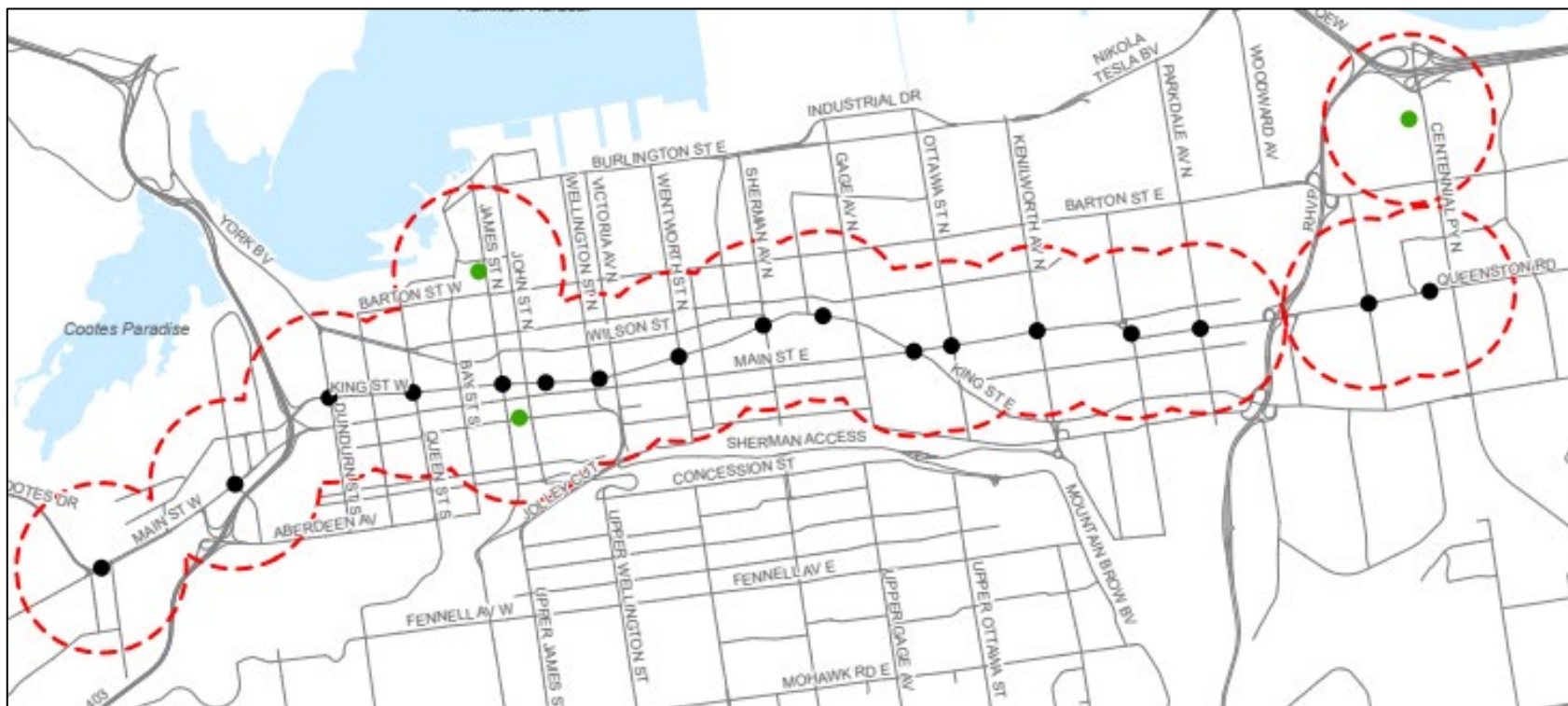
PLANNING COMMITTEE

Report PED23105 – Draft Major Transit Station Areas

September 19, 2023

Presented by: Charlie Toman

Background



Focus areas:

- 17 stations along LRT route – Priority Transit Corridor
- 3 GO Transit rail stations

