



# City of Hamilton

## PLANNING COMMITTEE REVISED AGENDA

**Meeting #:** 22-001  
**Date:** January 11, 2022  
**Time:** 9:30 a.m.  
**Location:** Due to the COVID-19 and the Closure of City Hall (CC)

All electronic meetings can be viewed at:

City's Website:  
<https://www.hamilton.ca/council-committee/council-committee-meetings/meetings-and-agendas>

City's YouTube Channel:  
<https://www.youtube.com/user/InsideCityofHamilton> or Cable 14

Lisa Kelsey, Legislative Coordinator (905) 546-2424 ext. 4605

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	<b>Pages</b>
<b>1. CEREMONIAL ACTIVITIES</b>	
<b>2. APPROVAL OF AGENDA</b> (Added Items, if applicable, will be noted with *)	
<b>3. DECLARATIONS OF INTEREST</b>	
<b>4. APPROVAL OF MINUTES OF PREVIOUS MEETING</b>	
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*5.2. Nancy Hurst, Environment Hamilton respecting GRIDS2 (Item 10.1) Recommendation: Be received.	44

- \*5.3. Scott Beedie, Urban Solutions, respecting Exemption Request for 117 Forest Avenue and 175 Catherine Street South  
Recommendation: Be received. 45
- \*5.4. Doreen Stermann respecting Election Signs (Item 10.3)  
Recommendation: Be received. 47

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  - (a) John Ariens, IBI Group
  - (b) Philip Toms, Toms + McNally Design
- \*6.3. Aamir Shahzad respecting Taxi Cab By-laws (For today's meeting)
- \*6.4. Mehmood Khalid respecting Taxi By-laws (For today's meeting)
- \*6.5. Iftikhar Ahmed respecting Taxi By-laws (For today's meeting)
- \*6.6. Delegation Requests respecting Municipal Comprehensive Review / Official Plan Review (Item 10.1) (For today's meeting)
  - (a) Lynda Lukasik, Environment Hamilton
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- \*6.7. Aasem Sayed respecting Taxi By-laws (For today's meeting)

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- 7.3. Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED22008) (City Wide) 83
- 7.4. Application for Removal of a Holding Provision by Fengate Hamilton Lands GP Inc. et al. for Lands Located at 75 James Street South, 44 Hughson Street South and 9 Jackson Street East, Hamilton (PED22024) (Ward 2) 105

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- 9.1.a. Written Submissions: 215
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  - \*(iv) Anka Cassar
  - \*(v) Craig Cassar
  - \*(vi) Herb Campbell
  - \*(vii) Jane and John De Zoete
- 9.2. Application for an Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for Lands Located at 315 Robert Street and 223, 225 and 247 East Avenue North, Hamilton (PED22007) (Ward 3) 223
- 9.2.a. Written Submissions: 278
- (i) Jan Hall and Bruce McLeod
  - \*(ii) Jaleen Grove and Bryan Gee
- \*9.2.b. Virtual Delegations:
- (a) Bruce McLeod

## 10. DISCUSSION ITEMS

- 10.1. Municipal Comprehensive Review / Official Plan Review – Draft Urban Hamilton Official Plan Amendment – Conformity Amendment and Draft Rural Hamilton Official Plan Amendment – Firm Urban Boundary (PED21067(a)) (City Wide) 283
- 10.2. GRIDS2 Implementation and Policy Workplan (City Wide) (PED22027) - WITHDRAWN
- 10.3. Amendments to By-law No. 10-197, the Hamilton Sign By-Law, respecting Election Signs (FCS22003/LS22006/PED22018) (City Wide) Discussion of Appendix "C" to report FCS22003/LS22006 in Closed Session is subject to the following requirement(s) of the City of Hamilton's Procedural By-law and the Ontario Municipal Act, 2001: 647
- (f) Advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

**11. MOTIONS**

**12. NOTICES OF MOTION**

- \*12.1. Request for Minor Variances at 211 and 225 John Street South and 78 Young Street

664

**13. GENERAL INFORMATION / OTHER BUSINESS**

**14. PRIVATE AND CONFIDENTIAL**

14.1. Closed Minutes - December 7, 2021

Pursuant to Section 9.1, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-021; and, Section 239(2), Sub-sections (e), (f) and (k) of the *Ontario Municipal Act*, 2001, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

14.2. Instructions - Appeal to the Ontario Land Tribunal (OLT) for Lack of Decision on Rural Hamilton Official Plan Amendment Application (RHOPA-19-007) and Zoning By-law Amendment Application (ZAC-19-028) for Lands Located at 3355 Golf Club Road, Glanbrook (LS22001/PED22003) (Ward 11)

Pursuant to Section 9.1, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-021; and, Section 239(2), Sub-sections (e), (f) and (k) of the *Ontario Municipal Act*, 2001, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

- 14.3. Appeal to the Ontario Land Tribunal (OLT) for Lack of Decision on Urban Hamilton Official Plan Amendment Application (UHOPA-19-012), Zoning By-law Amendment Application (ZAC-19-044) and Draft Plan of Subdivision Application (25T-201905) for Lands Located at the North East and South East Corners of Highway #6, Flamborough (OLT-21-001345) (LS22004/PED22019) (Ward 15)

Pursuant to Section 9.1, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-021; and, Section 239(2), Sub-sections (e), (f) and (k) of the *Ontario Municipal Act*, 2001, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

- 14.4. Amendments to By-law No. 10-197, the Hamilton Sign By-Law, respecting Election Signs (FCS22003/LS22006/PED22018) (City Wide) (Appendix "C")

Pursuant to Section 9.1, Sub-sections (f) of the City's Procedural By-law 21-021; and, Section 239(2), Sub-sections (f) of the *Ontario Municipal Act*, 2001, as amended, as the subject matter pertains to advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

## 15. ADJOURNMENT



## **PLANNING COMMITTEE MINUTES**

### **21-019**

**December 7, 2021**

**9:30 a.m.**

**Council Chambers, Hamilton City Hall  
71 Main Street West**

**Present:** Councillors J.P. Danko (Chair)  
B. Johnson (1<sup>st</sup> Vice Chair), J. Farr (2<sup>nd</sup> Vice Chair), M. Pearson,  
L. Ferguson, M. Wilson and J. Partridge

**Also in Attendance:** Councillor E. Pauls

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#### **THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:**

- 1. Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED21234) (City Wide) (Item 7.1)**

**(Pearson/Farr)**

That Report PED21234 respecting Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications, be received.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
YES - Ward 8 Councillor John-Paul Danko  
YES - Ward 2 Councillor Jason Farr  
YES - Ward 15 Councillor Judi Partridge  
YES - Ward 12 Councillor Lloyd Ferguson  
YES - Ward 11 Councillor Brenda Johnson  
YES - Ward 10 Councillor Maria Pearson

- 2. To Incorporate City Lands into Clappison Avenue by By-law (PED21231) (Ward 15) (Item 7.2)**

**(Partridge/Ferguson)**

- (a)** That the following City lands designated as Part 1 on Plan 62R-21786 and Block 6 on Plan 62M-1081 be established as a public highway to form Clappison Avenue;

- (b) That the By-law to incorporate the City lands to form part of Clappison Avenue be prepared to the satisfaction of the City Solicitor and be enacted by Council;
- (c) That the General Manager of Public Works be authorized and directed to register the By-law.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**3. Agriculture and Rural Affairs Advisory Committee – Report 21-004 (Added Item 7.3)**

**(Johnson/Partridge)**

That the Agriculture and Rural Affairs Advisory Committee – Report 21-004, be received.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**4. Increase to Building Permit Fees (PED21222) (City Wide) (Item 9.1)**

**(Johnson/Pearson)**

- (a) That the By-law, attached as Appendix “A” to Report PED21222, to amend City of Hamilton By-law No. 15-058, the Building By-law, which has been prepared in a form satisfactory to the City Solicitor, be enacted;
- (b) That the fees prescribed in the By-law, attached as Appendix “A” to Report PED21222, be included in the User Fees and Charges By-law, replacing the fees listed under the heading “Classes of Permits and Fees under the Hamilton Building By-law”; and,

- (c) *That there were no public submissions received regarding this matter.*

**Result: Main Motion, As Amended, CARRIED by a vote of 6 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 NOT PRESENT - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**5. Water and Wastewater Infrastructure Support Community Improvement Plan Amendment (PED21214/FCS21097) (City Wide) (Item 9.2)**

**(Pearson/Ferguson)**

- (a) That an amendment to the Water and Wastewater Infrastructure Support Community Improvement Plan (2020) to add the revised Water Leak Adjustment Program described in Report PED21214/FCS21097 be APPROVED on the following basis:

- (i) That the draft By-law attached as Appendix "A" to Report PED21214/FCS21097 which has been prepared in a form satisfactory to the City Solicitor be enacted by City Council;
- (ii) That the amended Water and Wastewater Infrastructure Support Community Improvement Plan is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow Plan (2019, as amended), conforms to the Greenbelt Plan (2017), and complies with the Urban and Rural Hamilton Official Plans.

