



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	September 19, 2023
SUBJECT/REPORT NO:	Draft Major Transit Station Areas (PED23105) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Lauren Vraets (905) 546-2424 Ext. 2634
SUBMITTED BY:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
SIGNATURE:	

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.

EXECUTIVE SUMMARY

Planning for Major Transit Station Areas is a required component of completing the City’s on-going Municipal Comprehensive Review to ensure conformity with the policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (Growth Plan).

Hamilton has a total of 20 Major Transit Station Area locations – 17 along the Light Rail Transit B-Line corridor and three GO Transit rail stations. General mapping of Major Transit Station Area locations is identified on Appendix “A” attached to Report PED23105.

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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.

To satisfy the policies of the Growth Plan, the City of Hamilton must delineate the boundaries of each Major Transit Station Area (roughly 500 to 800 metres from a station location) and demonstrate that each Major Transit Station Area can achieve the applicable minimum density targets prescribed by the Growth Plan. Major Transit Station Areas that are unable to meet the prescribed minimum density targets of the Growth Plan must obtain approval for an alternative target from the Ministry of Municipal Affairs and Housing.

The City has retained Dillon Consulting to complete the delineation and required analysis of potential build-out densities for the City's Major Transit Station Area locations. Within each Major Transit Station Area, an Intensification Area is further delineated along the major corridors and modelling has been created to approximate a maximum build-out based on current Official Plan and Zoning By-law development permissions. A final draft of Dillon's Major Transit Station Area Report is attached as Appendix "B" to Report PED23105.

The preliminary results from the analysis indicate that 15 of the City's Major Transit Station Areas have the potential to meet their respective Growth Plan targets based on existing Official Plan policies and zoning permissions. Five (5) Major Transit Station Areas have been identified that may not be able to meet the applicable Growth Plan target of 160 persons and jobs combined per hectare and would require approval from Ministry of Municipal Affairs and Housing for an alternative target (Longwood, Sherman, Gage Park, Queenston, and Parkdale Major Transit Station Areas).

The results demonstrate that the City's recent efforts to increase intensification potential through Phase 1 of the Municipal Comprehensive Review (Official Plan Amendment 167), Transit Oriented Corridor zoning, and small-scale residential intensification opportunities, there is potential to provide transit supportive densities for Hamilton's Major Transit Station Areas.

Based on good planning principles, further analysis of the Longwood, Sherman, Gage Park, Queenston, and Parkdale Major Transit Station Areas that may not meet the Growth Plan target will be undertaken in preparation of the final report, to determine if there are any additional interventions (e.g. changes to the Official Plan or Zoning By-law) that could improve the potential density output.

Planning staff recommend engaging the public and stakeholders regarding the findings of the final draft Major Transit Station Area Report attached as Appendix "B" to Report PED23105. Revisions to the final Major Transit Station Area Report will consider the feedback received through the engagement activities, and a future report to Planning Committee will summarize about how this information affected the final outcome of the project.

Alternatives for Consideration – See Page 15

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Funding for the Major Transit Station Area work completed by Dillon Consulting is covered through the existing budget for the Growth Related Integrated Development Strategy 2 / Municipal Comprehensive Review workplan. Additional costs related to public engagement expenses will be covered by the Sustainable Communities operating budget.

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

The planning for the City’s Major Transit Station Areas has been underway since 2018, when it was first integrated into the consultation for the updated Growth Related Integrated Development Strategy and the Municipal Comprehensive Review. At that time, the City had been investigating Major Transit Station Area planning for 14 station area locations along the Light Rail Transit corridor, from McMaster in the west to Parkdale in the east. The 2017 version of the Growth Plan for the Greater Golden Horseshoe (Growth Plan) was in effect, which defined Major Transit Station Areas as the area within an approximate radius of 500 metres of a station location. Dillon Consulting was retained to assist in the initial Major Transit Station Area work. Public and stakeholder consultation was undertaken in the summer of 2018 and included informing the public about the City’s Urban Structure elements and their role in organizing future growth and development, as well as the potential delineations and density outputs for the Light Rail Transit Major Transit Station Areas. Report PED17010(c) provided a summary of this early consultation.