Background

- Major Transit Station Area planning initiated in 2018 through the update to the Growth Related Integrated Development Strategy (GRIDS 2) and the Municipal Comprehensive Review
- Project pause in 2019 due to LRT uncertainty but re-initiated in 2021, and updates needed to reflect changes to the Growth Plan
- Base policies for Major Transit Station Areas added to the Urban Hamilton Official Plan through Phase 1 of the Municipal Comprehensive Review (OPA 167) with the intention that more detailed policies would be added through a subsequent OPA



Planned Public Consultation

Objectives:

- Informing about the importance for planning for growth around transit
- Explaining the evolution of the Major Transit Station Area project
- Receiving feedback on the draft Major Transit Station Areas and densities
- Informing about the methodology used and modelling undertaken
- Explaining what Protected Major Transit Station Areas are, their consideration through this project, and their relationship to Inclusionary Zoning
- Gathering comments on any other opportunities or issues that the City should consider when planning for Major Transit Station Areas over the long term

Approach:

- 2 in-person public Open Houses, 1 Virtual Information Meeting, on-line consultation tools through Engage Hamilton
- Advertisement through newspaper, social media, and City webpages, mailing list

PED23105 - Recommendation

- a) That the Major Transit Station Area draft report, prepared by Dillon Consulting, attached as Appendix “B” to Report PED23105, be received by Council;
- b) That Council authorize staff to commence public and stakeholder consultation on the Major Transit Station Area draft report identified in Recommendation (a) to Report PED23105, and that staff report back on the results of the consultation and any changes or revisions to the report at the time that the Major Transit Station Area final report is presented for approval.



THANK YOU



Major Transit Station Area Modelling

Dillon Consulting Limited
September 2023

Context

- Planning around transit is a matter of provincial interest.
- Intensification is a key city-building objective for the City.
- Increased densities along transit corridors contribute to a mix of uses, access to housing, jobs and amenities.
- Provincial Growth Plan identifies density targets for Major Transit Station Areas (MTSAs)
- The City must demonstrate how it will achieve the various targets
- The *Planning Act* also provides a framework for Protected Major Transit Station Areas (PMTSAs)



Study Purpose

1. Delineate the boundaries for the City's MTSA's/
2. Identify whether or not the City can meet the Provincial density targets for each MTSA.
3. Identify the need for alternative targets.
4. Recommend which MTSA's to identify as PMTSA's.
5. Provide potential approach to implement recommendations within Urban Hamilton Official Plan



Major Transit Station Area (MTSA) Defined

- The area including and around any existing or planned higher order transit station or stop within a settlement area.
- MTSA generally are defined as the area within an approximate **500 to 800 metre radius** of a transit station, representing about a 10-minute walk.
- PMTSAs are subject to provincial approval.



Protected Major Transit Station Area (PMTSA)

- Protected Major Transit Station Areas (PMTSAs) are a subset of MTSAs.
- The Planning Act allows municipalities to identify an MTSA as a “PMTSA” for the purposes of implementing Inclusionary Zoning regulations.
- PMTSAs allows municipalities to have increased certainty over permitted uses, heights and densities due to limited appeals for development once policies/regulations are in place.