- (b) *That there were no public submissions received regarding this matter.*

**Result: Main Motion, As Amended, CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson



**6. Application for Zoning By-law Amendment for Lands Located at 20 Reid Avenue North, 11-17 Reid Avenue South, 22-116 Lang Street and 2-24 Hayes Avenue, Hamilton (PED21216) (Ward 4) (Item 9.3)**

**(Farr/Danko)**

(a) That Amended Zoning By-law Amendment Application ZAR-21-034, by Roxborough Park Inc., Owner, to further modify the Downtown Multiple Residential (D6, 696) Zone, for a change in zoning from the Downtown Multiple Residential (D6, 696) Zone to the Downtown Multiple Residential (D6, 696, H74) Zone, and to add the Conservation / Hazard Land (P5) Zone to portions of the lands located at 20 Reid Avenue North, 11-17 Reid Avenue South, 22-116 Lang Street and 2-24 Hayes Avenue, Hamilton, as shown on Appendix "A" attached to Report PED21216, be APPROVED on the following basis:

- (i) That the draft By-law, attached as Appendix "B" to Report PED21216, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (ii) That Schedule "D" – Holding Provisions be amended by adding the following Holding Provision:

"74. Notwithstanding Section 6.6 and Special Exception No. 696 of this By-law, within the lands zoned Downtown Multiple Residential (D6, 696) Zone identified on Map Nos. 1092 and 1141 of Schedule "A" – Zoning Maps and described as 20 Reid Avenue North, 11-17 Reid Avenue South, 22-116 Lang Street and 2-24 Hayes Avenue, development shall be restricted in accordance with the following:

- (1) For such time as the Holding Provision is in place no development exceeding the maximum height of 12.0 metres shall be permitted;
- (2) Conditions for Holding Provision Removal:
  - (a) The Holding Provision shall, upon application by the landowner, be removed by way of an amending Zoning By-law, from the lands when the following conditions have been satisfied:
    - (i) The Owner/Applicant submits and implements the following studies demonstrating that a 41.5 metre multiple dwelling complies and implements the Urban Design, Energy and Environmental Design and Health and

Public Safety Policies of the Urban Hamilton Official Plan, amongst others, to the satisfaction of the Director of Planning and Chief Planner:

- (a) Urban Design Brief;
  - (b) Visual Impact Assessment;
  - (c) Shadow Impact Study; and,
  - (d) Noise Study;
- (ii) That the Owner demonstrate that the proposed development does not exceed the maximum density of 165 units per hectare in accordance with Site Specific Policy Area UHN-25 in Volume 3 of the Urban Hamilton Official Plan and does not exceed 840 units for the lands zoned Downtown Multiple Residential (D6, 696) Zone, to the satisfaction of the Director of Planning and Chief Planner;”
- (iii) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended, and complies with the Urban Hamilton Official Plan.

***(b) That the public submissions were received and considered by Committee in approving the application.***

**Result: Main Motion, As Amended, CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

- 7. Applications for Amendments to the Urban Hamilton Official Plan, City of Hamilton Zoning By-law No. 6593, and Hamilton Zoning By-law No. 05-200, and Draft Plan of Subdivision for Lands Located at 311 and 313 Stone Church Road East, Hamilton (PED21221)(Ward 7) (Item 9.4)**

**(Johnson/Partridge)**

- (a) That Urban Hamilton Official Plan Amendment Application UHOPA-21-005, by UrbanSolutions Planning & Land Development Consultants Inc. (c/o Matt Johnston, Applicant) on behalf of DiCenzo Construction Company Ltd. (c/o Anthony DiCenzo, Owner) to redesignate a portion of the subject lands from “Open Space” to “Neighbourhoods” and to establish an Urban Site Specific Policy to reduce daylighting triangle requirements, to permit a minimum net residential density of 55 units per hectare, and to permit the dedication of a woodlot to the City of Hamilton as parkland dedication, on lands located at 311 and 313 Stone Church Road East, as shown on Appendix “A” attached to Report PED21221, be APPROVED on the following basis:
- (i) That the draft Official Plan Amendment attached as Appendix “B” to Report PED21221, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (ii) That the proposed amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
- (b) That Zoning By-law Amendment Application ZAC-21-009, by UrbanSolutions Planning & Land Development Consultants Inc. (c/o Matt Johnston, Applicant) on behalf of DiCenzo Construction Company Ltd. (c/o Anthony DiCenzo, Owner) for a change in zoning from the “AA” (Agricultural) District to the “C/S-1811” (Urban Protected Residential, Etc.) District, Modified (Block 1); from the “AA” (Agricultural) District to the “RT-20/S-1811” (Townhouse - Maisonette) District, Modified (Block 2); from the “AA” (Agricultural) District and the “C” (Urban Protected Residential, Etc.) District to the “RT-30/S-1811” (Street - Townhouse) District, Modified (Blocks 3 and 4); and, from the “AA” (Agricultural) District and the “C” (Urban Protected Residential, Etc.) District to the “C/S-1811” (Urban Protected Residential, Etc.) District, Modified (Blocks 5 and 6), to permit a maximum of 221 residential dwelling units consisting of a maximum of 112 block townhouse units, 80 maisonette units, 12 single detached dwellings on a private road (condominium road), five single detached dwellings on a public road, and 12 street townhouse units, on lands located at 311 and 313 Stone Church Road East, as shown on Appendix “A” attached to Report PED21221, be APPROVED on the following basis:
- (i) That the draft By-law attached as Appendix “C” to Report PED21221, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (ii) That the proposed amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);

- (iii) That this By-law will comply with the Urban Hamilton Official Plan upon approval of Urban Hamilton Official Plan Amendment No. XX;
- (c) That Zoning By-law Amendment Application ZAC-21-009, by UrbanSolutions Planning & Land Development Consultants Inc. (c/o Matt Johnston, Applicant) on behalf of DiCenzo Construction Company Ltd. (c/o Anthony DiCenzo, Owner) for a change in zoning from the “AA” (Agricultural) District to the Conservation / Hazard Land (P5) Zone, in order to protect a significant woodland on lands located at 313 Stone Church Road East, as shown on Appendix “A” attached to Report PED21221, be APPROVED on the following basis:
- (i) That the draft By-law attached as Appendix “D” to Report PED21221, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (ii) That the proposed amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
  - (iii) That this By-law will comply with the Urban Hamilton Official Plan upon approval of Urban Hamilton Official Plan Amendment No. XX;
- (d) That Draft Plan of Subdivision Application 25T-202104 by UrbanSolutions Planning & Land Development Consultants Inc. (c/o Matt Johnston, Applicant) on behalf of DiCenzo Construction Company Ltd. (c/o Anthony DiCenzo, Owner) on lands located at 311 and 313 Stone Church Road East, as shown on Appendix “A” attached to Report PED21221, be APPROVED, subject to the following:
- (i) That this approval apply to the Draft Plan of Subdivision “Lavita Estates” 25T-202104, prepared by UrbanSolutions Planning & Land Development Consultants Inc., and certified by Robert McLaren, O.L.S., dated November 24, 2021, consisting of one Natural Heritage/Park block (Block 1); one block for a maximum of 12 single detached dwellings on a private condominium road (Block 2); one block for a maximum of 112 block townhouse units and 80 maisonette units (Block 3); one block for a maximum of 12 street townhouse units (Block 4); one road widening block (Block 5); one future residential block (Block 6); four 0.3 m reserve blocks (Blocks 7-10); five lots for single detached dwellings (Lots 11-15); and, three public roads (Street ‘A’ and the extensions of Crerar Drive and Cyprus Drive), attached as Appendix “G” to Report PED21221, subject to the Owner entering into a standard form subdivision agreement as approved by City Council and with Special Conditions attached as Appendix “H”, **as amended**, to Report PED21221;

1. (e) ***That the grading and storm water management plans be designed to prioritize the protection and retention of the existing boundary trees located along the edge of Block 3.***

all to the satisfaction of the Director, Growth Management Division ***and the Manager of Forestry and Horticulture.***

2. That, prior to preliminary grading, the Owner shall submit an detailed Stormwater Management Report ***using a low impact development treatment train first approach*** prepared by a qualified Professional Engineer, in accordance with the City of Hamilton Drainage Policies, City of Hamilton's Storm Drainage Policy, Comprehensive Development Guidelines, an approved Functional Servicing Report, and the MECP's storm design criteria outlined in the City's Consolidated Linear Infrastructure ECA and current Stormwater Management Planning and Design Manual, including Level 1 (Enhanced) quality treatment. Additionally, the following shall be required:
  24. That, prior to ***registration***, the Owner shall submit ***a parkland management plan developed in conjunction with the Planning Division and Hamilton Conservation Authority and*** a revised Stewardship Brochure, to the satisfaction of the Director of Planning and Chief Planner and the Hamilton Conservation Authority. The Stewardship Brochure shall be distributed to all future homeowners adjacent to the Crerar Woodland and shall describe the importance of the natural feature and its functions ***and which includes best practices and uses for pathways, including the location of pathways and ensuring it remains open to the public,*** and how the homeowner can minimize their impact on this feature.
    - (ii) Acknowledgement by the City of Hamilton of its responsibility for cost sharing with respect to this development shall be in accordance with the City's Financial Policies and will be determined at the time of development. However, the traffic signal costs at the intersections of Stone Church Road/Crerar Drive/Brigade Drive shall be one-third (1/3<sup>rd</sup>) owner's responsibility/share.
    - (iii) That there will be no payment of Cash-in-Lieu of Parkland required upon the dedication of the Natural Heritage/Park block (Block 1) to the City of Hamilton to satisfy parkland dedication requirements for

this subdivision; and, that upon the dedication of the Natural Heritage/Park block (Block 1) to the City of Hamilton there will be no parkland balance credited in favour of the owner from this subdivision;

