

# Proposed Text Amendments – Major Transit Station Areas Official Plan Amendment

~~Grey highlighted strikethrough text~~ = text to be deleted  
**Bolded text** = text to be added

Policy Number	Proposed Change	Proposed New / Revised Policy	Why Change is Required
Volume 1, Chapter B – Communities			
B.2.4.1.2	B.2.4.1.2 The City’s primary <i>strategic growth areas</i> shall be the <i>Urban Nodes</i> and <i>Major Transit Station Areas</i> as illustrated on Schedule E – Urban Structure <b>and Schedule E-2 – Major Transit Station Areas</b> , and as further defined in secondary plans and corridor studies for these areas, included in Volume 2. (OPA 167)	B.2.4.1.2 The City’s primary <i>strategic growth areas</i> shall be the <i>Urban Nodes</i> and <i>Major Transit Station Areas</i> as illustrated on Schedule E – Urban Structure and Schedule E-2 – Major Transit Station Areas, and as further defined in secondary plans and corridor studies for these areas, included in Volume 2. (OPA 167)	To add Major Transit Station Areas to the City’s Urban Structure.
B.3.2.3.7	B.3.2.3.7 The City shall study the feasibility of implementing an <i>inclusionary zoning</i> framework to provide opportunities for <i>affordable</i> housing units within the City’s identified <i>Protected Major Transit Station Areas</i> <b>as illustrated on Schedule E-2 – Major Transit Station Areas</b> . (OPA 167)	B.3.2.3.7 The City shall study the feasibility of implementing an <i>inclusionary zoning</i> framework to provide opportunities for <i>affordable</i> housing units within the City’s identified <i>Protected Major Transit Station Areas</i> as illustrated on Schedule E-2 – Major Transit Station Areas. (OPA 167)	To add the delineated Major Transit Station Areas to the City’s Urban Structure.
Volume 1, Chapter E - Urban Systems and Designations			
E.2.2.1	E.2.2.1 In order to most efficiently use land and resources, the City has developed an urban structure, identified on Schedule E – Urban Structure, that includes the following structural elements: (OPA 167) ...	E.2.2.1 In order to most efficiently use land and resources, the City has developed an urban structure, identified on Schedule E – Urban Structure, that includes the following structural elements: (OPA 167) ...	To add Major Transit Station Areas to the City’s Urban Structure.

	c) Major Transit Station Areas and <b>Protected Major Transit Station Areas</b> (OPA 167)	c) <i>Major Transit Station Areas</i> and <i>Protected Major Transit Station Areas</i> (OPA 167)	
E.2.2.5	E.2.2.5 The Urban Nodes and delineated <i>Major Transit Station Areas</i> , as <b>illustrated on Schedule E-2 – Major Transit Station Areas</b> , <del>referenced in Policy E.2.2.1</del> are <i>strategic growth areas</i> ; and <i>intensification</i> and higher-density mixed uses in a <i>transit-supportive</i> and compact <i>built form</i> shall be encouraged and promoted in these areas. (OPA 167)	E.2.2.5 The Urban Nodes and delineated <i>Major Transit Station Areas</i> , as illustrated on Schedule E-2 – Major Transit Station Areas, are <i>strategic growth areas</i> ; and <i>intensification</i> and higher-density mixed uses in a <i>transit-supportive</i> and compact <i>built form</i> shall be encouraged and promoted in these areas. (OPA 167)	To add the delineated Major Transit Station Areas to the City's Urban Structure.
E.2.2.7 (new)	<b>E.2.2.7 New development shall be designed to provide for a transition of built form between different elements of the Urban Structure.</b>	E.2.2.7 <i>New development</i> shall be designed to provide for a transition of <i>built form</i> between different elements of the Urban Structure.	To clarify development within Major Transit Station Areas must consider the other overlapping elements of the Urban Structure.
E.2.2.8 (new)	<b>E.2.2.8 Where multiple elements of the Urban Structure overlap, policies shall be read in conjunction with each other, and the policies which result in the greater density of development shall take precedence.</b>	E.2.2.8 Where multiple elements of the Urban Structure overlap, policies shall be read in conjunction with each other, and the policies which result in the greater density of <i>development</i> shall take precedence.	To clarify development within Major Transit Station Areas must consider the other overlapping elements of the Urban Structure.
E.2.3.1.15	E.2.3.1.15 Parking <del>shall</del> <b>may</b> continue to be provided within the Downtown Urban Growth Centre to serve the needs of residents, employees, and consumers, and shall increasingly be provided in underground or above ground structures where feasible.	E.2.3.1.15 Parking may continue to be provided within the Downtown Urban Growth Centre to serve the needs of residents, employees, and consumers, and shall increasingly be provided in underground or above ground structures where feasible.	To be consistent with the Planning Act.
	Repeal Section E.2.5 - Major Transit Station Areas and replace as follows:		To add policies applicable to the Major Transit Station Areas of the City's Urban Structure.