A Major Transit Station Area is defined in the Growth Plan as:

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

Refinement of the Major Transit Station Area planning exercise was put on hold with the Provincial announcement to cut funding to the City’s Light Rail Transit project in 2019 because the withdrawal of the funding meant that for the purposes of the Growth Plan,

the City's proposed Major Transit Station Areas no longer met the Provincial definition and as such from a policy perspective the project could not advance.

Given the uncertainty of the project at the time, the Major Transit Station Area planning work was de-coupled from the first phase of the City's Municipal Comprehensive Review. In 2021, the Province recommitted to the City's Light Rail Transit project with assistance from the Federal Government. The earlier Major Transit Station Area planning work was impacted by 2019 changes in Provincial policy, notably by a change in the Major Transit Station Area definition in the Growth Plan which increased the distance around a transit station up to 800 metres.

Through the preparation of the Municipal Comprehensive Review Phase 1 Official Plan Amendment 167, Planning staff integrated the Council approved No Urban Boundary Expansion growth scenario into the revisions to intensification policies, including allowances for increased building heights along major corridors and nodes, greater permissions for small scale intensification in neighbourhoods, and reference to Major Transit Station Areas as strategic growth areas in the overall Urban Structure. While the modified Provincial approval of Official Plan Amendment 167 did not follow the No Urban Boundary Expansion growth scenario approved by Council (2,200 ha of land was added to the urban boundary by the Province), the policies to facilitate greater intensification along the City's major corridors and nodes were generally left intact.

The changes to the Growth Plan definition for Major Transit Station Areas and the approval of Official Plan Amendment 167 required the need for the previous work undertaken for Major Transit Station Areas in Hamilton needed to be re-examined in the new policy context. Dillon Consulting was re-engaged on the project in 2022 and has worked with Planning Division staff to revise the Major Transit Station Area modelling and densities to reflect the most up-to-date policies.

Another change that has occurred since the Major Transit Station Area work plan was re-initiated is the regulatory consideration for Protected Major Transit Station Areas through the *Planning Act* in 2019.

Protected Major Transit Station Areas are a sub-set of Major Transit Station Areas that specifically identify the prescribed uses and densities for all development in the affected area. Any official plan polices for Protected Major Transit Station Areas must be approved by the Province, and once in-effect, there is no appeal of these policies. It is important to note that Protected Major Transit Station Areas provide an opportunity for municipalities to undertake an Inclusionary Zoning policy framework in these areas. The background work required for the development of an Inclusionary Zoning policy for Hamilton is in process, with the required background reports to be completed in 2023 and it is anticipated that the final report will be presented to Planning Committee in 2024.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The following section provides a summary of the applicable provincial and local policies that need to be considered with respect to planning for Major Transit Station Areas. A detailed summary of applicable policies is provided in Section 2.0 of Appendix “B” attached to Report PED23105.

Provincial Policy Statement (2020)

The Provincial Policy Statement provides broad policy direction to planning authorities with respect to matters of provincial interest related to land use planning and development. Under the *Planning Act*, all decisions related to land use planning must be consistent with the Provincial Policy Statement.

Regarding development surrounding transit, the Provincial Policy Statement directs that land use patterns in settlement areas shall be based on densities and a mix of land uses that are transit-supportive in areas where transit exists or where it is planned. Appropriate locations for transit-supportive development and opportunities for supportive intensification are required to be identified by planning authorities. The policies of the Provincial Policy Statement seek to promote a pattern of land use, density and mix of uses that minimize vehicle trips, and support current and future transit use and active transportation. Considered through the lens of climate change, energy conservation and air quality, the Provincial Policy Statement instructs that planning authorities encourage intensification and transit-supportive development to improve the mix of uses in an area and shorten commutes.

While the Provincial Policy Statement provides overall policy direction on land use planning matters including development of transit-supportive uses, more detailed policies for Major Transit Station Areas are contained in A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended)

Land use policy direction for municipalities located within the Greater Golden Horseshoe is provided by the Growth Plan. To optimize the use of land and infrastructure as well as provincial investment in higher order transit on priority transit corridors, priority areas for intensification are identified as Strategic Growth Areas. Strategic Growth Areas include Urban Growth Centres, like Hamilton’s Downtown, as well as Major Transit Station Areas, among others. The policies of the Growth Plan direct cities to complete detailed planning for Major Transit Station Areas to support planned service levels for local and regional transit.