- (e) That upon approval of Urban Hamilton Official Plan Amendment Application UHOPA-21-005, Zoning By-law Amendment Application ZAC-21-009, and Draft Plan of Subdivision Application 25T-202104, that a portion of the subject lands identified as Block 1 on the Draft Plan of Subdivision attached as Appendix "G" to Report PED21221 be re-designated from "Single and Double" to "Park and Recreation" and that a portion of the subject lands identified as Blocks 3 and 4 on the Draft Plan of Subdivision attached as Appendix "G" to Report PED21221 be re-designated from "Single and Double" to "Attached Housing" in the Crerar Neighbourhood Plan;
- (f) That the Statutory Declarations for the Official Plan Amendment and Zoning By-law Amendments not be issued until the Ontario Land Tribunal issues its decision regarding the Urban Hamilton Official Plan appeal by DiCenzo Construction Company Ltd. as it affects the lands at 311 and 313 Stone Church Road East.
- (g) ***That the public submissions were received and considered by Committee in approving the application.***

**Result: Main Motion, As Amended, CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**8. Applications for Amendments to the Urban Hamilton Official Plan, Stoney Creek Zoning By-law No. 3692-92, and Hamilton Zoning By-law No. 05-200 for Lands Located at 1290 South Service Road and 5 and 23 Vince Mazza Way (Stoney Creek) (PED21223) (Ward 10) (Item 9.5)**

**(Pearson/Farr)**

- (a) That Amended Urban Hamilton Official Plan Amendment Application UHOPA-21-004, by IBI Group (c/o Jared Marcus, Applicant) on behalf of Winona Point Joint Venture Inc (c/o Fernando Puga, Owner) to re-designate the subject lands from "District Commercial" to "Neighbourhoods" within the Urban Hamilton Official Plan, and to re-

designate the subject lands from “District Commercial” to “Medium Density Residential 2”, remove the subject lands from Area Specific Policy – Area E, and add a new Site Specific Policy within the Fruitland-Winona Secondary Plan; to permit a commercial / residential mixed use development comprised of stacked townhouse dwellings, ground floor commercial space with dwelling units above, and one single storey commercial building, for a total of 454 residential units and 2,475 m<sup>2</sup> of commercial space, on lands located at 1290 South Service Road and 5 and 23 Vince Mazza Way, as shown on Appendix “A” attached to Report PED21223, be APPROVED on the following basis:

- (i) That the draft Official Plan Amendment attached as Appendix “B” to Report PED21223, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (ii) That the proposed amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended).
- (b) That Amended Zoning By-law Amendment Application ZAC-21-008, by IBI Group (c/o Jared Marcus, Applicant) on behalf of Winona Point Joint Venture Inc (c/o Fernando Puga, Owner) to change the zoning from the Community Shopping Centre “SC2-8(H)” Zone, Modified, Holding to the Mixed Use Medium Density (C5, 562) Zone (Block 1) and from the District Commercial (C6, 562) Zone to the Mixed Use Medium Density (C5, 562) Zone (Block 2) to permit a mixed use development with a one-storey commercial building, five, three-storey mixed use buildings with ground floor commercial and 50 stacked townhouse units above, and 12, four-storey stacked townhouse dwellings with 404 units, for a total of 454 residential units and 2,475 m<sup>2</sup> of commercial space, with surface and underground parking and landscaped amenity areas, on lands located at 1290 South Service Road and 5 and 23 Vince Mazza Way, as shown on Appendix “A” attached to Report PED21223, be APPROVED on the following basis:
- (i) That the draft By-law attached as Appendix “C” to Report PED21223, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (i) That the proposed amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
  - (iii) That this By-law will comply with the Urban Hamilton Official Plan upon approval of Urban Hamilton Official Plan Amendment No. XX.

- (c) ***That the public submissions were received and considered by Committee in approving the application.***

**Result: Main Motion, As Amended, CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

- 9. Application to Deem Lands to the Rear of 65 Seabreeze Crescent, being Blocks 11 and 12, of Registered Plan No. 62M-1042, “Seabreeze Estates, Phase 2” not to be Part of a Registered Plan of Subdivision, for the Purposes of Subsection 50(3) of the *Planning Act* (Stoney Creek) (Ward 10) (PED21230) (Item 10.1)**

**(Pearson/Johnson)**

- (a) That approval be given to deem lands to the rear of 65 Seabreeze Crescent (Stoney Creek), being Blocks 11 and 12, inclusive, of Registered Plan No. 62M-1042, “Seabreeze Estates, Phase 2” not to be part of a Registered Plan of Subdivision for the purposes of Subsection 50(3) of the *Planning Act*, as shown on Appendix “A” to Report PED21230, on the following basis:
- (i) That the draft By-law, attached as Appendix “C” to Report PED21230, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (ii) That the application to deem Blocks 11 and 12, of “Seabreeze Estates, Phase 2” Registered Plan 62M-1042, not to be part of a registered plan of subdivision, for lands to the rear of 65 Seabreeze Crescent, is consistent with the Provincial Policy Statement (2021) and complies with the Urban Hamilton Official Plan.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson



**10. Amendment to the Off-Road Vehicles By-law 21-121 (PED21110(b)) (City Wide) (Item 10.2)**

**(Johnson/Partridge)**

That the draft By-law, attached as Appendix “A” to Report PED21110(b), to amend the Off-Road Vehicles By-law 21-121, to include the term “Motorized Snow Vehicle”, be approved.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**11. Hamilton Psychiatric Lands – Request to Rescind Minister’s Zoning Order (MZO) (Added Item 11.1)**

**(Danko/Farr)**

WHEREAS the former Hamilton Psychiatric Hospital lands at West 5th and Fennel are owned by the Province of Ontario, and the Provincial Government is intending to sell the lands for redevelopment;

WHEREAS the City's Official Plan has long-identified these lands as forming part of a Major Activity Centre to accommodate critical commercial, institutional and environmental uses which may include new long term care facilities;

WHEREAS in February 2017 in anticipation of the Provincial Government disposing of the lands, Council directed staff to undertake comprehensive due diligence and development planning for the property to confirm a holistic vision and plan for the property;

WHEREAS in the spring of 2017, staff undertook extensive community consultations including stakeholder interviews with seven major local institutional leaders, a community information meeting, and a stakeholder and community design workshop, to explore potential land use concepts for the redevelopment of the subject lands

WHEREAS in October 2017, staff presented the findings of the community consultations through Report PED16254(c) which reaffirmed and extended the City's vision for the lands as described in the City's Official Plan, including a focus on institutional uses, building heights and massing compatible with the Niagara Escarpment and the surrounding lower density residential

neighbourhoods, the adaptive reuse of Century Manor, and protecting site lines through the property to the Escarpment Brow;

WHEREAS the 2017 review confirmed that the existing I3 Zoning which permits a range of institutional, education and residential uses was appropriate to guide the redevelopment of the HPH lands based on the City's vision for these lands articulated in the City's Official Plan as a Major Activity Centre comprised of institutional, educational and supporting residential uses

WHEREAS the Provincial Government, notwithstanding the City's position, and without consultation with the City or any prior notice, approved a Ministers Zoning Order for the subject lands in August 2020 that granted drastically extended zoning permissions to allow a wide range of residential uses including, single family dwelling, semi-detached dwelling, townhouse dwelling, street townhouse dwelling and multiple dwelling development that are incompatible with the City's vision for the property.

WHEREAS in December 2021 the Office of the Auditor General released the 2021 Annual Report which concludes: "the use of and lack of transparency in issuing Minister's Zoning Orders (MZOs) is inconsistent with good land-use planning principles and the purposes of the Planning Act and Places to Grow Act, 2005, which are to provide for planning processes that are fair; encourage cooperation and co-ordination among various interests; and recognize the decision-making authority and accountability of municipal councils in planning."; and,

WHEREAS it is anticipated that the Provincial Government will soon be offering the lands for sale for redevelopment;

THEREFORE BE IT RESOLVED:

- (a) That the City of Hamilton formally requests the Provincial Government to rescind the Minister's Zoning Order issued for the former Hamilton Psychiatric Hospital lands and reinstate local planning and site-plan control prior to taking the lands to market;
- (b) That if the Provincial Government refuses to rescind the MZO, that the Province be requested to include the necessary restrictions and requirements within any offering for the former Hamilton Psychiatric Lands that will ensure that the City's vision for the lands is realized, including the adaptive reuse of Century Manor;
- (c) That the Province be requested to undertake community consultation with respect to the terms and conditions of any disposition of the former Hamilton Psychiatric Lands prior to taking the lands to market; and,

- (d) That the Mayor be authorized and directed to share the above resolution with the Premier, the Minister of Municipal Affairs and the local MPPs.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

- 12. Instructions - Appeal to the Ontario Land Tribunal (OLT) for Lack of Decision on Urban Hamilton Official Plan Amendment Application UHOPA-20-003 and Zoning By-law Amendment Application ZAC-20-008 for Lands Located at 354 King Street West, Hamilton (LS21046/PED21178(a)) (Ward 1) (Item 14.2)**

**(Wilson/Johnson)**

- (a) That the directions to staff in closed session respecting Report LS21046/PED21178(a) be released to the public, following approval by Council; and,
- (b) That the balance of Report LS21046/PED21178(a) remain confidential.