<p>E.2.5 (new)</p>	<p>E.2.5 – Major Transit Station Areas</p> <p><i>Major Transit Station Areas</i> include the areas surrounding Hamilton’s three GO Transit commuter rail stations, and 17 planned <i>higher order transit</i> stops along the City’s Light Rail Transit route.</p> <p><i>Major Transit Station Areas</i> 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 <i>Major Transit Station Areas</i> 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 <i>Major Transit Station Areas</i> 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 <i>Major Transit Station Areas</i> as <i>Protected Major Transit Station Areas</i>. In <i>Protected Major Transit Station Areas</i> decisions related to policies that prescribe the authorized use of land and their associated density cannot be appealed. In <i>Protected Major Transit Station Areas</i>, the City may implement an Inclusionary Zoning policy framework and implementing by-law to respond to housing affordability needs.</p>	
<p>E.2.5.1 (new)</p>	<p>E.2.5.1 The delineations of all <i>Major Transit Station Areas</i> and <i>Protected Major Transit Station Areas</i> are illustrated on Schedule E – Urban Structure and Schedule E-2 – Major Transit Station Areas.</p>	<p>To add the delineated Major Transit Station Areas to the City’s Urban Structure.</p>
<p>E.2.5.2 (new)</p>	<p>E.2.5.2 Detailed mapping of each <i>Protected Major Transit Station Area</i> is provided on Maps P-1 through Map P-12 Protected Major Transit Station Areas - Minimum Densities of Volume 3.</p>	<p>To be consistent with the requirements of the Planning Act for Protected Major Transit Station Areas.</p>
<p>E.2.5.3 (new)</p>	<p>E.2.5.3 The approximate location of approved <i>higher order transit</i> station or stop locations associated with <i>Major Transit Station Areas</i> are shown on Schedule E-2 –</p>	<p>To add the delineated Major Transit Station Areas to the City’s</p>

	Major Transit Station Areas and Appendix B – Major Transportation Facilities and Routes.	Urban Structure.
E.2.5.4 (new)	E.2.5.4 <i>Development in Major Transit Station Areas</i> shall be implemented through land use designations shown on Schedule E-1 – Urban Land Use Designations.	To add the delineated Major Transit Station Areas to the City's Urban Structure.
E.2.5.5 (new)	E.2.5.5 <i>Major Transit Station Areas</i> shall allow for connectivity between the other elements of the Urban Structure and shall function as complete communities with a mix of uses and a full range of built forms and densities.	To clarify development within Major Transit Station Areas must consider the other overlapping elements of the Urban Structure.
E.2.5.6 (new)	E.2.5.6 <i>Major Transit Station Area</i> delineations overlap with other elements of the Urban Structure, including the Nodes and Corridors, Neighbourhoods, and Major Activity Centres, and Employment Areas. The Function, Scale and Design policies for these other Urban Structure elements shall inform the planned, long-term intensification of the build-out of the <i>Major Transit Station Areas</i> .	To clarify development within Major Transit Station Areas must consider the other overlapping elements of the Urban Structure.
E.2.5.7 (new)	E.2.5.7 Where <i>Major Transit Station Areas</i> overlap with Secondary Plan Areas of Volume 2, or Site and Area Specific Policies of Volume 3, <i>development</i> shall be in accordance with the policies of the applicable Secondary Plan or Site or Area Specific Policy.	To clarify that the Volume 2 and Volume 3 policies take precedence over Section E.2.5.
E.2.5.8 (new)	E.2.5.8 Minimum Density Targets	To establish minimum density targets for each Major Transit Station Area in accordance with the policies of the Provincial Planning Statement.
E.2.5.8.1(new)	E.2.5.8.1 At full build-out, the <i>Major Transit Station Areas</i> shall achieve the minimum density targets prescribed in Table E.1.	To establish minimum density targets for each Major Transit Station Area in accordance with the policies of the Provincial Planning Statement.
Table E.1	Table E.1. Minimum Density Targets for <i>Major Transit Station Areas</i> measured in combined persons and jobs per hectare (pjh)	To establish minimum density targets for each Major Transit Station Area in accordance with the policies of the Provincial Planning Statement.
E.2.5.8.2(new)	E.2.5.8.2 The density targets for each <i>Major Transit Station Area</i> represent minimum	To clarify that the minimum