Section 2.2.4 of the Growth Plan speaks to planning for transit corridors and their station areas. Specifically, the policies direct municipalities to delineate the boundaries of Major Transit Station Areas in a manner that maximizes that size of the area and the number of potential riders in walking distance of the station. Minimum density targets measured in persons and jobs per hectare, combined, are assigned to categories of transit service on priority transit corridors, and in the case of Hamilton, the relevant minimum density targets are as follows:

- 160 persons and jobs per hectare for lands served by Light Rail Transit (Light Rail Transit) or bus rapid transit; and,
- 150 persons and jobs per hectare for lands served by the GO Transit rail network.

The prescribed minimum density targets of the Growth Plan account for a full-build out scenario of all development potential within a Major Transit Station Area and are not tied to a specific planning horizon.

If a particular Major Transit Station Area cannot meet the required minimum density targets outlined in the Growth Plan, the municipality must seek the approval of the Minister of Municipal Affairs and Housing for a lower target. A request for a lower target needs to demonstrate why the required density cannot be achieved. This may be because of limiting factors such as:

- Development being prohibited by existing provincial policy;
- Development being severely restricted on a significant area of land; or,
- A limited number of residents and jobs per hectare associated with the associated built form, but a major trip generator or feeder transit service will sustain high ridership at the affected Major Transit Station Area.

Delineation of Major Transit Station Area boundaries and implementation of the minimum intensification targets are to be completed through a Municipal Comprehensive Review process. As noted, the City of Hamilton has taken a phased approach with the Municipal Comprehensive Review, with Major Transit Station Area planning being one component of work.

Planning Act

The *Planning Act* provides the regulatory framework for matters of provincial interest in Ontario which guides the development of provincial land use planning policy. The promotion of development that is designed to be sustainable, and to support public transit and be oriented to pedestrians is noted as a matter of provincial interest.

With respect to planning for Major Transit Station Areas, the *Planning Act* sets out the required regulatory mechanisms for municipalities to implement Protected Major Transit Station Areas. Protected Major Transit Station Areas are a sub-set of Major Transit Station Areas and require an enhanced level of planning to be undertaken in these areas. It is up to a municipality to determine which, if any, Major Transit Station Areas it wants to be considered as Protected Major Transit Station Areas through its official plan policies. A municipality could identify all Major Transit Station Areas as Protected Major Transit Station Areas if the appropriate policies, as required by the Planning Act, are included in the official plan. The Minister of Municipal Affairs and Housing is the approval authority for official plan policies regarding Protected Major Transit Station Areas.

To be considered a Protected Major Transit Station Area, the area around an existing or planned higher order transit station must be delineated in a municipality's official plan, and the official plan must contain specific policies for each Protected Major Transit Station Area which detail the following:

- Identification of the minimum number of people and jobs per hectare collectively that are planned to be accommodated over the long term;
- Identification of the authorized uses of land and buildings in the areas; and,
- Identification of minimum densities that are authorized with respect to buildings in the areas.

Once approved by the Province, policies for Protected Major Transit Station Areas in an official plan, including changes to the policies, cannot be appealed.

Within Protected Major Transit Station Areas, a municipality may apply policies that authorize Inclusionary Zoning. Inclusionary Zoning regulations under the Planning Act allow municipalities to require that new, market rate residential developments with more than 10 units within a Protected Major Transit Station Area include a certain percentage of new affordable housing units. Inclusionary Zoning is one tool that could help increase the supply of more affordable housing units in the City over the long term.

Concurrently with the work underway for Major Transit Station Areas, Planning Staff are undertaking the required components of determining where Inclusionary Zoning may be feasible. Reports PED23044 and PED23044(a) provide background regarding the components of the Inclusionary Zoning workplan that have been undertaken to date, specifically the draft housing needs assessment and initiation of a peer review of the market feasibility study. Recommendations for implementing Inclusionary Zoning will be forthcoming through a future report to Planning Committee in 2024 following Provincial decision on the City's Major Transit Station Areas. More information on the City's work towards Inclusionary Zoning can be found at: www.Hamilton.ca/InclusionaryZoning.

Provincial Planning Statement (draft in process, 2023)

The Government of Ontario has initiated a consolidation of the Provincial Policy Statement and the Growth Plan into one land use policy document to be used province-wide, known as the Provincial Planning Statement. The proposed policy document was released on April 6, 2023 through the Environmental Registry of Ontario webpage. The deadline for comments on the proposed Provincial Planning Statement was August 4, 2023. Report PED23145 provides a detailed review of the proposed changes and implications arising from the draft policy framework.