**Result: Motion CARRIED by a vote of 6 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

- 13. Update Regarding Appeal to the Local Planning Appeal Tribunal of the Urban Hamilton Official Plan: Site Specific Appeal (313 Stone Church Road East) by DiCenzo Construction Company Ltd. of the Urban Hamilton Official Plan and Legal Direction (LS20018(a) / PED20124(a)) (Added Item 14.3)**

**(Johnson/Partridge)**

- (a) That the directions to staff in closed session respecting Report LS20018(a)/PED20124(a) be released to the public, following approval by Council; and,

(b) That the balance of Report LS20018(a)/PED20124(a) remain confidential.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**FOR INFORMATION:**

**(a) APPROVAL OF AGENDA (Item 2)**

The Committee Clerk advised of the following changes to the agenda:

**1. CONSENT ITEMS (Item 7)**

7.3 Agriculture and Rural Affairs Advisory Committee – Report 21-004

**2. PUBLIC HEARINGS / DELEGATIONS (Item 9)**

9.3 Application for Zoning By-law Amendment for Lands Located at 20 Reid Avenue North, 11-17 Reid Avenue South, 22-116 Lang Street and 2-24 Hayes Avenue, Hamilton (PED21216)(Ward 4)

(a) Written Submissions

- (i) Przemyslaw Hatlas
- (ii) Peter Schultz

9.4 Applications for Amendments to the Urban Hamilton Official Plan, City of Hamilton Zoning By-law No. 6593, and Hamilton Zoning By-law No. 05-200, and Draft Plan of Subdivision for Lands Located at 311 and 313 Stone Church Road East, Hamilton (PED21221) (Ward 7)

(a) Registered Delegations:

- (i) Carlo Silvestri
- (ii) Nancy Wakefield
- (iii) Carol McKenna
- (iv) David Kurceba

- (b) Written Submissions:
  - (i) Dave Castellana
  - (ii) Carmelo and Linda Vellavia
  - (iii) Rosanna and Ivana Filice

9.5 Applications for Amendments to the Urban Hamilton Official Plan, Stoney Creek Zoning By-law No.3692-92, and Hamilton Zoning By-law No. 05-200 for Lands Located at 1290 South Service Road and 5 and 23 Vince Mazza Way (Stoney Creek) (PED21223) (Ward 10)

- (a) Registered Delegations:
  - (i) Viv Saunders, Lakewood Beach Community Council
- (b) Written Submissions:
  - (i) Pat Ciarmoli

### **3. NOTICES OF MOTION (Item 12)**

12.1 Hamilton Psychiatric Lands – Request to Rescind Minister’s Zoning Order (MZO)

### **4. PRIVATE AND CONFIDENTIAL (Item 14)**

14.3 Update Regarding Appeal to the Local Planning Appeal Tribunal of the Urban Hamilton Official Plan: Site Specific Appeal (313 Stone Church Road East) by DiCenzo Construction Company Ltd. of the Urban Hamilton Official Plan and Legal Direction (LS20018(a) / PED20124(a))

#### **(Pearson/Partridge)**

That the agenda for the December 7, 2021 meeting be approved, as amended.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 8 Councillor John-Paul Danko
- YES - Ward 2 Councillor Jason Farr
- YES - Ward 15 Councillor Judi Partridge
- YES - Ward 12 Councillor Lloyd Ferguson
- YES - Ward 11 Councillor Brenda Johnson
- YES - Ward 10 Councillor Maria Pearson

**(b) DECLARATIONS OF INTEREST (Item 3)**

None declared.

**(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)**

**(i) November 16, 2021 (Item 4.1)**

**(Johnson/Farr)**

That the Minutes of the November 16, 2021 meeting be approved, as presented.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(d) COMMUNICATIONS (Item 5)**

**(i) Ontario Land Tribunal Decisions (Deferred from the November 16, 2021 meeting) (Item 5.1)**

**(Johnson/Farr)**

That the following Ontario Land Tribunal Decisions, be received:

- (a) PL190517/PL190518 - 468-476 James St. North - By-law No. 19-151 and 19-152; and,
- (b) PL210073 - 2121 and 2187 Regional Road 56 - By-law 20-063.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(ii) Ontario Land Tribunal Decisions (Item 5.2)**

**(Farr/Partridge)**

That the following Ontario Land Tribunal Decisions, be received:

- (a) LC200004 - 271 Bay St. N. and 34-36 Tiffany St. - Land Compensation
- (b) PL200274 - 157 Parkside Drive - UHOPA-17-006/ZAC-17-016
- (c) CRB2101-CRB2107 - 110-122 King St. E. (former Royal Connaught Hotel) - Notice of Intention to Designate

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(e) PUBLIC HEARINGS / DELEGATIONS (Item 9)**

In accordance with the *Planning Act*, Chair Danko advised those viewing the virtual meeting that the public had been advised of how to pre-register to be a virtual delegate at the Public Meetings on today's agenda.

In accordance with the provisions of the *Planning Act*, Chair Danko advised that if a person or public body does not make oral submissions at a public meeting or make written submissions to the Council of the City of Hamilton before Council makes a decision regarding the proposed By-law Amendments and Development applications before the Committee today, the person or public body is not entitled to appeal the decision of the Council of the City of Hamilton to the Ontario Land Tribunal, and the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

**(i) Increase to Building Permit Fees (PED21222) (City Wide) (Item 9.1)**

No members of the public were registered as Delegations.

**(Ferguson/Wilson)**

That the public meeting be closed.

**Result: Motion CARRIED by a vote of 6 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 NOT PRESENT - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(Wilson/Pearson)**

- (a) That the By-law, attached as Appendix "A" to Report PED21222, to amend City of Hamilton By-law No. 15-058, the Building By-law, which has been prepared in a form satisfactory to the City Solicitor, be enacted;
- (b) That the fees prescribed in the By-law, attached as Appendix "A" to Report PED21222, be included in the User Fees and Charges By-law, replacing the fees listed under the heading "Classes of Permits and Fees under the Hamilton Building By-law"

**(Wilson/Pearson)**

That the recommendations in Report PED2122 be **amended** by adding the following sub-section (c):

- (c) ***That there were no public submissions received regarding this matter.***

**Result: Amendment CARRIED by a vote of 6 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 NOT PRESENT - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 4.

- (ii) **Water and Wastewater Infrastructure Support Community Improvement Plan Amendment (PED21214/FCS21097) (City Wide) (Item 9.2)**

No members of the public were registered as Delegations.



Christine Newbold, Manager of Community Planning and GIS, addressed the Committee with the aid of a PowerPoint presentation.

**(Wilson/Ferguson)**

That the staff presentation be received.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(Pearson/Ferguson)**

That the public meeting be closed.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(Pearson/Ferguson)**

- (a) That an amendment to the Water and Wastewater Infrastructure Support Community Improvement Plan (2020) to add the revised Water Leak Adjustment Program described in Report PED21214/FCS21097 be APPROVED on the following basis:
- (i) That the draft By-law attached as Appendix "A" to Report PED21214/FCS21097 which has been prepared in a form satisfactory to the City Solicitor be enacted by City Council;
  - (ii) That the amended Water and Wastewater Infrastructure Support Community Improvement Plan is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow Plan (2019, as amended), conforms to the Greenbelt Plan (2017), and complies with the Urban and Rural Hamilton Official Plans.

**(Pearson/Ferguson)**

That the recommendations in Report PED21214/FCS21097 be *amended* by adding the following sub-section (b):

- (b) *That there were no public submissions received regarding this matter.***

**Result: *Amendment CARRIED by a vote of 7 to 0, as follows:***

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 5.

- (iii) *Application for Zoning By-law Amendment for Lands Located at 20 Reid Avenue North, 11-17 Reid Avenue South, 22-116 Lang Street and 2-24 Hayes Avenue, Hamilton (PED21216) (Ward 4) (Item 9.3)***

No members of the public were registered as Delegations.

**(Pearson/Partridge)**

That the staff presentation be waived.

**Result: *Motion CARRIED by a vote of 7 to 0, as follows:***

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

Spencer McKay with UrbanCore Developments, was in attendance and indicated support for the staff report.

**(Farr/Danko)**

That the delegation from Spencer McKay with UrbanCore Developments, be received.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(Farr/Danko)**

That the following written submissions (Item 9.3(a)), be received:

- (i) Przemyslaw Hatlas, in Opposition to the application.
- (ii) Peter Schultz, in Opposition to the application.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(Farr/Danko)**

That the public meeting be closed.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(Farr/Danko)**

- (a) That Amended Zoning By-law Amendment Application ZAR-21-034, by Roxborough Park Inc., Owner, to further modify the Downtown Multiple Residential (D6, 696) Zone, for a change in zoning from the Downtown Multiple Residential (D6, 696) Zone to the Downtown Multiple Residential (D6, 696, H74) Zone, and to add the Conservation / Hazard Land (P5) Zone to portions of the lands located at 20 Reid Avenue North, 11-17 Reid Avenue South, 22-

116 Lang Street and 2-24 Hayes Avenue, Hamilton, as shown on Appendix "A" attached to Report PED21216, be APPROVED on the following basis:

- (i) That the draft By-law, attached as Appendix "B" to Report PED21216, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (ii) That Schedule "D" – Holding Provisions be amended by adding the following Holding Provision:

"74. Notwithstanding Section 6.6 and Special Exception No. 696 of this By-law, within the lands zoned Downtown Multiple Residential (D6, 696) Zone identified on Map Nos. 1092 and 1141 of Schedule "A" – Zoning Maps and described as 20 Reid Avenue North, 11-17 Reid Avenue South, 22-116 Lang Street and 2-24 Hayes Avenue, development shall be restricted in accordance with the following:

- (1) For such time as the Holding Provision is in place no development exceeding the maximum height of 12.0 metres shall be permitted;
- (2) Conditions for Holding Provision Removal:
  - (a) The Holding Provision shall, upon application by the landowner, be removed by way of an amending Zoning By-law, from the lands when the following conditions have been satisfied:
    - (i) The Owner/Applicant submits and implements the following studies demonstrating that a 41.5 metre multiple dwelling complies and implements the Urban Design, Energy and Environmental Design and Health and Public Safety Policies of the Urban Hamilton Official Plan, amongst others, to the satisfaction of the Director of Planning and Chief Planner:
      - (a) Urban Design Brief;
      - (b) Visual Impact Assessment;

- (c) Shadow Impact Study;  
and,
  - (d) Noise Study;
- (ii) That the Owner demonstrate that the proposed development does not exceed the maximum density of 165 units per hectare in accordance with Site Specific Policy Area UHN-25 in Volume 3 of the Urban Hamilton Official Plan and does not exceed 840 units for the lands zoned Downtown Multiple Residential (D6, 696) Zone, to the satisfaction of the Director of Planning and Chief Planner;"
- (iii) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended, and complies with the Urban Hamilton Official Plan.