	targets, and certain areas may exceed their target depending on the outcome of development approvals.	density targets are not intended to limit redevelopment where appropriate.
E.2.5.9	<p>E.2.5.9 In addition to the Policies of Section B.3.3 – Urban Design Policies, new <i>development</i> or <i>redevelopment</i> in <i>Major Transit Station Areas</i> shall be designed and built to create a comfortable pedestrian environment by:</p> <p>a) Requiring the minimum right-of-way width in accordance with Section C.4.5 – Roads Network and Schedule C-2 – Future Right-of-Way Dedications</p> <p>b) Where the right-of-way width is constrained, the <i>development</i> shall be designed to contribute to the pedestrian realm with regard for the minimum standards of the Complete Streets Design Guidelines; and to establish an adequate interface between the front building façade and the street line through appropriate building setbacks.</p>	To highlight the importance of establishing an appropriate interface between the building and street line to create a comfortable pedestrian environment.
E.2.5.10	E.2.5.10 The <i>Major Transit Station Areas</i> shall be designed to accommodate all modes of transportation with a focus on <i>higher order transit</i> and active transportation.	To establish expectations and priorities of different modes of transportation.
E.2.5.11	E.2.5.11 With the exception of bicycle parking facilities, no minimum parking requirements shall be applied in a <i>Major Transit Station Area</i> . The City may adopt policies, Zoning By-law regulations and/or other By-laws establishing minimum barrier-free and electric vehicle parking standards where <i>development</i> or <i>redevelopment</i> includes new parking facilities.	To be consistent with the requirements of the Planning Act for Protected Major Transit Station Areas.
E.2.5.12	<p>E.2.5.12 Where lot consolidation is required to facilitate new <i>development</i> on lands within a <i>Major Transit Station Area</i> and that has frontage onto a <i>priority transit corridor</i>, <i>primary corridor</i> or <i>secondary corridor</i>, the permissions of the land use designation which allows for the greater intensity of <i>development</i> may apply to the entirety of the lands without an amendment to this Plan, provided the following criteria are satisfied:</p> <p>a) The consolidated lands are contiguous;</p> <p>b) The <i>development</i> of the consolidated lands meets the minimum density as identified on Map P-1 through P-12. 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 Map P-1 through P-12, the highest minimum density shall apply;</p> <p>c) The <i>development</i> does not preclude <i>development</i> or <i>redevelopment</i> of other properties fronting along the corridor to achieve the minimum density identified on</p>	To allow flexibility within the Official Plan to promote intensification along the higher order transit corridors.

