

PROPOSED Amendment No. X to the City of Hamilton Official Plan

The following text, together with:

Appendix A	Section A.2 – Land Use Concept
Appendix B	Section A.6 – Secondary Plans
Appendix C	Schedule B-4 – Major Transit Station Areas
Appendix D	Schedule M-7 – Major Transit Station Areas
Appendix E	Schedule M-7a – Minimum Densities for Protected Major Transit Station Areas – Dundurn and Queen
Appendix F	Schedule M-7a – Minimum Densities for Protected Major Transit Station Areas – West Harbour GO
Appendix G	Appendix A - Density Calculation Formulas

attached hereto, constitutes Official Plan Amendment No. “X” to the City Hamilton Official Plan.

1.0 Purpose and Effect:

The purpose and effect of this Amendment is to amend the former City of Hamilton Official Plan to:

- delineate the boundaries of Major Transit Station Areas and establish minimum density targets;
- add policies to establish a policy framework applying to the Major Transit Station Areas; and,
- identify all Major Transit Station Areas as Protected Major Transit Station Areas and establish minimum densities.

as part of the City of Hamilton’s Municipal Comprehensive Review.

2.0 Location:

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The lands affected by this Amendment are located within the West Harbour (Setting Sail) Secondary Plan of the City of Hamilton.

3.0 Basis:

The basis for permitting this Amendment is:

- The proposed Amendment implements the general intent of the policies of the former City of Hamilton Official Plan and the West Harbour (Setting Sail) Secondary Plan; and,
- To update the City of Hamilton Official Plan to reflect updated policy direction of the Provincial Planning Statement, 2024.

4.0 Changes:

4.1 Text Changes

4.1.1 Section A.2 – Land Use Concept

- a. That Subsection A.2.12 – Major Transit Station Areas of Section A.2 – Land Use Concept, be added to the former City of Hamilton Official Plan as outlined in Appendix “A”, attached to this Amendment.

4.1.2 Section A.6 – Secondary Plans

- b. That the following policies of Section A.6 – Secondary Plans, Subsection A.6.3 – West Harbour (Setting Sail) Secondary Plan be added to the former City of Hamilton Official Plan as outlined in Appendix “B”, attached to this Amendment.
 - A.6.3.3.6.1
 - A.6.3.3.6.2
 - A.6.3.3.6.3
 - A.6.3.3.6.4
 - A.6.3.3.6.5

4.2 Map / Schedule Changes

4.2.1 Schedules

- a. That Schedule B-4: Major Transit Station Areas be added to the City of Hamilton Official Plan, as shown on Appendix "C", attached to this Amendment.
- b. That Schedule M-7: West Harbour (Setting Sail) Secondary Plan – Major Transit Station Areas be added to the City of Hamilton Official Plan, as shown on Appendix "D", attached to this Amendment.
- c. That Schedule M-7a: West Harbour (Setting Sail) Secondary Plan – Minimum Densities for Protected Major Transit Station Areas – Dundurn and Queen be added to the City of Hamilton Official Plan, as shown on Appendix "E", attached to this Amendment.
- d. That Schedule M-7c: West Harbour (Setting Sail) Secondary Plan – Minimum Densities for Protected Major Transit Station Areas – West Harbour GO be added to the City of Hamilton Official Plan, as shown on Appendix "F", attached to this Amendment.
- e. That Appendix A – Density Calculation Formulas be added to the City of Hamilton Official Plan, as shown on Appendix "G", attached to this Amendment.

5.0 Implementation:

An implementing Zoning By-Law Amendment will give effect to the intended uses on the subject lands.

This Official Plan Amendment is Schedule "1" to By-law No. _____ passed on the ___th day of ___, 2026.