**(Farr/Danko)**

That the recommendations in Report PED21216 be **amended** by adding the following sub-section (b):

- (b) *That the public submissions regarding this matter were received and considered by the Committee in approving the application.***

**Result: Amendment CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 6.

- (iv) **Applications for Amendments to the Urban Hamilton Official Plan, City of Hamilton Zoning By-law No. 6593, and Hamilton Zoning By-law No. 05-200, and Draft Plan of Subdivision for Lands Located at 311 and 313 Stone Church Road East, Hamilton (PED21221)(Ward 7) (Item 9.4)**

Tim Vrooman, Senior Planner, addressed the Committee with the aid of a PowerPoint presentation.

**(Johnson/Partridge)**

That the staff presentation be received.

**Result: Motion CARRIED by a vote of 5 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 NOT PRESENT - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

Matt Johnston with Urban Solutions and Anthony DiCenzo, Owner, was in attendance and indicated support for the staff report.

**(Pearson/Partridge)**

That the delegation from Matt Johnston with Urban Solutions and Anthony DiCenzo, Owner, be received.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**Registered Delegations (Item 9.4(a)):**

- (i) Carlo Silvestri, addressed the Committee in Opposition to the proposal.
- (ii) Nancy Wakefield, addressed the Committee in Opposition to the proposal.
- (iii) Carol McKenna, addressed the Committee in Opposition to the proposal.

- (iv) David Kurceba, addressed the Committee in Opposition to the proposal.

**(Johnson/Farr)**

That the delegations be received.

**Result: Motion CARRIED by a vote of 6 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 NOT PRESENT - Ward 10 Councillor Maria Pearson

**(Wilson/Partridge)**

That the following written submissions (Item 9.4(b)), be received:

- (i) Dave Castellana, in Opposition to the application.  
 (ii) Carmelo and Linda Bellavia, in Opposition to the application.  
 (iii) Rosanna and Ivana Filice, in Opposition to the application.

**Result: Motion CARRIED by a vote of 6 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 NOT PRESENT - Ward 10 Councillor Maria Pearson

**(Ferguson/Wilson)**

That the public meeting be closed.

**Result: Motion CARRIED by a vote of 6 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 NOT PRESENT - Ward 10 Councillor Maria Pearson

**(Johnson/Wilson)**

That consideration of Report PED21221 be DEFERRED until after the consideration of Item 14.3.

**Result: Motion CARRIED by a vote of 6 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 NOT PRESENT - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 7, 13, (h)(iii) and (i)(i).

**(Ferguson/Johnson)**

That the Committee recess from 12:45 p.m. to 1:00 p.m.

**Result: Motion CARRIED by a vote of 6 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 NOT PRESENT - Ward 10 Councillor Maria Pearson

- (v) Applications for Amendments to the Urban Hamilton Official Plan, Stoney Creek Zoning By-law No. 3692-92, and Hamilton Zoning By-law No. 05-200 for Lands Located at 1290 South Service Road and 5 and 23 Vince Mazza Way (Stoney Creek) (PED21223) (Ward 10) (Item 9.5)**

Ohi Izirein, Senior Project Manager – Suburban Team, addressed the Committee with the aid of a PowerPoint presentation.

**(Pearson/Johnson)**

That the staff presentation be received.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge



YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

John Ariens with IBI Group, was in attendance and indicated support for the staff report.

**(Pearson/Johnson)**

That the delegation from John Ariens with IBI Group be received.

**Result: Motion CARRIED by a vote of 6 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**Registered Delegation (Item 9.5(a)):**

- (i) Viv Saunders, Lakewood Beach Community Council, addressed the Committee in Opposition to the proposal.

**(Pearson/Farr)**

That the delegation be received.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(Pearson/Farr)**

That the following written submission (Item 9.5(b)), be received:

- (i) Pat Ciarmoli, expressed concerns with the application.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko

YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(Pearson/Farr)**

That the public meeting be closed.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(Pearson/Farr)**

- (a) That Amended Urban Hamilton Official Plan Amendment Application UHOPA-21-004, by IBI Group (c/o Jared Marcus, Applicant) on behalf of Winona Point Joint Venture Inc (c/o Fernando Puga, Owner) to re-designate the subject lands from “District Commercial” to “Neighbourhoods” within the Urban Hamilton Official Plan, and to re-designate the subject lands from “District Commercial” to “Medium Density Residential 2”, remove the subject lands from Area Specific Policy – Area E, and add a new Site Specific Policy within the Fruitland-Winona Secondary Plan; to permit a commercial / residential mixed use development comprised of stacked townhouse dwellings, ground floor commercial space with dwelling units above, and one single storey commercial building, for a total of 454 residential units and 2,475 m<sup>2</sup> of commercial space, on lands located at 1290 South Service Road and 5 and 23 Vince Mazza Way, as shown on Appendix “A” attached to Report PED21223, be APPROVED on the following basis:
- (i) That the draft Official Plan Amendment attached as Appendix “B” to Report PED21223, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (ii) That the proposed amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended).

- (b) That Amended Zoning By-law Amendment Application ZAC-21-008, by IBI Group (c/o Jared Marcus, Applicant) on behalf of Winona Point Joint Venture Inc (c/o Fernando Puga, Owner) to change the zoning from the Community Shopping Centre “SC2-8(H)” Zone, Modified, Holding to the Mixed Use Medium Density (C5, 562) Zone (Block 1) and from the District Commercial (C6, 562) Zone to the Mixed Use Medium Density (C5, 562) Zone (Block 2) to permit a mixed use development with a one-storey commercial building, five, three-storey mixed use buildings with ground floor commercial and 50 stacked townhouse units above, and 12, four-storey stacked townhouse dwellings with 404 units, for a total of 454 residential units and 2,475 m<sup>2</sup> of commercial space, with surface and underground parking and landscaped amenity areas, on lands located at 1290 South Service Road and 5 and 23 Vince Mazza Way, as shown on Appendix “A” attached to Report PED21223, be APPROVED on the following basis:
- (i) That the draft By-law attached as Appendix “C” to Report PED21223, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (i) That the proposed amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
  - (iii) That this By-law will comply with the Urban Hamilton Official Plan upon approval of Urban Hamilton Official Plan Amendment No. XX.

**(Pearson/Farr)**

That the recommendations in Report PED21223 be **amended** by adding the following sub-section (c):

- (c) ***That the public submissions regarding this matter were received and considered by the Committee in approving the application.***

**Result: Amendment CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson

YES - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 8.

Councillor Danko relinquished the Chair to Councillor Johnson

**(f) NOTICES OF MOTION (Item 12)**

**(i) Hamilton Psychiatric Lands – Request to Rescind Minister’s Zoning Order (MZO) (Added Item 12.1)**

**(Danko/Farr)**

That the Rules of Order be waived to allow for the introduction of a Motion respecting Hamilton Psychiatric Lands – Request to Rescind Minister’s Zoning Order (MZO).

**Result: Motion CARRIED by a 2/3’s majority vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 11.

Councillor Danko assumed the Chair.

**(g) GENERAL INFORMATION / OTHER BUSINESS (Item 13)**

**(i) Outstanding Business List (Item 13.1)**

**(a) Items to be Removed:**

**(Pearson/Farr)**

That the following changes to the Outstanding Business List be approved:

20F - Paul Valeri, Valery Homes, requesting Deferral of Decision on the Designation of 828 Sanitorium Road (addressed as Item 9.1 on the November 17, 2020 agenda)

21S - Interim Control By-law Extension - Pleasantview Area (Item 9.1 on the November 16, 2021 agenda)

21U - Feasibility Report for a Biodiversity Action Plan (1(d)) (Item 7.1 on the November 16, 2021 agenda)

21V - Feasibility Report for a Biodiversity Action Plan (1(g)) (Item 7.1 on the November 16, 2021 agenda)

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(h) PRIVATE AND CONFIDENTIAL (Item 14)**

Committee determined that discussion of Item 14.1 was not required in Closed Session, so the item was addressed in Open Session, as follows:

**(i) Closed Session Minutes – November 16, 2021 (Item 14.1)**

**(Pearson/Wilson)**

- (a) That the Closed Session Minutes dated November 16, 2021 be approved, as presented; and,
- (b) That the Closed Session Minutes dated November 16, 2021 remain confidential.