	<p>Map P-1 to P-12;</p> <p>d) The <i>development</i> establishes an appropriate and functional interface with adjacent lands and the public realm to address matters of <i>compatibility</i> and sustainability in accordance with Section B.2.4 – Residential Intensification and Section B.3.3 – Urban Design Policies;</p> <p>e) <i>Cultural heritage resources</i> are preserved or integrated into the <i>development</i> in accordance with Section B.3.4 – Cultural Heritage Resources Policies;</p> <p>f) The minimum right-of-way width in accordance with Section C.4.5 – Roads Network and Schedule C-2 – Future Right-of-Way Dedications can be accommodated, to the standard expected for Light Rail Transit line and the implementation of the Complete Streets Design Guidelines.</p>		
<p>E.2.5.13</p>	<p>E.2.5.13 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 <i>development</i> in the <i>Major Transit Station Areas</i>, in accordance with Section C.5.0 – Infrastructure and B.3.7 – Energy and Environmental Design of Volume 1, and the following:</p> <p>a) the processing and approval of development applications shall be contingent on the availability of water and wastewater capacity, and stormwater capacity;</p> <p>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;</p> <p>c) the City shall monitor the capacity of storm sewers and reassess the need to manage stormwater runoff, as may be required;</p> <p>d) <i>development</i> 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;</p> <p>e) <i>Development</i> shall comply with the City's Green Building Standards.</p>	<p>To emphasize the policies respecting servicing requirements and sustainable design.</p>	
<p>Volume 1, Chapter G - Glossary</p>			
	<p>Higher Order Transit: Transit that generally operates in its own dedicated</p>	<p>Higher Order Transit: Transit that generally operates in partially or</p>	<p>To be consistent with the Provincial Planning Statement,</p>

	<p>right-of-way, outside of mixed traffic where possible, and therefore can achieve a speed and frequency of service greater than conventional transit. Higher order transit can include heavy rail (such as subways), light rail transit (such as streetcars), and buses in dedicated rights-of-way and is typically referred to as rapid transit (<del>Growth Plan, 2019, as amended</del> <b>(Provincial Planning Statement, 2024)</b>). (OPA 167)</p>	<p>completely dedicated rights-of-way, outside of mixed traffic where possible, and therefore can achieve a speed and frequency of service greater than conventional transit. Higher order transit can include heavy rail (such as subways), light rail transit (such as streetcars), and buses in dedicated rights-of-way and is typically referred to as rapid transit (Provincial Planning Statement, 2024). (OPA 167)</p>	<p>2024.</p>
	<p>Major Transit Station Area: The area including and around any existing or planned higher order transit station within an urban area; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500 to 800 m radius of a transit station, <del>representing about a 10-minute walk (Growth Plan, 2019, as amended, amended)</del> <b>(Provincial Planning Statement, 2024)</b>. (OPA 167)</p>	<p>Major Transit Station Areas: The area including and around any existing or planned higher order transit station within an <i>urban area</i>; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500 to 800-metre radius of a transit station (Provincial Planning Statement, 2024). (OPA 167)</p>	<p>To be consistent with the Provincial Planning Statement, 2024.</p>
	<p>Strategic Growth Areas: Within <i>urban areas</i>, nodes, corridors, and other areas that have been identified by the City or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact urban form. <i>Strategic growth areas</i> include <del>the Downtown Urban Growth Centre</del>, <i>major transit station areas</i>, <b>existing and emerging downtowns including the Downtown</b></p>	<p>Strategic Growth Areas: Within <i>urban areas</i>, nodes, corridors, and other areas that have been identified by the City or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. <i>Strategic growth areas</i> include <i>major transit station areas</i>, existing and emerging downtowns including the <i>Downtown Urban Growth Centre</i>, lands in close proximity to</p>	<p>To be consistent with the Provincial Planning Statement, 2024.</p>