**The
City of Hamilton**

A. Horwath
MAYOR

M. Trennum
CITY CLERK

Appendix "A" – Section A.2 – Land Use Concept

Insert new Subsection A.2.12 – Major Transit Station Areas

<p>A.2.12 – Major Transit Station Areas</p> <p>Major Transit Station Areas are strategic growth areas and form an integral component of the City's long-term planning for achieving its intensification targets within the Urban Boundary. The City's Major Transit Station Areas are intended to accommodate the development of a mix of land uses that will support investment in higher order transit service delivery and the evolution of complete communities. They represent an approximate 500-800 metre distance around a higher order transit station or stop, which is roughly a 10-minute walk along the street network. Over time, it is intended that Major Transit Station Areas support the realization of the City's climate change mitigation commitments by reducing reliance on private vehicles by intensifying growth near higher order transit and ensuring community needs are available through an appropriate mix of land uses in each area.</p> <p>Through regulations provided in the <u>Planning Act</u>, the City has also identified certain Major Transit Station Areas as Protected Major Transit Station Areas. In Protected Major Transit Station Areas decisions related to policies that prescribe the authorized use of land and their associated density cannot be appealed. In Protected Major Transit Station Areas, the City may implement an Inclusionary Zoning policy framework and implementing by-law to respond to housing affordability needs.</p>														
<p>A.2.12.1 The delineations of all Major Transit Station Areas and the approximate location of approved higher order transit station or stop locations associated with Major Transit Station Areas are illustrated on Schedule B-4 – Major Transit Station Areas.</p>														
<p>A.2.12.2 The approximate location of approved higher order transit station or stop locations associated with Major Transit Station Areas are shown on Schedule B-4 – Major Transit Station Areas.</p>														
<p>A.2.12.3 Detailed mapping of each Protected Major Transit Station Area with assigned minimum density requirements shall be provided in the West Harbour (Setting Sail) Secondary Plan.</p>														
<p>A.2.12.4 At full build-out, the Major Transit Station Areas shall achieve the minimum density targets prescribed in Table 1.</p>														
<p>Table 1: Minimum Density Targets for Major Transit Station Areas measured in combined persons and jobs per hectare (pjh)</p> <table border="1"> <thead> <tr> <th>Major Transit Station Area (*Protected Major Transit Station Area)</th> <th>Associated <i>Higher Order Transit</i> service</th> <th>Planned minimum density of persons and jobs combined at full build-out of</th> </tr> </thead> <tbody> <tr> <td>*Dundurn</td> <td>Light Rail Transit</td> <td>160 pjh</td> </tr> <tr> <td>*Queen</td> <td>Light Rail Transit</td> <td>160 pjh</td> </tr> <tr> <td>*West Harbour GO Station</td> <td>GO Transit Rail</td> <td>150 pjh</td> </tr> </tbody> </table>			Major Transit Station Area (*Protected Major Transit Station Area)	Associated <i>Higher Order Transit</i> service	Planned minimum density of persons and jobs combined at full build-out of	*Dundurn	Light Rail Transit	160 pjh	*Queen	Light Rail Transit	160 pjh	*West Harbour GO Station	GO Transit Rail	150 pjh
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*Dundurn	Light Rail Transit	160 pjh												
*Queen	Light Rail Transit	160 pjh												
*West Harbour GO Station	GO Transit Rail	150 pjh												
<p>A.2.12.5 The density targets for each Major Transit Station Area represent minimum targets, and certain areas may exceed their target depending on the outcome of development approvals.</p>														