**Result: Motion CARRIED by a vote of 6 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 NOT PRESENT - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(Ferguson/Pearson)**

That Committee move into Closed Session Pursuant to Section 9.1, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-021; and, Section 239(2), Sub-sections (e), (f) and (k) of the *Ontario Municipal Act*, 2001, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; advice that is subject to solicitor-client privilege, including communications necessary for that

purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

- (ii) **Instructions - Appeal to the Ontario Land Tribunal (OLT) for Lack of Decision on Urban Hamilton Official Plan Amendment Application UHOPA-20-003 and Zoning By-law Amendment Application ZAC-20-008 for Lands Located at 354 King Street West, Hamilton (LS21046/PED21178(a)) (Ward 1) (Item 14.2)**

For disposition of this matter, refer to Item 12.

- (iii) **Update Regarding Appeal to the Local Planning Appeal Tribunal of the Urban Hamilton Official Plan: Site Specific Appeal (313 Stone Church Road East) by DiCenzo Construction Company Ltd. of the Urban Hamilton Official Plan and Legal Direction (LS20018(a) / PED20124(a)) (Added Item 14.3)**

For disposition of this matter, refer to Items 7, 13, (e)(iv) and (i)(i).

- (i) **PUBLIC HEARINGS / DELEGATIONS (Item 9) – Continued**

- (i) **Applications for Amendments to the Urban Hamilton Official Plan, City of Hamilton Zoning By-law No. 6593, and Hamilton Zoning By-law No. 05-200, and Draft Plan of Subdivision for Lands Located at 311 and 313 Stone Church Road East, Hamilton (PED21221) (Ward 7) (Item 9.4)**

**(Partridge/Pearson)**

That the recommendations in Report PED21221 be ***amended*** by adding the following sub-section (g):

- (g) *That the public submissions regarding this matter were received and considered by the Committee in approving the application.***

**Result: Amendment CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(Johnson/Pearson)**

That Condition #24 in Appendix “H” to Report PED21221 be **amended** as follows:

24. That, prior to **registration**, the Owner shall submit **a parkland management plan developed in conjunction with the Planning Division and Hamilton Conservation Authority** and a revised Stewardship Brochure, to the satisfaction of the Director of Planning and Chief Planner and the Hamilton Conservation Authority. The Stewardship Brochure shall be distributed to all future homeowners adjacent to the Crerar Woodland and shall describe the importance of the natural feature and its functions **and which includes best practices and uses for pathways, including the location of pathways and ensuring it remains open to the public**, and how the homeowner can minimize their impact on this feature.

**Result: Amendment CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(Wilson/Partridge)**

- (a) That Appendix “H” to Report PED21221 be **amended** by adding sub-section 1 (e), as follows:

- (e) **That the grading and storm water management plans be designed to prioritize the protection and retention of the existing boundary trees located along the edge of Block 3.**

all to the satisfaction of the Director, Growth Management Division **and the Manager of Forestry and Horticulture.**

- (b) That Appendix “H” to Report PED21221 be **amended** by adding wording to Condition #2, as follows:
2. That, prior to preliminary grading, the Owner shall submit an detailed Stormwater Management Report **using a low impact development treatment train first approach** prepared by a qualified Professional Engineer, in accordance with the City of Hamilton Drainage Policies, City of Hamilton’s Storm Drainage Policy, Comprehensive Development Guidelines, an approved Functional Servicing Report, and the MECP’s storm design criteria outlined in the City’s Consolidated Linear Infrastructure ECA and current Stormwater Management Planning and Design Manual, including Level 1 (Enhanced) quality treatment. Additionally, the following shall be required:

**Result: Amendment CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Items 7, 13, (e)(iv) and (h)(iii).

**(j) ADJOURNMENT (Item 15)**

**(Pearson/Johnson)**

That there being no further business, the Planning Committee be adjourned at 4:01 p.m.

**Result: Motion CARRIED by a vote of 7 to 0, as follows:**

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 YES - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson



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Councillor J.P. Danko  
Chair, Planning Committee

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Lisa Kelsey  
Legislative Coordinator

**From:** Nancy Hurst

**Sent:** Monday, January 10, 2022 7:53 AM

**To:** Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; Danko, John-Paul <John-Paul.Danko@hamilton.ca>; Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Kelsey, Lisa <Lisa.Kelsey@hamilton.ca>

**Subject:** Sign bylaw item 10.3, Jan 11, 2022

Dear Ms. Kelsey and members of the Planning Committee,  
Ms. Kelsey, kindly add my letter to the Jan 11, 2022 agenda for item 10.3

I'm writing with respect to the proposed bylaw that would restrict the use of lawn signs whose purpose is to spread awareness about an "issue". I am urging you to reject the inclusion of such signs in the bylaw.

- People should be free to display their position on an issue on their front lawn, even the part of the lawn owned by the city.
- Your deliberations should not be conducted in a secret closed session.
- There should at the very least be public consultation around this.

Signs on front lawns are true indicators of public sentiment because, as occurred on the Stop Sprawl campaign, every sign that was placed in a lawn or farm layby was \*requested\* by the resident or farmer. We were aware of the bylaw against signs on public property and never placed them in such locations. If we were alerted to a sign placed in a public space we removed it. We had 1627 sign requests from the public and we distributed 1627 signs to their properties.

Signs such as these are one of the few ways citizens can catch the attention of Councillors in a meaningful and impactful way. Please don't muzzle the public by prohibiting their use.

Sincerely,  
Nancy Hurst  
Ancaster

**From:** Nancy Hurst  
**Sent:** Monday, January 10, 2022 10:49 AM  
**To:** Kelsey, Lisa <Lisa.Kelsey@hamilton.ca>  
**Subject:** Jan 11 agenda item 10.1 - GRIDS2

Good morning Lisa,  
Would you please attach the following letter to the Jan 11, 2022 agenda for item 10.1 GRIDS2?

Dear Planning committee members and Staff,

My thanks to staff for the massive amount of work that has obviously gone into amending policies and preparing the 19 appendices that make up this agenda item. This was undoubtedly a lot of work and I thank you.

I haven't had time to deep dive into the materials as others have so I will leave those details to them but I would like to comment that as an Ancaster resident I (and others in this ward share my thoughts) am in full support of all types of housing being approved for this ward. Ancaster does have an historic village core which should be preserved. Aside from that small area, Ancaster should be fully prepared to accept its fair share of density in the form of duplexes, tris, quads and small apartments. We must do our level best to build a variety of housing types in Ancaster, and across all neighbourhoods, that families can afford and seniors can downsize to. I am in full support of adding this range of housing types to my ward and I hope that zoning reform will address that. I also hope that policies will be put in place to guarantee that a certain percentage of housing that is built is deeply affordable, or social housing or coop housing.

Thank you for your time

Sincerely

Nancy Hurst, Ancaster



January 7, 2022

073-15

**Via Email**

Members of Planning Committee & Council  
c/o  
Lisa Kelsey (Chamberlain), Dipl.M.A.  
Legislative Coordinator

City of Hamilton  
Office of the City Clerk  
71 Main Street West, 1<sup>st</sup> Floor  
Hamilton, ON L8P 4Y5

Dear Members of Planning Committee & Council,

**RE: REQUEST FOR A MOTION – JANUARY 11, 2021 PLANNING COMMITTEE  
ZONING BY-LAW AMENDMENT APPLICATION – ZAC-17-008  
117 FOREST AVENUE & 175 CATHERINE STREET SOUTH, HAMILTON**

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As you may recall, UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions), has been retained to act as the authorized planning consultant for Representative Holdings Inc., owner of the subject property. On October 14, 2020 the site-specific Zoning By-law 20-216 was passed by Council to recognize the existing 11-storey multiple dwelling and approve the concept plan for a 10-storey multi-residential development containing 78 residential dwelling units, 3-storey block townhouses containing 7 dwelling units with 7 corresponding garage parking spaces and 56 underground parking spaces located on the lands municipally known as 117 Forest Avenue & 175 Catherine Street South, Hamilton. On November 1, 2021 a Site Plan submission was made with a slightly altered concept which consisted of a 10-storey multi-residential development containing 73 residential dwelling units, 3-storey block townhouses containing 6 dwelling units with 6 corresponding garage parking spaces and 48 underground parking spaces to accommodate the multiple dwelling.

At this time, the owner proposes to increase the height of the proposed multiple dwelling to 14-storeys, adding 26 additional dwelling units. This also alters the proposed multiple dwelling parking ratio from 0.65 spaces per unit to 0.48 spaces per unit. These changes to the Concept are in response to Council's direction to intensify within the existing Urban Boundary. Hamilton City Council voted 13-3 in support of a "No Urban Boundary Expansion" scenario at the November 19, 2021 General Issues Committee. In doing so the residential intensification is to be accommodated for within the existing Urban Boundary. The revised concept plan with these changes can be found in Appendix A.

Subsection 45(1.3) of the Planning Act stipulates that no person shall apply for a minor variance from the provisions of the by-law in respect of the land before the second anniversary of the day on which the by-law was amended. In this case, the corresponding date would be October 14, 2020.

However, Subsection 45(1.4) grants exception to Subsection 45(1.3) if Council or the delegated authority has declared by resolution that such an application is permitted.

In order to pursue the development of the revised concept plan, an exemption from Subsection 45(1.3) of the *Planning Act* is required from Council. In keeping with Subsection 45(1.4) of the *Planning Act* on behalf of Representative Holdings Inc. we respectfully request council pas a motion allowing the owner to file a variance within 2-years of the passing of Zoning By-law 20-216 despite Subsection 45(1.3).

Regards,  
**UrbanSolutions**



Matt Johnston, MCIP, RPP  
*Principal*



Scott Beedie, BURPI  
*Planner*

cc: Representative Holdings Inc.  
Chairman John Paul Danko, Planning Committee  
Councillor Jason Farr, Ward 2, City of Hamilton  
Mr. Steve Robichaud, Chief Planner, City of Hamilton  
Ms. Shannon McKie, Senior Project Manager, City of Hamilton  
Mr. Sergio Manchia, UrbanSolutions Planning & Land Development Consultants Inc.