	<p><b>Urban Growth Centre, lands in close proximity to publicly-assisted postsecondary institutions</b> and other <del>major opportunities</del> <b>areas where growth or development will be focused</b>, that may include infill, <i>redevelopment (e.g., underutilized shopping malls and plazas)</i>, brownfield sites, the expansion or conversion of existing buildings, or <i>greyfields</i>. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or <i>higher order transit</i> corridors may also be identified as <i>strategic growth areas</i> (Growth Plan, 2019, as amended, amended) <b>(Provincial Planning Statement, 2024)</b>. (OPA 167)</p>	<p>publicly-assisted postsecondary institutions and other areas where growth or development will be focused, that may include infill, <i>redevelopment</i> (e.g., underutilized shopping malls and plazas), brownfield sites, the expansion or conversion of existing buildings, or <i>greyfields</i>. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or <i>higher order transit</i> corridors may also be identified as <i>strategic growth areas</i> (Provincial Planning Statement, 2024). (OPA 167)</p>	
Volume 3, Chapter B – Protected Major Transit Station Areas Area Specific Policies			
	<p>Insert new Chapter B – Protected Major Transit Station Areas Area Specific Policies as follows:</p>		<p>To establish policies applicable to the Protected Major Transit Station Areas.</p>
UP-1	<p>UP-1 Lands located within a Protected Major Transit Station Area as identified on Maps P-1 through P12.</p>		<p>To identify the Major Transit Station Areas as Protected Major Transit Station Areas.</p>
UP-1.0	<p>1.0 In addition to the policies of Section E.2.5 – Major Transit Station Areas of Volume 1, the following policies shall apply to the lands located within a Protected Major Transit Station Area as identified on Map P-1 through P-12:</p>		<p>To establish policies applicable to the Protected Major Transit Station Areas.</p>
UP-1.0 a)	<p>a) <i>Development</i> or <i>redevelopment</i> within a Protected Major Transit Station Area shall meet the minimum density identified on Map P-1 through P-12. i) The minimum density shall be measured in people and jobs per hectare for commercial and mixed use buildings. ii) The minimum density shall be measured in units per hectare for residential developments.</p>		<p>To identify the Major Transit Station Areas as Protected Major Transit Station Areas subject to the requirements of the Planning Act.</p>
UP-1.0 b)	<p>b) The minimum density identified on Map P-1 through P-12 shall promote</p>		<p>To clarify the intention of</p>

	<i>intensification</i> of lands within Protected Major Transit Station Areas.	establishing minimum densities.
UP-1.0 c)	c) Notwithstanding Policy 1.0 a) and the minimum density identified on Map P-1 through P-12, minor additions, extensions, conversions and renovations to existing buildings without an amendment to this Plan, where it is demonstrated that the proposal does not preclude the planned development of the <i>Major Transit Station Area</i> .	To add flexibility to the minimum density requirements to avoid triggering Official Plan Amendments for minor work that does not constitute redevelopment.
UP-1.0 d)	d) Notwithstanding Policy 1.0 a), the minimum density identified on Maps P-1 through P-12 shall not apply to: i) institutional uses; and, ii) <i>ancillary uses</i> or accessory buildings.	To add flexibility to the minimum density requirements to avoid triggering Official Plan Amendments for minor work that does not constitute redevelopment.
UP-1.0 e)	e) Notwithstanding Policy 1.0 a) and Policy E.2.5.15 of Volume 1, the minimum density identified on Maps P-1 through P-12 may be reduced without an amendment to this Plan if it is demonstrated to conflict with the policies of Section B.3.4 – Cultural Heritage Resources or Section C.2.0 – Natural Heritage System.	To add flexibility to the minimum density requirements to avoid conflicting priorities in the Official Plan.
UP-1.0 f)	f) The policies of Volume 2 shall also apply to lands within UP-1 when located within a secondary plan. i) Notwithstanding Policy 1.0 a) and Policy B.1.2 of Volume 2, where there is a discrepancy between the policies of the secondary plan and the minimum density identified on Map P-1 through P-12, the policies which require the higher density of use shall prevail.	To clarify the policy resulting in the higher density take precedence.
UP-1.0 g)	g) Appendix X - Density Calculation Formulas shall be uses the purposes of calculating the density of a <i>development</i> to demonstrate compliance with the minimum density identified on Map P-1 through P-12. The assumptions used for the calculation identified in Appendix X may be updated from time to time based on updated information reported in the Development Charges Background Study or equivalent report. i) Notwithstanding Policy UP-1.1 h), a proponent may calculate the density of a <i>development</i> using alternative assumptions provided by a qualified land economist.	To provide direction on how to calculate the density of a development for consistency purposes.