A.2.12.6 Development in Major Transit Station Areas shall be in accordance with the policies of the West Harbour (Setting Sail) Secondary Plan.
A.2.12.7 Development in Major Transit Station Areas shall be designed to create a comfortable pedestrian environment and contribute to the pedestrian realm with regard for the minimum standards of the Complete Streets Design Guidelines.
A.2.12.8 The Major Transit Station Areas shall be designed to accommodate all modes of transportation with a focus on higher order transit and active transportation.
A.2.12.9 No minimum parking requirements shall be applied in the Major Transit Station Areas. Where parking is provided, it is encouraged to be provided in underground or above ground structures where feasible. Surface parking shall be screened from the primary pedestrian streets by buildings.
<p>A.2.12.10 Where lot consolidation is required to facilitate new development on lands within a Major Transit Station Area and that has frontage on a primary corridor (James Street North), the permissions of the land use designation which allows for the greater intensity of development may apply to the entirety of the lands without an amendment to this Plan, provided the following criteria are satisfied:</p> <ul style="list-style-type: none"> a) The consolidated lands are contiguous; b) The development of the consolidated lands meets the minimum density as identified on Schedule M-7a through M-7c of the West Harbour Setting Sail Secondary Plan. The density shall be calculated based on the entirety of the consolidated lands and where multiple minimum densities apply to the lands, as identified on Schedule M-7a through M-7c of the West Harbour Setting Sail Secondary Plan, the highest minimum density shall apply; c) The development does not preclude development of other properties fronting along the corridor to redevelop with a minimum density identified on Schedule M-7a through M-7c of the West Harbour Setting Sail Secondary Plan; d) The development establishes an appropriate and functional interface with adjacent lands and the public realm to address matters of compatibility and sustainability; e) Cultural heritage resources are preserved or integrated into the development; and, f) The minimum right-of-way width in accordance with Policy B.3.1.19 can be accommodated, to the standard expected for the implementation of the Complete Streets Design Guidelines.
<p>A.2.12.11 Municipal services such as sewers, water, stormwater systems, and public/private utilities shall be provided, maintained and upgraded, as required, to accommodate the needs of existing and future development in the Major Transit Station Areas, in accordance with Section B – Servicing Strategy and the following:</p> <ul style="list-style-type: none"> a) the processing and approval of development applications shall be contingent on the availability of water and wastewater capacity, and stormwater capacity; b) Low Impact Development (LID) measures and innovative servicing technologies intended to minimize stormwater run-off and loading on the treatment plant, including rainwater harvesting and reuse systems, bio- swales or water features, greywater recycling, infiltration measures, permeable paving materials, on-site retention and green roofs shall be encouraged in building design and development in accordance with City and Provincial standards and guidelines; c) the City shall monitor the capacity of storm sewers and reassess the need to manage stormwater runoff, as may be required; d) development shall demonstrate compliance with the limits of the existing adjacent water and wastewater servicing networks. Private on-site controls and enhanced building design may be required, to the satisfaction of the City, to mitigate any increased demand that exceeds existing capacity; and, e) Development shall comply with the City's Green Building Standards.

Appendix “B” – Section A.6 – Secondary Plans

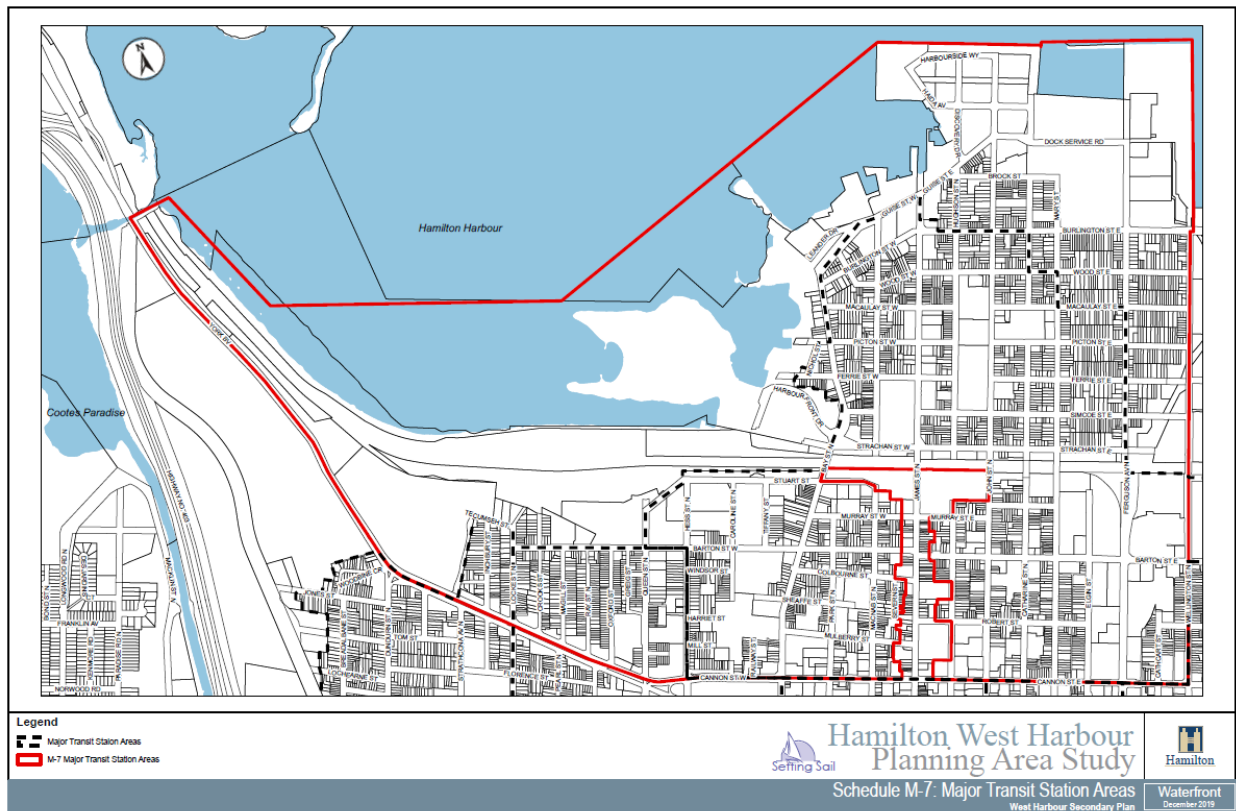
Amend Subsection A.6.3 – West Harbour Secondary Plan as follows:

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Insert new subsection A.6.3.3.6 A.6.3.3.6 Protected Major Transit Station Areas	A.6.3.3.6 Protected Major Transit Station Areas
Insert new policy A.6.3.3.6.1 A.6.3.3.6.1 Subsection A.2.12 - Major Transit Station Areas of the City of Hamilton Official Plan shall apply to lands delineated as a Major Transit Station Area on Schedule M-7: Major Transit Station Areas.	A.6.3.3.6.1 Subsection A.2.12 - Major Transit Station Areas of the City of Hamilton Official Plan shall apply to lands delineated as a Major Transit Station Area on Schedule M-7: Major Transit Station Areas.
Insert new policy A.6.3.3.6.2 A.6.3.3.6.2 Detailed mapping of each Protected Major Transit Station Area is provided on Schedule M-7a - through Schedule M-7c – Protected Major Transit Station Areas - Minimum Densities.	A.6.3.3.6.2 Detailed mapping of each Protected Major Transit Station Area is provided on Schedule M-7a - through Schedule M-7c – Protected Major Transit Station Areas - Minimum Densities.
Insert new policy A.6.3.3.6.3 A.6.3.3.6.3 Development or redevelopment within a Protected Major Transit Station Area shall meet the minimum density identified on Schedule M-7a through M-7c.	A.6.3.3.6.3 Development or redevelopment within a Protected Major Transit Station Area shall meet the minimum density identified on Schedule M-7a through M-7c.
Insert new policy A.6.3.3.6.4 A.6.3.3.6.4 Notwithstanding Policy A.6.3.3.6.3 and the minimum density identified on Schedule M-7a through M-7c, minor building additions and/or alterations may be permitted without an amendment to this Plan, where it is demonstrated that the proposed addition or alteration does not preclude the planned development of the Major Transit Station Area.	A.6.3.3.6.4 Notwithstanding Policy A.6.3.3.6.3 and the minimum density identified on Schedule M-7a through M-7c, minor building additions and/or alterations may be permitted without an amendment to this Plan, where it is demonstrated that the proposed addition or alteration does not preclude the planned development of the Major Transit Station Area.
Insert new policy A.6.3.3.6.5 A.6.3.3.6.5 Notwithstanding Policy A.6.3.3.6.3, the minimum density identified on Schedule M-7a through M-7c shall not apply to: a) <i>development or redevelopment</i> proposed on cultural heritage properties; b) natural heritage systems; c) institutional uses; d) community gardens or urban farms; and e) ancillary uses or accessory buildings	A.6.3.3.6.5 Notwithstanding Policy A.6.3.3.6.3, the minimum density identified on Schedule M-7a through M-7c shall not apply to: a) <i>development or redevelopment</i> proposed on cultural heritage properties; b) natural heritage systems; c) institutional uses; d) community gardens or urban farms; and e) ancillary uses or accessory buildings