**From:** Doreen Stermann

**Sent:** Sunday, January 9, 2022 5:06 PM

**To:** Office of the Mayor <[Officeofthe.Mayor@hamilton.ca](mailto:Officeofthe.Mayor@hamilton.ca)>; Eisenberger, Fred <[Fred.Eisenberger@hamilton.ca](mailto:Fred.Eisenberger@hamilton.ca)>; Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Farr, Jason <[Jason.Farr@hamilton.ca](mailto:Jason.Farr@hamilton.ca)>; Danko, John-Paul <[John-Paul.Danko@hamilton.ca](mailto:John-Paul.Danko@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Johnson, Brenda <[Brenda.Johnson@hamilton.ca](mailto:Brenda.Johnson@hamilton.ca)>; Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Partridge, Judi <[Judi.Partridge@hamilton.ca](mailto:Judi.Partridge@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Pearson, Maria <[Maria.Pearson@hamilton.ca](mailto:Maria.Pearson@hamilton.ca)>; VanderBeek, Arlene <[Arlene.VanderBeek@hamilton.ca](mailto:Arlene.VanderBeek@hamilton.ca)>; Powers, Russ <[Russ.Powers@hamilton.ca](mailto:Russ.Powers@hamilton.ca)>; [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Whitehead, Terry <[Terry.Whitehead@hamilton.ca](mailto:Terry.Whitehead@hamilton.ca)>

**Subject:** Lawn sign policy

Hello council and Happy New Year,

My view on this lawn sign and election campaign sign bi-law:

- absolutely NO campaign signs on public property, not even hand held one's.
- NO to the restriction of campaign signs on PRIVATE property within ANY distance of a polling station. Who the heck knows where the polling stations are anyways until they get their voter card.
- don't even think of restricting my right to have a lawn sign on MY PROPERTY! Unless someone is violating the Charter of Rights and Freedoms and promoting hate and violence then I have the right to exercise my freedom of speech to install whatever lawn sign I want.
- your policy is vague...what are the criteria for this one person , the clerk to deem what is or is not allowed?
- that's a lot of power you're giving to one person
- why no public input?

2022 is here ...a new year to once again think a new and create a better city that is equitable and inclusive to all.

I truly wish you all good health, strength, wisdom, patience, love, peace and that you all embody loving kindness when you deliberate on the issues facing our city.

Stay well everyone!

Sincerely,  
Doreen Stermann

# **125-129 Robert Street**

## **Official Plan / Zoning By-law**

### **Amendment**

#### **City of Hamilton Planning**

#### **Committee**

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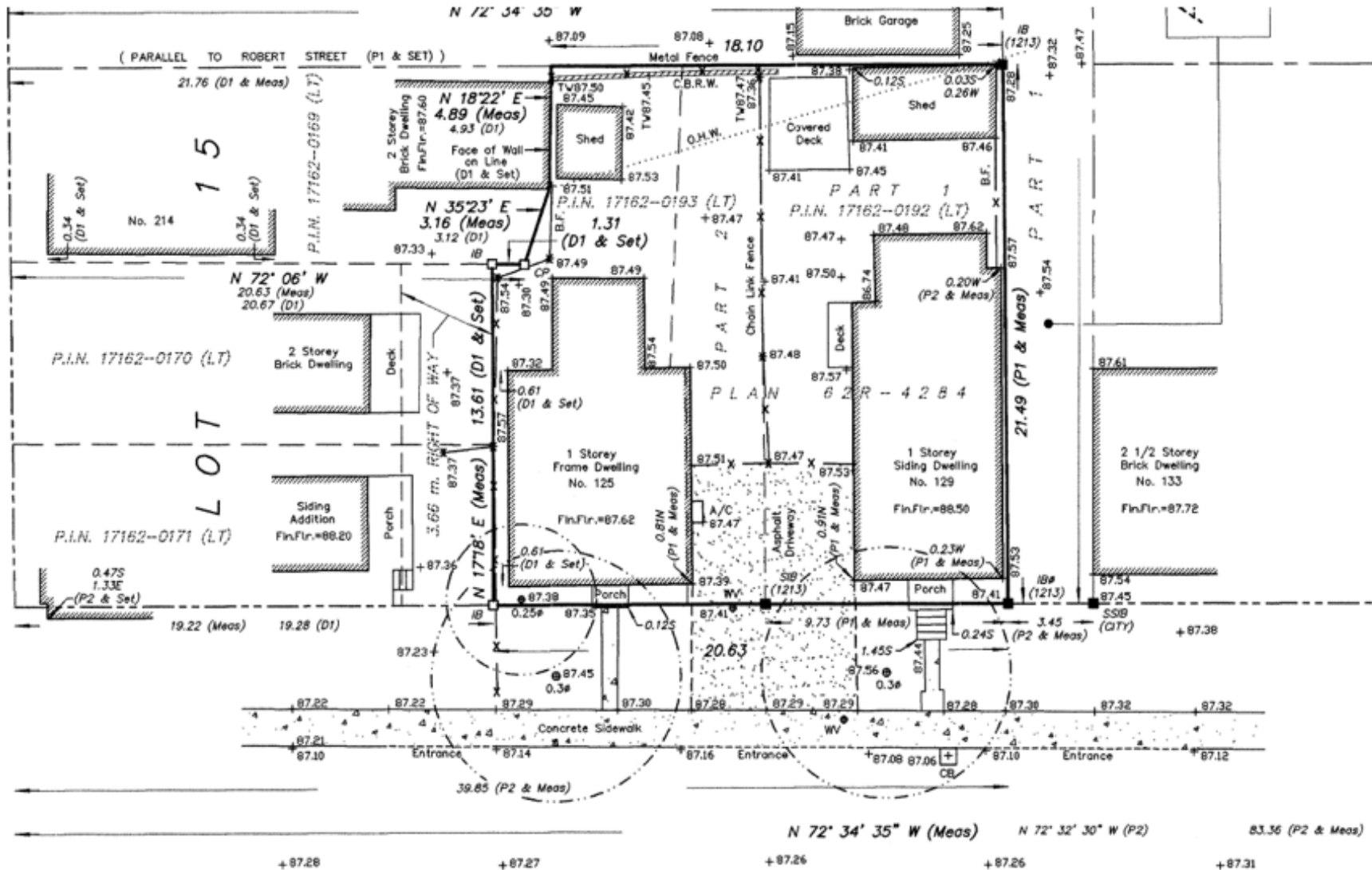


IBI Group  
January 11, 2022

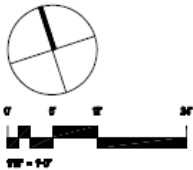
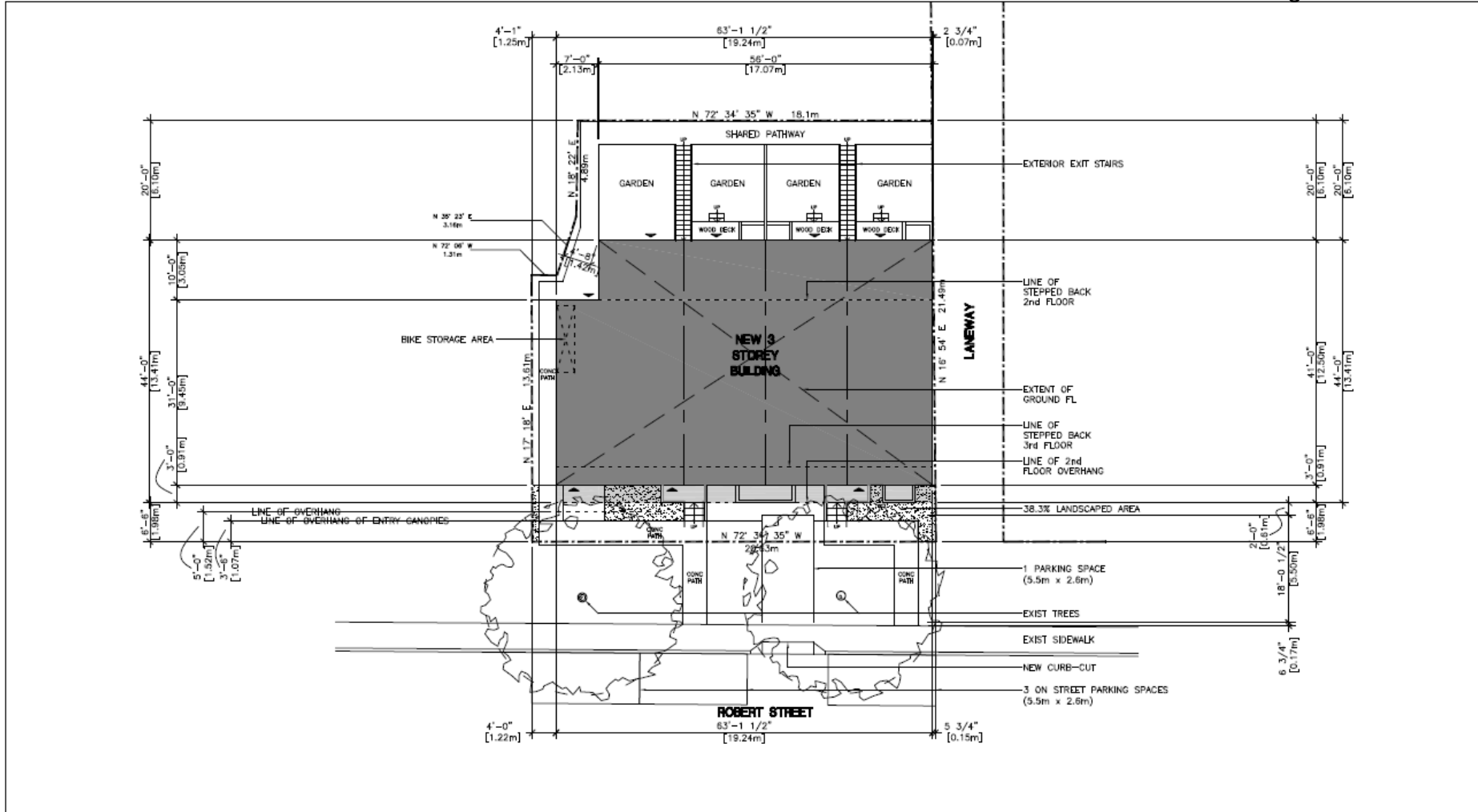