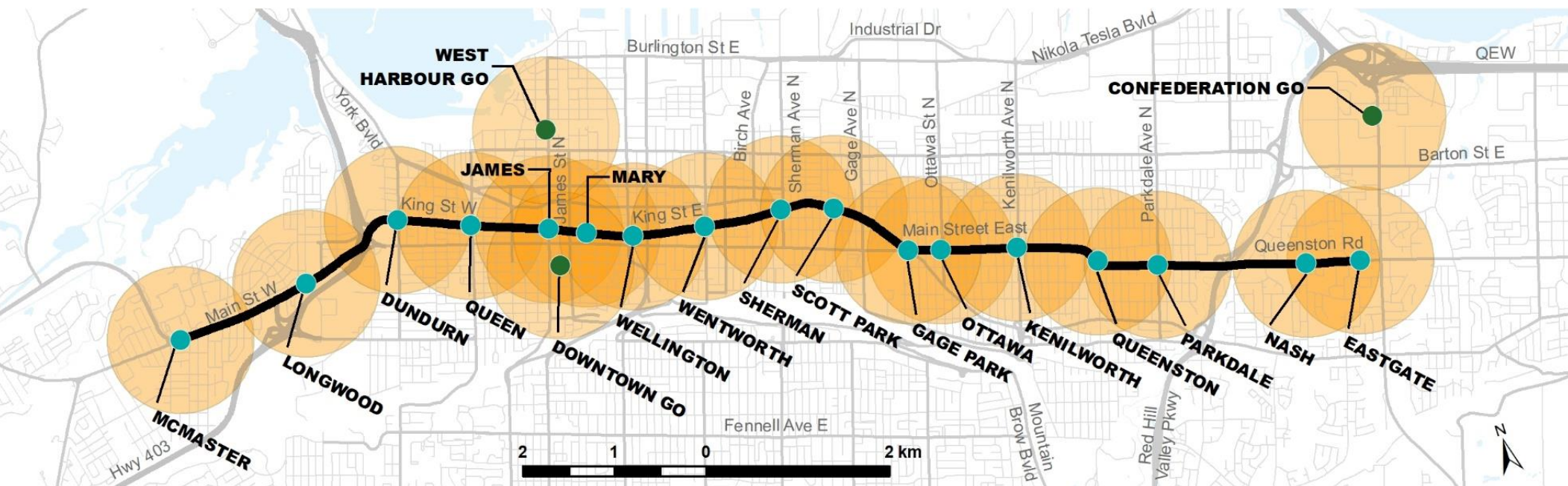


Protected Major Transit Station Area (PMTSA)

In order to designate an MTSA as a PMTSA under Section 16(15) of the Planning Act, the City is must delineate the boundaries of the PMTSAs in its Official Plan and identify the following:

- Minimum people and jobs per hectare
- Authorized use of the land in the PMTSA
- Minimum densities within PMTSAs

Major Transit Station Area (MTSAs)



- 150 People and Jobs per hectare (min) land served by LRT
- 160 People and Jobs per hectare (min) lands served by Go Transit
- 800 metre radius