Specifically, for planning for Major Transit Station Areas, the proposed Provincial Planning Statement does not change the definition of a Major Transit Station Area and continues to require municipalities to delineate the boundaries of a Major Transit Station Area in their official plan. The minimum density targets assigned through the Growth Plan (160 persons and jobs per hectare for Light Rail Transit, and 150 persons and jobs per hectare for GO Transit rail) have been carried over into the draft Provincial Planning Statement. Similarly, the proposed policy includes reference to alternative, lower density targets being subject to the approval of the Minister.

It should be noted that the proposed Provincial Planning Statement removes the requirement for a municipality to complete a Municipal Comprehensive Review. Since the work on Hamilton's Major Transit Station Areas has been undertaken as a phased component of the on-going Municipal Comprehensive Review workplan, it is unclear what transitional regulations will be provided to direct how this work should continue, and whether it continues to be subject to Ministerial approval. City staff have requested clarification on this matter from Provincial staff, but at the time of preparation of this report the Province has only indicated that the draft policies and comments received through consultation are being reviewed, and that further direction and/or transitional policies would follow the release of the final policy document. The final report to Planning Committee regarding Major Transit Station Areas will be based on the policy framework that is in place at that time.

Urban Hamilton Official Plan

The first phase of the City's current Municipal Comprehensive Review implemented policies related to urban growth and development in the Urban Hamilton Official Plan through Official Plan Amendment 167. An initial policy framework for Major Transit Station Area planning was included in Official Plan Amendment 167 to lay the foundation for more detailed policies to be implemented through a future Municipal Comprehensive Review Official Plan Amendment.

Through Official Plan Amendment 167, Major Transit Station Areas were specifically identified as part of the City's urban structure as strategic growth areas, alongside the

City's urban nodes. Approved higher order transit station or stop locations for Major Transit Station Areas were added to Urban Hamilton Official Plan Vol. 1, Appendix B – Major Transportation Facilities and Routes. Policy text was added to Vol. 1 Chapter E to instruct that detailed delineations and assignment of minimum density targets for Major Transit Station Areas would be included through a future amendment to the Urban Hamilton Official Plan (policies E.2.5.1 and E.2.5.3). The definition of Major Transit Station Area was amended through Official Plan Amendment 167 to reference the expanded 500-800 metre radius around a transit station, consistent with the definition provided in the Growth Plan, 2019, as amended.

For future implementation of Protected Major Transit Station Areas, Official Plan Amendment 167 included a definition for Protected Major Transit Station Areas, as well as policy to specify that the City will investigate the feasibility of implementing an Inclusionary Zoning framework and delineate the boundaries of Protected Major Transit Station Areas where Inclusionary Zoning can be applied (policy B.3.2.3.7 and policy E.2.5.5).

RELEVANT CONSULTATION

Internal City Staff Consultation – Technical Advisory Committee

In February 2023, Planning staff undertook internal consultation on an earlier version of the draft Major Transit Station Area report from Dillon through the Planning Division's Technical Advisory Committee. Staff received comment from Housing Services, Hamilton Street Railway, Heritage and Urban Design, Zoning, Public Health, Emergency Services, and Public Works. The comments generally centred around the following themes:

- Modelling of buildings in Intensification Area should follow the City's urban design standards and guidelines with respect to building massing and separation to give an accurate representation of potential densities;
- Assumptions for additional opportunities for small scale intensification in the neighbourhoods surrounding the Intensification Areas should be incorporated consistent with recently updated zoning permissions;
- The lower city has a high proportion of buildings built pre-1950s, and represents a significant amount of built heritage resources including areas that may be considered as cultural heritage landscapes or contain inventoried properties; and,
- Future planning work should consider the implications of additional growth in these areas with respect to provision of additional public amenities and emergency services.

Project staff at Dillon reviewed the internal comments and made adjustments to the report and modelling based on the feedback received from Technical Advisory Committee members. The final draft report that incorporates these changes is provided as Appendix “B” attached to Report PED23105.

Through the upcoming consultation process, Planning Staff will re-circulate the revised draft Major Transit Station Area report from Dillon to those who provided comments through Technical Advisory Committee. Any feedback received will inform revisions to the final Major Transit Station Area document and will be summarized in a future staff report.

