



WELCOME TO THE CITY OF HAMILTON

PLANNING COMMITTEE

January 13, 2026

PED26020 – City of Hamilton's Response to Planning Act Amendments in Provincial Bill 60, *Fighting Delays, Building Faster Act, 2025*

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Background – Bill 60 & Related Environmental Registry of Ontario Postings

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On October 23, 2025 the Province introduced Bill 60, *Fighting Delays, Building Faster Act, 2025* and made 12 separate Environmental Registry of Ontario postings requesting feedback on several land use planning matters including:

- **Bill 60 - *Planning Act* amendments**
- **Consultation on minimum lot sizes**
- **Consultation on enhanced development standards – lot level (outside of buildings)**
- Legislative and regulatory changes impacting on-site specific systems for on-farm worker housing
- Consultation on Simplifying and Standardizing Official Plans
- Bill 60 – Prohibition of land reductions for bicycle lanes and harmonization of municipal road construction standards

Staff submitted comments on all ERO postings that impact the City of Hamilton before the deadline of November 22, 2025.

Bill 60 received Royal Assent on November 27, 2025

Bill 60 Changes to the *Planning Act* (ERO 025-0197) PED26020

Legislation In Effect

Amendment	Staff Comments
Ministerial decision no longer needs to follow the Provincial Planning Statement (outside of the Greenbelt Area)	<ul style="list-style-type: none"> Strongly oppose this amendment which undermines the Provincial Planning Statement, erodes public trust, and creates a system where Minister's decisions can override evidence-based planning that lack a transparent framework.
Allowing Minister's Zoning Orders to be made by non-regulatory orders	<ul style="list-style-type: none"> Support efforts by the Province that both make information on Minister's Zoning Orders easier to find and enable the Province to provide additional information (e.g. drawings, technical reports) associated with the Order.
Remove requirement that Provincial approval required for amendments to established Protected Major Transit Station Areas	<ul style="list-style-type: none"> Support this amendment which will decrease the amount of time it takes to make modifications to Protected Major Transit Station Areas.

Amendment	Staff Comments
<p>Allow 'as-of-right' variations to zoning provisions respecting height, lot coverage, parking etc.</p>	<ul style="list-style-type: none">• Oppose these changes which may undermine the extensive evaluation and consultation that informs the development of performance standards in a zoning by-law.• There may be certain performance standards established such that even a 10% deviation from this minimum requirement may have negative impacts, particularly if impacts are compounded by successive reductions in requirements.• E.g. a 10% increase in lot coverage successively applied in more constrained urban environments and potential impacts on stormwater management, or variations from setbacks, height and lot coverage to denser built forms and impacts on compatibility of development.

Question	Staff Response
<p>Thoughts on the benefits and/or risks associated with reducing or removing minimum lot size requirements in low-density urban residential areas to encourage gentle density, increase housing supply, broaden housing options and encourage home ownership?</p>	<ul style="list-style-type: none"> • Additional Dwelling Unit permissions on urban residential lands have provided significant opportunities for gentle intensification in low density residential neighbourhoods. • It is staff’s opinion that in the urban environments predominant in Southern Ontario, lot size is not acting as a barrier to gentle intensification. Many newer suburban neighbourhoods have smaller lot fabric, reflecting increased land values and housing costs. • Minimum lot size requirements are in place to ensure standards of site access, design, and functionality are maintained, and respond to infrastructure needs.
<p>Circumstances where having established minimum lot sizes in municipal zoning by-laws for low-density urban residential parcels are absolutely necessary with respect to the provision of transportation, infrastructure, or upholding public health and safety?</p>	<ul style="list-style-type: none"> • Factors necessitating minimum lot size: to ensure adequate on-site drainage, particularly in areas without full stormwater infrastructure, site access, maintenance, the provision of landscaping and trees, and to maintain functionality of the site and built form. • Where larger minimum lot size requirements are in place, these requirements may reflect the servicing that is available.

Question	Staff Response												
<p>What do you suggest should be the smallest size urban residential lot in terms of lot area, frontage or depth (i.e. six metre frontage, 200 square metre area, etc.) What would be the opportunities and limitations? How would these standards work together?</p>	<ul style="list-style-type: none"> The Low Density Residential – Small Lot (R1a) Zone requires: <table border="1" style="margin: 10px 0;"> <thead> <tr> <th>Use</th> <th>Lot Width</th> <th>Lot Area</th> </tr> </thead> <tbody> <tr> <td>Single Detached Duplex Triplex</td> <td style="text-align: center;">9 m</td> <td style="text-align: center;">270 sq. m.</td> </tr> <tr> <td>Fourplex</td> <td style="text-align: center;">10 m</td> <td style="text-align: center;">300 sq. m.</td> </tr> <tr> <td>Street Townhouse</td> <td style="text-align: center;">6 m</td> <td style="text-align: center;">180 sq. m.</td> </tr> </tbody> </table> With smaller lots, constraints increase in the provision of adequate space for maintenance, access, and drainage. 	Use	Lot Width	Lot Area	Single Detached Duplex Triplex	9 m	270 sq. m.	Fourplex	10 m	300 sq. m.	Street Townhouse	6 m	180 sq. m.
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Question	Staff Response
<p>What other zoning requirements or performance standards could be needed to support any reduction or removal of minimum lot size requirements on low-density urban residential parcels (i.e., additional residential units, multiplexes, parking requirements, lot coverage, height and density etc.)?</p>	<ul style="list-style-type: none">• As housing choice increases to include detached additional dwelling units, triplexes, and fourplexes, there are more built form and site design elements to accommodate, which necessitates minimum lot size requirements to support a more seamless and supported integration of gentle intensification in neighbourhoods.

Consultation on Enhanced Development Standards – Lot Level (outside of buildings) (ERO 025-1101)

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Question	Staff Response
In your experience, are enhanced development standards applied consistently across municipalities?	<ul style="list-style-type: none">• Ontario municipalities collaborate to ensure consistency across jurisdictions while also addressing local policy objectives.• Some enhanced development standards have become best practice across Ontario municipalities.
What types of standards, should municipalities be allowed to apply outside of buildings and how do these requirements maintain the health and safety of the site if at all?	<ul style="list-style-type: none">• Municipalities should be allowed to apply standards outside of buildings that address design, active transportation, crime prevention, emergency access and climate resilience.• Enhanced development standards support the short and long term health and safety of communities.
Does you / your organization have information about the short- and long-term costs of enhanced development standards at the lot level?	<ul style="list-style-type: none">• Staff are familiar with several studies and reports that have demonstrated the cost benefits of enhanced development standards from organizations such as CMHC, the Canadian Urban Institute and the Smart Prosperity Institute.

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Question	Staff Response
General / additional comments	<ul style="list-style-type: none">• Staff support efforts to facilitate partnerships among municipalities to make enhanced development standards more consistent, fair and transparent.• Rather than eliminating enhanced development standards, staff recommend streamlining process and creating clearer guidelines and checklists to make compliance more straightforward.



Hamilton

THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE