



INFORMATION REPORT

TO:	Mayor and Members General Issues Committee
COMMITTEE DATE:	June 16, 2021
SUBJECT/REPORT NO:	Historical Development Activity in the Proposed LRT Corridor (PED21142) (City Wide)
WARD(S) AFFECTED:	City Wide
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SUBMITTED BY:	Jason Thorne General Manager Planning and Economic Development Department
SIGNATURE:	

COUNCIL DIRECTION

At the Council Meeting of June 9, 2021, Council approved the following direction:

“The appropriate staff from Planning and Economic Development was directed to report back to the June 16, 2021 General Issues Committee on LRT Supportive Development, by Ward, that has occurred in the last 10 years; is ongoing or is planned along the corridor from Eastgate to McMaster; an estimate of the private investment in dollars; a before and after picture on assessment for each of these projects; and, a summary of the current Transit Oriented Corridor policy and how it relates to the 3.4 Billion-Dollar investment.”

INFORMATION

Ongoing or Planned Development on the Light Rail Transit (LRT) Corridor

With respect to ongoing and planned development activity on the LRT corridor, the table below presents the number of Official Plan Amendment Applications, Zoning By-law Amendment Applications, and Site Plan Applications received by the City for properties fronting onto the LRT corridor from 2010 to 2021 by Ward (note: figures for 2021 reflect the year up to the end of April).

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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.

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Table One: Ongoing or Planned Development on the LRT Corridor

Ward 1													
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 YTD	TOTAL
Official Plan Amendments			1		1		1	2	1		2		8
Zoning Applications		2	1		1	2	1	2			2		11
Site Plan Applications	2	7	5	5	1	4	2	1	4	6	1	3	41
TOTAL	2	9	7	5	3	6	4	5	5	6	5	3	60
Ward 2													
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 YTD	TOTAL
Official Plan Amendments													0
Zoning Applications								3		1	2		6
Site Plan Applications		3	3	2		2	2	3	4	1	3		23
TOTAL	0	3	3	2	0	2	2	6	4	2	5	0	29
Ward 3													
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 YTD	TOTAL
Official Plan Amendments													0
Zoning Applications				1									1
Site Plan Applications	2		2			1	2	3		2			12
TOTAL	2	0	2	1	0	1	2	3	0	2	0	0	13
Ward 4													
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 YTD	TOTAL
Official Plan Amendments													0
Zoning Applications		3		2									5
Site Plan Applications	1			1		1	1		2				6
TOTAL	1	3	0	3	0	1	1	0	2	0	0	0	11
Ward 5													
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 YTD	TOTAL
Official Plan Amendments													0
Zoning Applications													0
Site Plan Applications		3	1		1		1		1				7
TOTAL	0	3	1	0	1	0	1	0	1	0	0	0	7
TOTAL Wards 1-5													
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 YTD	TOTAL
Official Plan Amendments	0	0	1	0	1	0	1	2	1	0	2	0	8
Zoning Applications	0	5	1	3	1	2	1	5	0	1	4	0	23
Site Plan Applications	5	13	11	8	2	8	8	7	11	9	4	3	89
TOTAL	5	18	13	11	4	10	10	14	12	10	10	3	120

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Private Sector Investment on the LRT Corridor

With respect to an estimate of the private sector investment on the LRT corridor, the table below presents the construction value of Building Permits issued for properties fronting onto the LRT corridor from 2010 to 2021 (Note: Figures for 2021 reflect the year up to the end of April).

Table Two: Private Sector Investment on the LRT Corridor

Year	Const.Cost(\$)	Count
2010	58,733,448	249
2011	100,656,283	273
2012	56,404,722	217
2013	106,444,993	290
2014	71,943,980	267
2015	76,524,354	307
2016	101,093,752	330
2017	164,552,909	315
2018	80,831,790	319
2019	101,627,489	299
2020	128,801,425	224
2021*	36,521,400	71
Total	1,084,136,544	3,161
2010-2020 Avge/Yr	95,237,740	281

Before and After Assessed Values

Given the time available, staff was not able to calculate a “before and after” assessed property value for each of the development projects that have occurred on the LRT corridor since 2010. Staff does report to Council annually on the assessment uplift from development projects that have received grants or incentives under the City’s incentive programs. The most recent report was presented to GIC on May 19, 2021 (Report PED21095). It summarizes the difference between base year taxes and post development taxes for projects in Downtown Hamilton and in the Ancaster, Westdale Village, Stoney Creek, Waterdown, and Barton/Kenilworth Community Improvement Project Areas that have been approved for loans/grants under the City’s Hamilton Downtown, Barton and Kenilworth Multi-Residential Property Investment Program and/or the Hamilton Tax Increment Grant Program and/or the Barton/Kenilworth Tax Increment Grant Program. It is important to note that the information in Report

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PED21095 represents all projects that have been approved for those programs, not just those fronting onto the LRT corridor. Furthermore, it would not capture development activity on the LRT corridor that did not qualify for one of the city's incentive programs.

The information that was originally presented to Council in Report PED21095 on May 19, 2021 is included as Appendix "A" to Report PED21142.

Transit Oriented Corridor Policy

Over the past few years, the City of Hamilton has adopted a number of land use policies to support higher density development and intensification on the LRT corridor. The most significant include:

- Transit Oriented Corridor (TOC) Zoning – In 2017, Council approved new zoning for the LRT corridor that provided for a number of transit-supportive zoning standards, including eliminating permission for certain land uses (e.g. drive-throughs, car dealerships), increasing minimum and maximum permitted densities, and reducing parking requirements.
- Downtown Hamilton Secondary Plan and Zoning By-law Amendment – In 2018, Council approved a new Secondary Plan for downtown Hamilton, as well as implementing zoning, that provided for, among other changes, increased as-of-right height and density permissions, a broader range of mixed-use permissions, reduced parking requirements, and transit-supportive design requirements.
- Centennial Neighbourhoods Secondary Plan and Zoning By-law Amendment – In 2018, Council approved a new Centennial Neighbourhoods Secondary Plan as well as implementing zoning. The Centennial Neighbourhoods area includes the Eastgate LRT terminus. The Secondary Plan and associated zoning provided for, among other changes, increased as-of-right height and density permissions, a broader range of mixed-use permissions, reduced parking requirements, and transit-supportive design requirements.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PED21142 - Projects Approved for Loans/Grants Under the City's Multi-Residential Loan and Tax Increment Grant Programs (as presented in Report PED21095)