Public and Stakeholder Consultation

Earlier phases of the Major Transit Station Area planning work were undertaken in 2018, in coordination with other aspects of the Growth Related Integrated Development Strategy 2 / Municipal Comprehensive Review workplan. This earlier consultation focused more generally on gathering public feedback regarding opportunities for intensification, and the preliminary boundaries for 14 Major Transit Station Areas along the City’s Light Rail Transit corridor (McMaster to Parkdale). The summary of this previous engagement is provided in Report PED17010(c), however the main takeaways were the following:

- There is general agreement on proposed Major Transit Station Area boundaries; and,
- Opportunities to expand the proposed Intensification Areas in Major Transit Station Areas around Dundurn, Queen, Barton, Sherman-Parkdale, Longwood and McMaster, and expand depth of intensification areas, should be considered.

Now that the Major Transit Station Area work has been re-initiated, and a revised scope has been introduced (800 metre boundary delineation, inclusion of GO Transit rail stations, and extension of Light Rail Transit corridor eastward to Centennial Parkway), additional public and stakeholder consultation needs to be undertaken.

The objectives of the planned public consultation for the revised Major Transit Station Area work provided in Appendix “B” attached to Report PED23105 include:

- Informing the public about the importance for planning for growth around transit;
- Explaining the evolution of the Major Transit Station Area planning process for Hamilton;
- Receiving feedback on the draft Major Transit Station Area and Intensification Area delineations and potential densities;
- Informing about the modelling exercise undertaken to determine potential Major Transit Station Area build out densities based on existing permissions;

- Explaining the potential for Protected Major Transit Station Areas and their relationship to Inclusionary Zoning; and,
- Gathering comments on any other opportunities or issues that the City should consider when planning for Major Transit Station Areas over the long term.

The public consultation is planned to include two in-person open house events and one public information meeting, and on-line consultation tools through Engage Hamilton.

Stakeholder consultation is anticipated to include outreach to those who attended the initial discussions about the Growth Related Integrated Development Strategy 2 and early Major Transit Station Area planning in Hamilton in 2018. These include representatives from various Business Improvement Areas in the lower city, representatives from the building industry, the Hamilton Chamber of Commerce, environmental organizations, housing service providers, and local school boards. A stakeholder meeting will occur virtually, and participants will be directed to comment afterwards on the aspects of the Major Transit Station Area planning that most impact their industries.

A future report to Planning Committee will summarize the feedback received from the public and stakeholder engagement and will provide an explanation about how this information was used to make any necessary changes to the Major Transit Station Area planning framework. An Official Plan Amendment the Urban Hamilton Official Plan will be presented alongside the final report to give effect to the Major Transit Station Area policies.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Delineation and Density Modelling Method

The process undertaken for determining the Major Transit Station Area boundaries and corresponding density outputs involved the following steps which are provided in more detail in Chapter 3.0 of Appendix “B” attached to Report PED23105:

1. Defining the Major Transit Station Area boundaries;
2. Defining the Intensification Areas within each Major Transit Station Area;
3. Modelling the build-out potential within each Major Transit Station Area;
4. Identifying small-scale intensification opportunities;
5. Estimating population and employment yields; and,
6. Calculating resulting densities based on the total land area of the Major Transit Station Area.

Key Findings from the Draft Major Transit Station Area Report

Overall Major Transit Station Area Density

The results of the draft Major Transit Station Area modelling contained in Appendix “B” attached to Report PED23105 indicate that, when combined, the average build-out density for Major Transit Station Areas is anticipated to be approximately 225 persons and jobs per hectare. This represents substantial opportunity for intensification across the majority of lower Hamilton over the long-term.