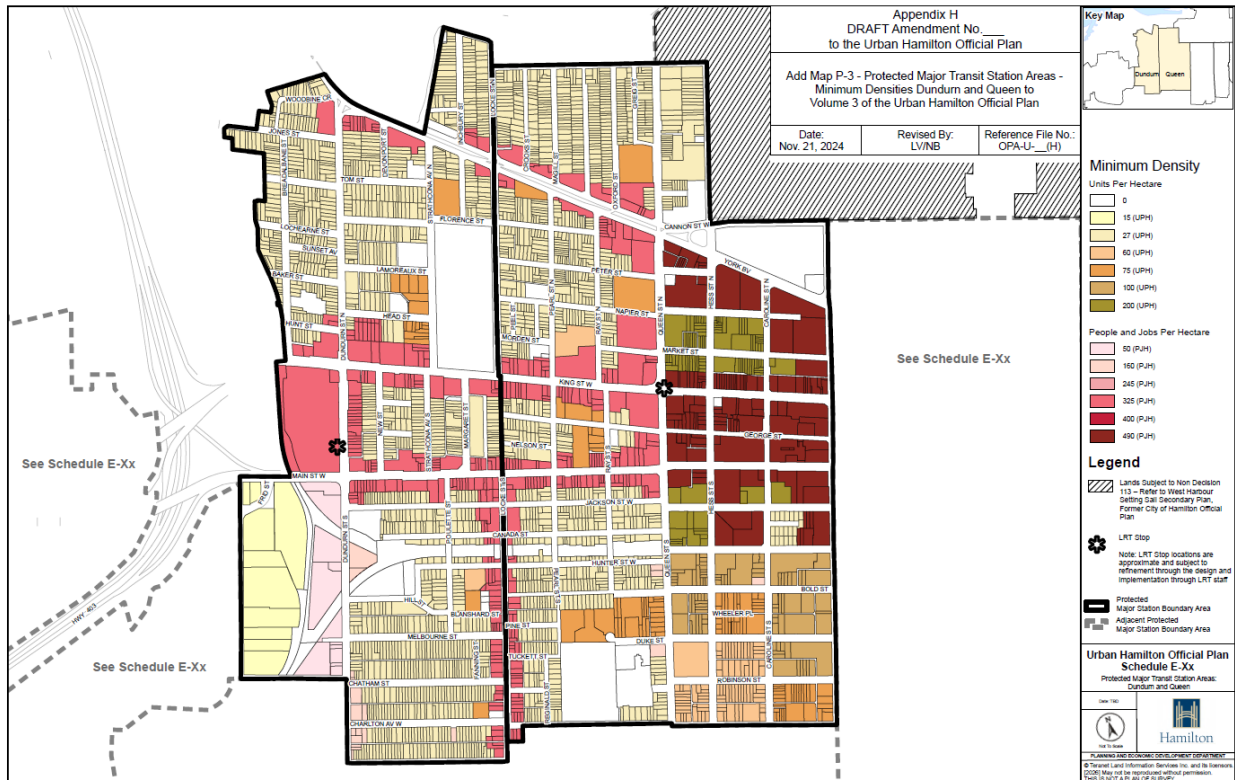
Appendix "C" – Schedule B-4 – Major Transit Station Areas