Approach

1. Delineate MTSA
Boundaries

2. Define
Intensification
Areas within MTSA

3. Model Build Out
Growth Potential

4. Identify Small
Scale
Intensification
Opportunities

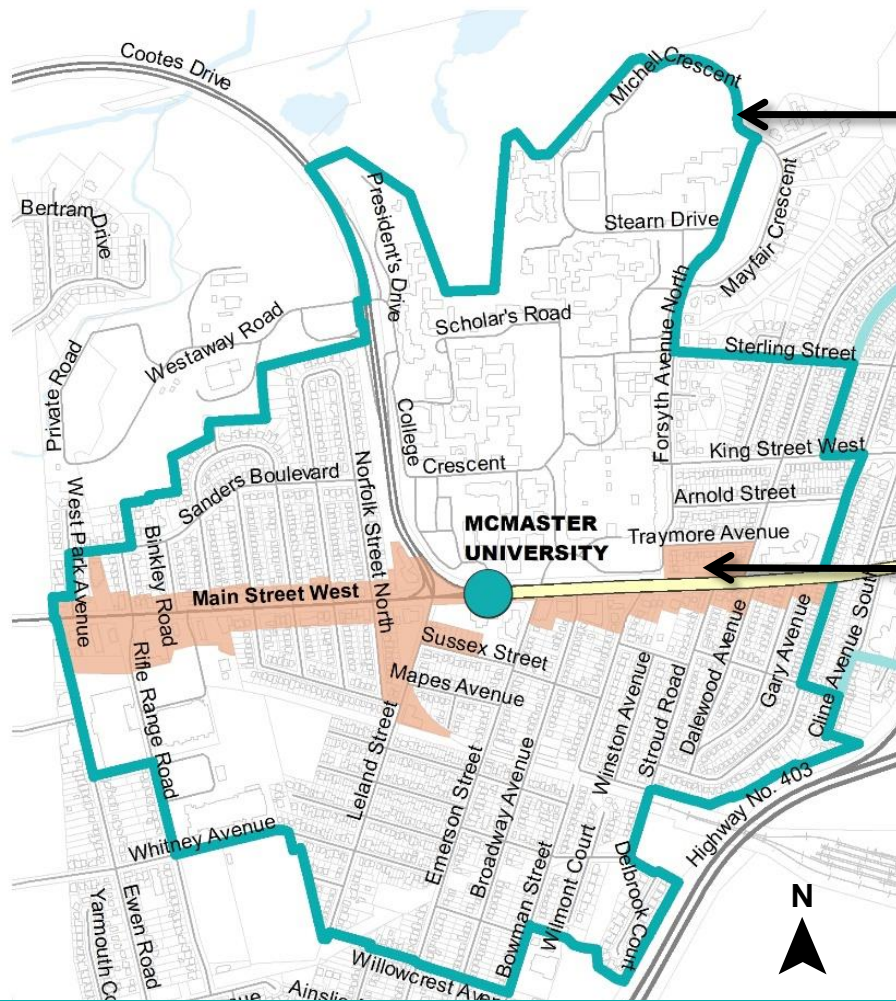
5. Estimate
Pop/Employment
Yields

6. Calculate
Resulting Density

Approach for Delineating MTSA

- Similar to other approaches undertaken in other municipalities
- Maximizes the size of the area based on an interpretation of the 800 metres radius and walking distance from the stop
- Includes whole blocks
- Includes all uses within 800 metres, such as parks, institutional uses, mixed use areas, residential neighbourhoods, commercial uses, etc.
- Considers street/highway/rail corridors for edges/boundaries
- Intensification Areas were identified in each MTSA in areas where intensification could appropriately occur (e.g., no established neighbourhoods).
- Modelling was only completed for the Intensification Areas

Approach for Delineating MTSAs



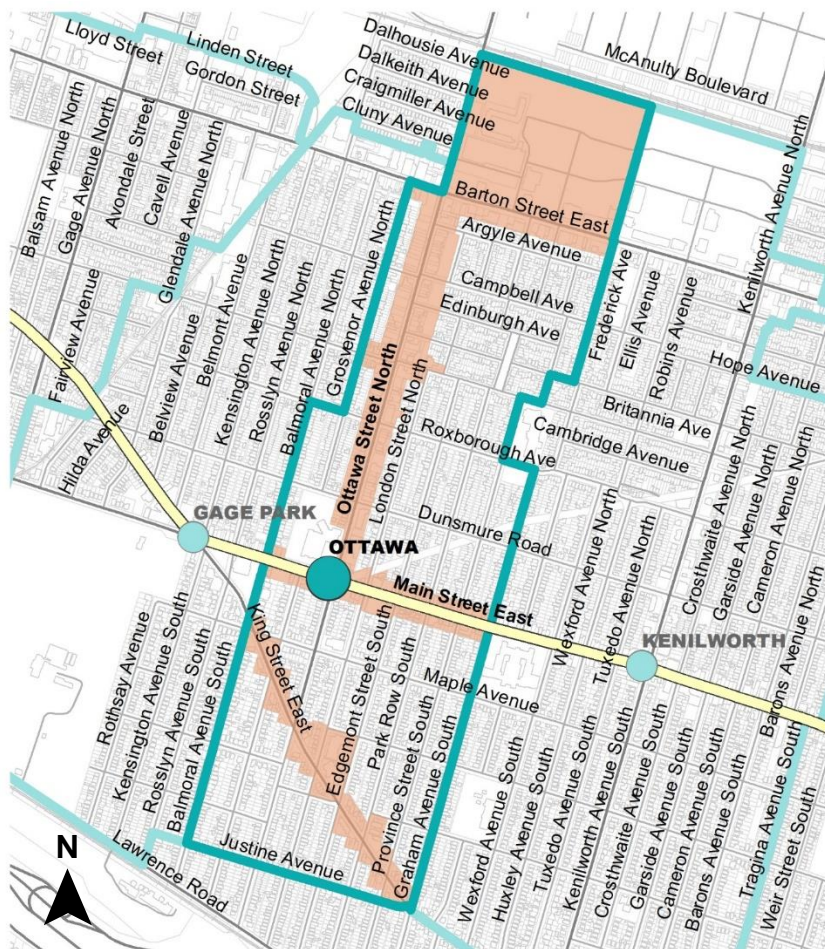
MTSA Boundary

(to be incorporated into OP; required for implementing PMTSA framework under Planning Act; resulting minimum density also required for implementing PMTSA framework)

