

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
Section A.2, Land Use Concept			
	Insert new subsection A.2.12 – Major Transit Station Areas		To establish policies applicable to the Major Transit Station Areas.
A.2.12 (new)	<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>	To establish policies applicable to the Major Transit Station Areas.	
A.2.12.1 (new)	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		To delineate the location of the Major Transit Station Areas.

	Areas.	
A.2.12.2 (new)	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.	To delineate the location of the Major Transit Station Areas.
A.2.12.3 (new)	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.	To delineate the location of the Major Transit Station Areas.
A.2.12.4 (new)	A.2.1.12.4 At full build-out, the Major Transit Station Areas shall achieve the minimum density targets prescribed in Table 1.	To establish minimum density targets for each Major Transit Station Area in accordance with the policies of the Provincial Planning Statement.
Table 1	Table 1: Minimum Density Targets for Major Transit Station Areas 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.
A.2.12.5(new)	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.	To clarify that the minimum density targets are not intended to limit redevelopment where appropriate.
A.2.12.6 (new)	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.	To clarify the applicable policy framework.
A.2.12.7 (new)	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.	To highlight the importance of establishing an appropriate interface between the building and street line to create a comfortable pedestrian environment.
A.2.12.8 (new)	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.	To establish expectations and priorities of different modes of transportation.
A.2.12.9 (new)	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	To be consistent with the requirements of the Planning Act for Protected Major Transit Station

	screened from the primary pedestrian streets by buildings.	Areas.
A.2.12.10 (new)	<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. 	To allow flexibility within the Official Plan to promote intensification along the higher order transit corridors.
A.2.12.11 (new)	<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 	To emphasize the policies respecting servicing requirements and sustainable design.

	<p>manage stormwater runoff, as may be required;</p> <p>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,</p> <p>e) Development shall comply with the City's Green Building Standards.</p>	
Section A.6, Secondary Plans		
A.6.3.3.6 (new)	Insert new subsection A.6.3.3.6 – Protected Major Transit Station Areas	To establish policies applicable to the Protected Major Transit Station Areas.
A.6.3.3.6.1 (new)	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.	To identify the Major Transit Station Areas as Protected Major Transit Station Areas.
A.6.3.3.6.2 (new)	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.	To identify the Major Transit Station Areas as Protected Major Transit Station Areas.
A.6.3.3.6.3 (new)	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.	To identify the Major Transit Station Areas as Protected Major Transit Station Areas subject to the requirements of the Planning Act.
A.6.3.3.6.4 (new)	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.	To add flexibility to the minimum density requirements to avoid triggering Official Plan Amendments for minor work that does not constitute redevelopment.
A.6.3.3.6.5 (new)	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: <ul style="list-style-type: none"> a) <i>development</i> or <i>redevelopment</i> proposed on cultural heritage properties; b) natural heritage systems; c) institutional uses; and, d) ancillary uses 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.