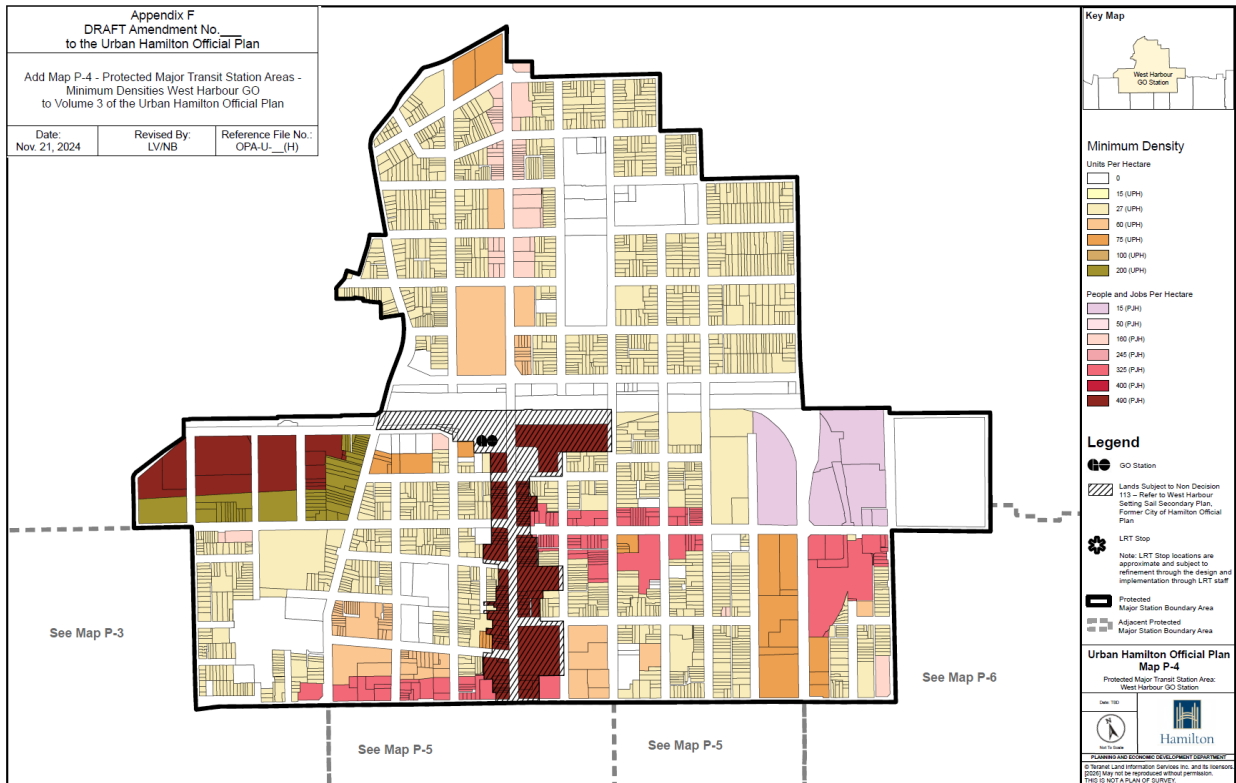
Appendix "D" – Schedule M-7– Major Transit Station Areas



Appendix "E" - Schedule M-7a – Minimum Densities for Protected Major Transit Station Areas – Dundurn and Queen



Appendix "F" - Schedule M-7a – Minimum Densities for Protected Major Transit Station Areas – West Harbour GO



Appendix "G" – Appendix A - Density Calculation Formulas

Appendix X – Density Calculation Formulas

For calculating units per hectare for the purposes of demonstrating compliance with Map P-1 through P-12, the following formulas shall be used:

Units Per Hectare = Number of Units / Consolidated Lot Area (Hectares)

For calculating people and jobs per hectare for the purposes of demonstrating compliance with Map P-1 through P-12, the following formulas shall be used with the assumptions in Table 1 – Residential Assumptions and Table 2 – Employment Assumptions.¹

People and Jobs Per Hectare = (Calculated People + Calculated Jobs)/ Lot Area (Hectares)

Calculated People: Number of units x PPU assumption

Calculated Jobs: Non Residential Gross Floor Area / Assumption for Employee per Square Metre

Table 1 - Residential Assumptions

Apartment Size	People Per Unit (PPU)
Bachelor / One Bedroom	1.342
Two Bedroom+ ²	2.166
Residential Care Facility	1.1

Table 2 - Employment Assumptions

Employment Type	Jobs Per Square Metre
Commercial	1 job per 37.16 m ²
Industrial	1 job per 111.48 m ²
Institutional	1 job per 63.17 m ²

¹ The assumptions may change from time to time based on updated Development Charges Reports. The current assumptions are based on the 2024 Development Charges Background Study.

² Includes townhouse dwellings which form part of a mixed use development.