Intensification Area

(only used for modelling/study purposes)

Approach for Delineating MTSAs



- 800 metres was measured as a radial distance from the transit station location and also as an 800 metre walk.
- Each delineated MTSAs boundary includes whole blocks.
- Where there was potential to capture additional intensification opportunities or major trip generators, boundaries slightly beyond 800 metre were considered (e.g., Ottawa and Kenilworth MTSAs).

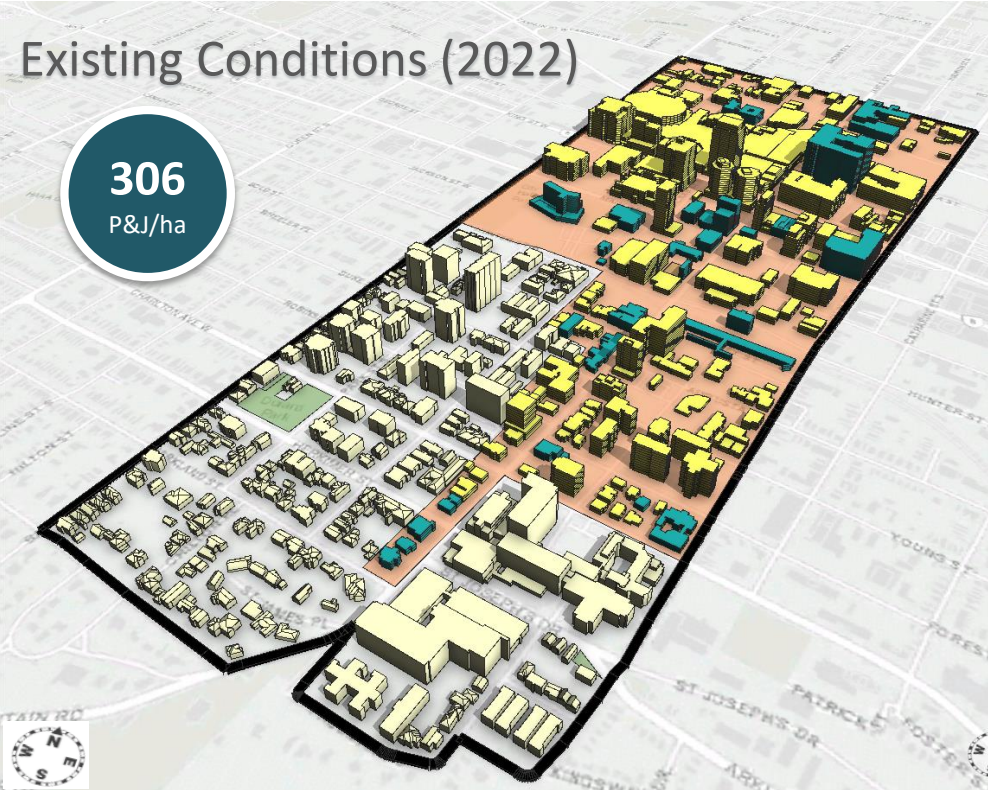
General Assumptions

- 3D modelling used to confirm build out potential
- Majority of intensification is concentrated in lands along LRT corridor and is informed by the City's Transit-Oriented Zoning (TOC Zoning) and recent development applications
- Opportunities for intensification beyond the TOC zoning was examined
- Assumes residential neighbourhoods within the MTSA (but outside of intensification areas) will not be the focus of major intensification – however, opportunities for small-scale intensification and infilling were applied
- Considers restrictions on redevelopment for heritage buildings
- Considers urban design guidelines in the modelling
- People Per Units, unit mixes and GFA assumptions drawn from City's GRIDS MCR work, building heights based on blend of zoning and existing OP policies