Individual Major Transit Station Area Density

The draft Major Transit Station Area delineation and density modelling exercise undertaken by Dillon Consulting has resulted in the following anticipated build-out densities for Hamilton’s 19 Major Transit Station Areas:

Table 1: Major Transit Station Area Densities

Station Area	Future Density (persons and jobs combined per ha)	Meets Growth Plan min. density target?
McMaster	175	Yes
Longwood	126	No
Dundurn	161	Yes
Queen	352	Yes
James/Hamilton GO Centre	625	Yes
Mary	603	Yes
Wellington	292	Yes
Wentworth	187	Yes
Sherman	142	No
Scott Park	185	Yes
Gage Park	126	No
Ottawa	204	Yes
Kenilworth	162	Yes
Queenston	134	No
Parkdale	135	No
Nash	161	Yes
Eastgate	184	Yes
Confederation GO	161	Yes
West Harbour GO	152	Yes

Major Transit Station Area locations closest to and within the Downtown Hamilton Secondary Plan area are anticipated to experience the highest build-out densities. Whereas Major Transit Station Areas with a high proportion of lower density residential neighbourhoods may have lower build-out densities. The Intensification Areas along major corridors within each of the Major Transit Station Areas are anticipated to accommodate densities that meet or exceed the Growth Plan targets.

Alternative Targets Needed

Station locations that may not meet the minimum targets of the Growth Plan are generally constrained by large urban features that cannot be counted as 'net-outs' from the density calculations or have limitations to development based on area specific built form constraints.

Of the 19 Major Transit Station Areas reviewed as part of the analysis, 5 Major Transit Station Areas are currently identified as requiring an alternative, lower target than the minimum 160 persons and jobs combined per hectare required by the Growth Plan for locations along the Light Rail Transit route:

- Longwood – 126 persons and jobs per hectare
 - Density limitations: major highway infrastructure (Highway 403 right-of-way), floodplain and open space, lower density neighbourhoods, larger properties for institutional use (schools), and employment area designated lands.
- Sherman – 142 persons and jobs per hectare
 - Density limitations: extent of lower density neighbourhoods close to the corridor, heritage properties.
- Gage Park – 126 persons and jobs per hectare
 - Density limitations: large urban park (Gage Park), heritage properties, low density residential close to corridor.
- Queenston – 134 persons and jobs per hectare
 - Density limitations: large urban park (Montgomery Park), presence of lower density residential built form.
- Parkdale – 135 persons and jobs per hectare
 - Density limitations: urban park and community facility (Parkdale Park and arena), institutional land uses (school), presence of lower density built form.

Staff intend to review the development potential within each of these five Major Transit Station Area to determine if there are any necessary interventions that could assist in

increasing the potential densities. The final Major Transit Station Area report will provide recommendations for any potential policy interventions that could be considered.

Determining Protected Major Transit Station Areas

Through the preparation of the final Major Transit Station Area report, Planning Staff will be giving consideration to which Major Transit Station Areas may also be determined to be Protected Major Transit Station Areas. In their draft Major Transit Station Area Report attached as Appendix “B” to Report PED23105, the consultants recommend that the City consider identifying all Major Transit Station Areas as Protected Major Transit Station Areas. However, Protected Major Transit Station Areas require an additional level of planning policy to be approved by the Province through an Official Plan Amendment, including:

- Identification of the minimum number of people and jobs per hectare collectively that are planned to be accommodated over the long term;
- Identification of the authorized uses of land and buildings in the areas; and,
- Identification of minimum densities that are authorized with respect to buildings in the areas.

In Major Transit Station Areas where secondary planning does not currently exist, the City will need to take on additional review of planned land uses and building densities to apply a Protected Major Transit Station Area policy framework. A draft policy framework and Official Plan Amendment for any selected Protected Major Transit Station Areas will be included in a future report to Planning Committee.

Objectives for Public Consultation

Planning for Major Transit Station Areas in the lower-city of Hamilton will assist in guiding intensification to the areas best suited to support investment in higher order transit infrastructure. While the Major Transit Station Area modelling work undertaken for this exercise considers the policy permissions that are already in place in these areas, it is important to provide clear communication to the public about long-term development around transit. The approach for consulting on the draft Major Transit Station Area planning is intended to inform about the Provincial policies that the City needs to demonstrate conformity with, and will consult residents about the draft delineations and resulting densities as well as potential for Protected Major Transit Station Areas.

Planning for transit supportive development is in the public interest, and the public will have the opportunity to learn, ask questions and provide comment through the Major Transit Station Area consultation program.

ALTERNATIVES FOR CONSIDERATION

Staff are not directed proceed with public consultation on the draft Major Transit Station Area planning. This alternative is not recommended, as public feedback will help to inform the final revisions to the planning work that has been undertaken to date.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PED23105 – Map of Major Transit Station Area Locations
Appendix "B" to Report PED23105 – Major Transit Station Areas Report by Dillon Consulting (June 2023 Draft)

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