Visualizing and Modeling Growth

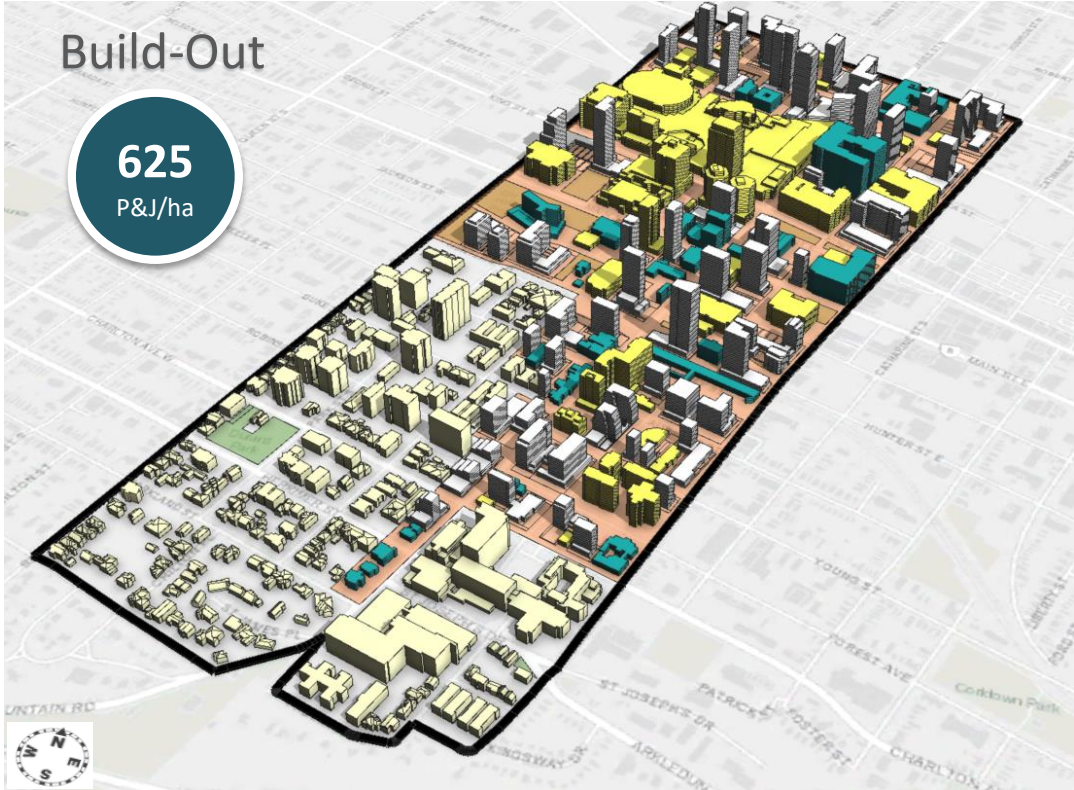
Existing Conditions (2022)

306
P&J/ha



Build-Out

625
P&J/ha

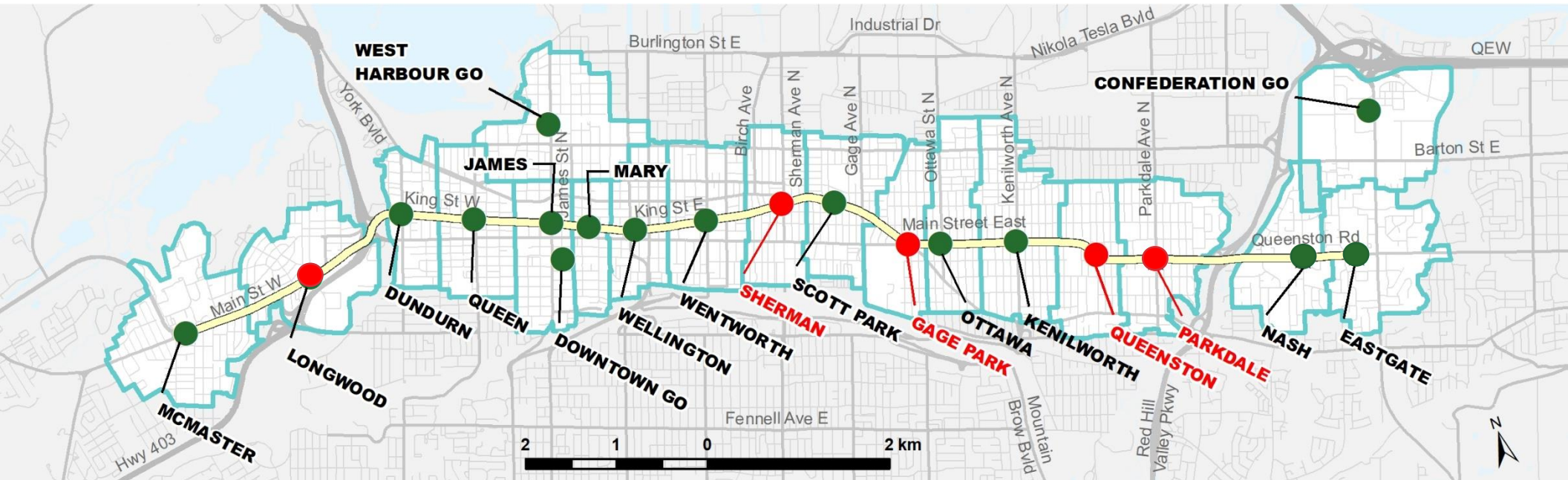


James MTSA

14 of 19 MTSAAs can meet the minimum density target

Five (5) MTSAAs may require alternative/lower
targets

Preliminary Results



● Achieved Min. Target

● Below Min. Target

| Station Area | MTSA Area (ha) | Existing Density (P&J/ha, 2022) | Projected Future Density (P&J/ha, Build-Out) |
|---------------------------------|----------------|---------------------------------|--|
| 1. McMaster | 200.1 | 87 | 175 |
| 2. Longwood | 155.3 | 66 | 126 |
| 3. Dundurn | 82.5 | 73 | 161 |
| 4. Queen | 127.1 | 177 | 352 |
| 5. James / Downtown Hamilton GO | 105.1 | 306 | 625 |
| 6. Mary | 59.4 | 177 | 603 |
| 7. Wellington | 97.3 | 128 | 292 |
| 8. Wentworth | 136.4 | 104 | 187 |
| 9. Sherman | 114.3 | 80 | 142 |
| 10. Scott Park | 128.3 | 79 | 185 |
| 11. Gage Park | 107.6 | 54 | 126 |
| 12. Ottawa | 116.6 | 74 | 204 |
| 13. Kenilworth | 167.1 | 69 | 162 |
| 14. Queenston | 115.2 | 57 | 134 |
| 15. Parkdale | 150.9 | 50 | 135 |
| 16. Nash | 119.1 | 52 | 161 |
| 17. Eastgate | 158.3 | 61 | 184 |
| 18. Confederation GO | 188.8 | 39 | 161 |
| 19. West Harbour GO | 174.0 | 105 | 152 |
| Summary | 2,503.5 | 91 | 225 |

Potential MTSAs Requiring Alternative Targets

- Longwood: 126 PJH
- Sherman: 142 PJH
- Gage Park: 126 PJH
- Queenston: 134 PJH
- Parkdale: 135 PJD

Alternative Target Rationale (Gage Park Example)



Key Factors:

1. Presence of Gage Park (53% of the entire MTSA)
2. Relatively narrow corridor of land for accommodating future intensification

Recommendations

- Consider identifying all MTSAs as PMTSAs under the Planning Act:
 - Allow the City to maximum flexibility for implementation of Inclusionary Zoning
 - Provide greater certainty with respect to land use and built form
- Update Official Plan to include MTSAs as part of the planned urban structure (mapping alignment)

Key Policy Directions from Planning Act


- Protected Major Transit Station Area land uses, heights and densities as well as inclusionary zoning policies cannot be appealed once the policy framework is in force and effect.

Next Steps

- Consult with stakeholders and the public on the findings of the draft report
- Update boundaries and modelling based on feedback
- Finalize report and recommendations
- Report back to Planning Committee



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Transportation Planning and Parking Division

| | |
|---------------------------|---|
| TO: | Chair and Members Planning Committee |
| COMMITTEE DATE: | September 19, 2023 |
| SUBJECT/REPORT NO: | Administrative Penalty System Database (PED23186) (City Wide) |
| WARD(S) AFFECTED: | City Wide |
| PREPARED BY: | James Buffett (905) 546-2424 Ext. 3177 |
| SUBMITTED BY: | Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department |
| SIGNATURE: |  |

RECOMMENDATION

That staff be authorized to negotiate a single source contract, in a form satisfactory to the City Solicitor, with ACCEO Solutions Incorporated to continue to supply and service the enforcement system currently used to issue and manage penalty notices in the City of Hamilton for Parking Enforcement, and Licensing and By-law Services.

EXECUTIVE SUMMARY

ACCEO Solutions Incorporated has provided software and service for penalty issuance and management since 2012. Since that time, there has been substantial additional investments into the continued use including the expansion of Administrative Penalty System issuance within Licensing and By-law Services, implementation of a "Live" penalty issuance, and the integration of pay-by-plate technology to support the City's mobile parking application, Passport, and over 100 plus Cale (Precise ParkLink) pay and display machines city-wide.

Staff recommends a single source contract and continued software and services from ACCEO Solutions Incorporated as it is the most cost effective and efficient method to continue operations of penalty notice issuance and management.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Administrative Penalty System Database (PED23186) (City Wide) -
Page 2 of 3**

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Current services are approximately \$140 K per annum, so it is expected that this would be a baseline with normal annual increases. Over a five-year contract term, it would be expected to have a total operating cost of \$750 K. It is, of note, that this software and services allow the issuance and management of approximately \$8 M in Administrative Penalties annually.

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

Following a Request for Proposal for a new issuance and management system that began in 2009, the first iteration of management software to issue penalty notices, now known as Municipal Enforcement Services Officer, from ACCEO launched on February 1, 2011. On November 23, 2016, staff was directed by Council to negotiate a single source contract with ACCEO Solutions Incorporated to upgrade the existing system.

Following the execution of implementation of needed upgrades in 2016, there was subsequent amending agreements in 2017 and 2020 to expand the use of the software management system without extending the length of term of the original contract.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Procurement Policy – Policy #11, Non-Competitive Procurements

RELEVANT CONSULTATION

Procurement, Finance, and Licencing and By-law Services have been consulted.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The City of Hamilton has made significant investments (transition to live database, payment module, expansion with additional by-laws) in Municipal Enforcement Services Officer from its initial implementation in 2011, inclusive of the upgrades in 2016, 2017, and 2020, and presently still relies on software and services from ACCEO Solutions Incorporated for the issuance and management of approximately \$8 M in Administrative Penalties annually.

**SUBJECT: Administrative Penalty System Database (PED23186) (City Wide) -
Page 3 of 3**

Although there are other providers of issuance and management databases, the service interruption and migration challenges exceed any possible benefit of replacing the existing system. A present annual service cost of approximately \$140 K as opposed to a new system which will exceed \$1 M to procure and implement, including an annual service cost, clearly outlines the inherent benefit in executing and continuing a sole source contract extension.

The annual service costs are already accounted for within existing operating budgets, for both Parking Enforcement and Licencing and By-law Services, so there is no new funding ask being presented.

Staff within each existing section utilizing ACCEO Solutions Incorporated software and service are already well versed in the daily operations that include issuance, customer service, the penalty notice dispute process, financial reporting, and paid parking integration. Additional existing integration with PASSPORT paid parking application and CALE (Precise ParkLink) paid parking operations has already been executed and a new system would require this work to be redone which may carry a risk of service interruption of paid parking operations.

ALTERNATIVES FOR CONSIDERATION

Council could direct staff to initiate a new procurement process. This is not recommended as, at this time, would result in a disruption to enforcement activities and a potential loss of revenue.

APPENDICES AND SCHEDULES ATTACHED

N/A