## Existing Conditions



ROBERT STREET  
Survey



**SITE PLAN**  
18/07/13

**A00**

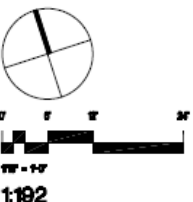
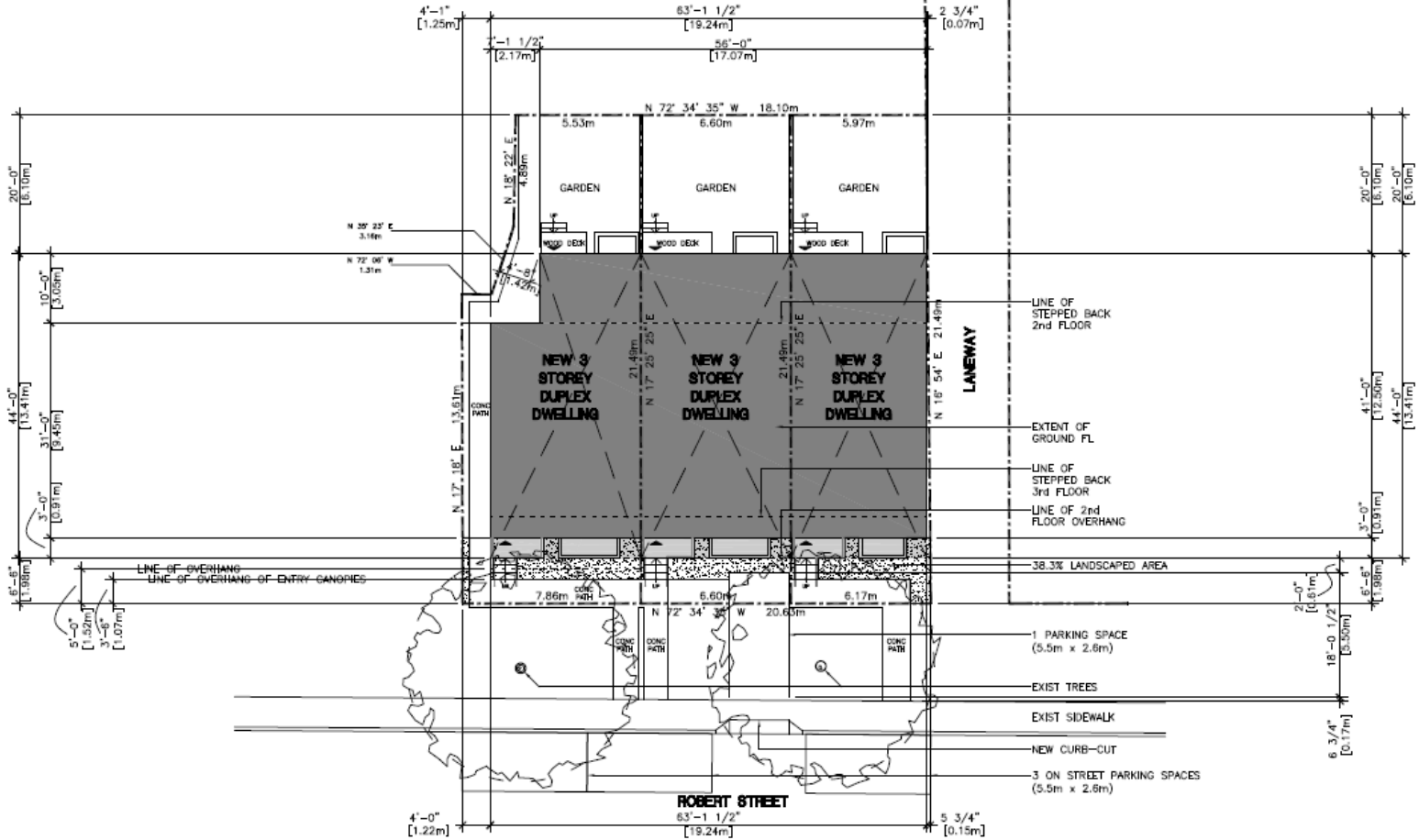
**Robert Street Development**  
38-38 Robert Street, North, ON, L8L 8P7

**TOMS + MCNALLY**  
DEVELOPER | ARCHITECTURE | LANDSCAPE | CONSTRUCTION

# Original Site Plan



Original Elevation



**SITE PLAN**  
20/10/28

**A00**

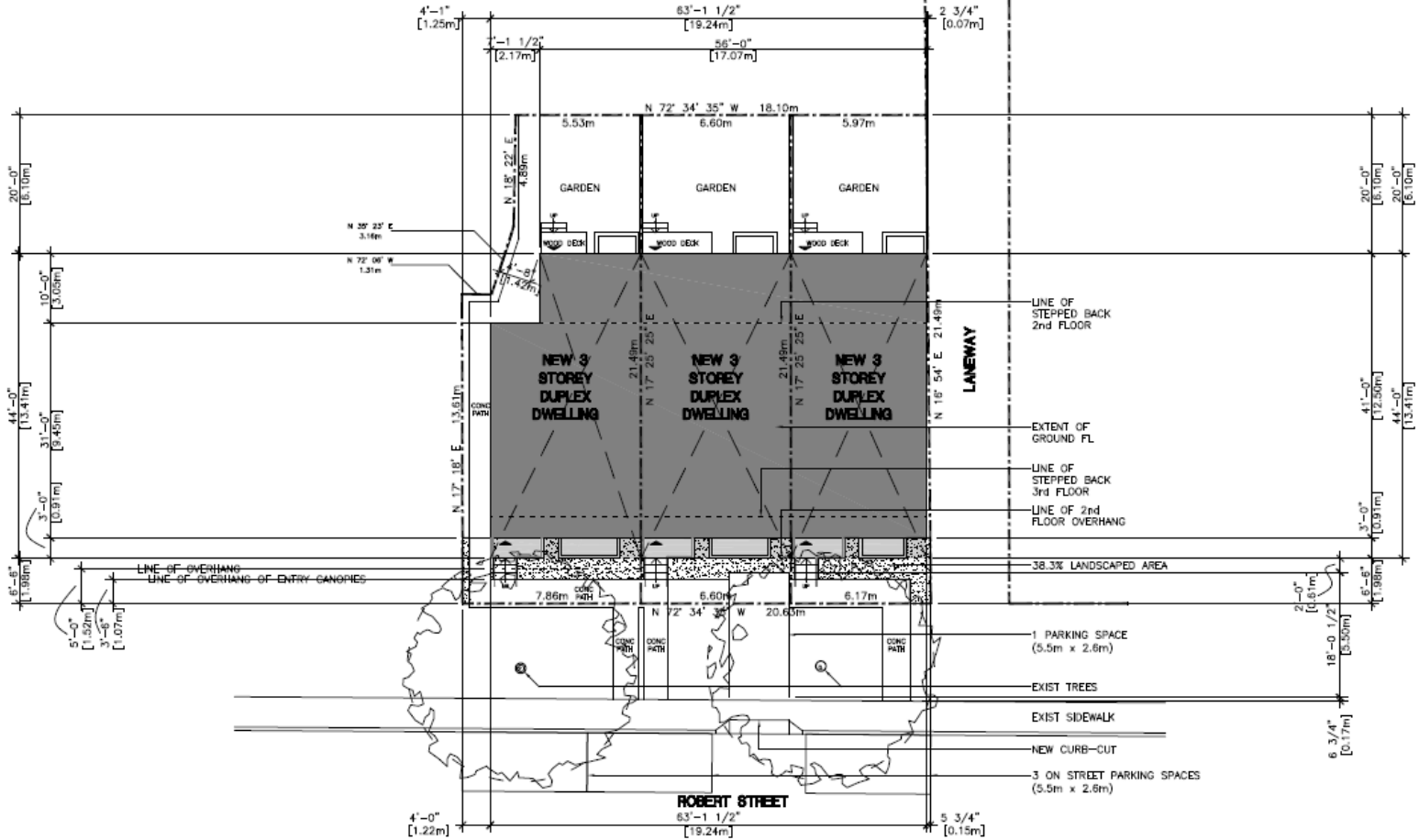
**Robert Street Development**  
22-28 Robert Street, Hamilton, ON, L8E 2P7

**TOMS + MCNALLY**  
DRAWN / ARCHITECTURE / MASTER / CONSTRUCTION

**Revised Site Plan**

- Same mass / streetscape
- Same height
- Accommodates freehold ownership
- Same rental potential
- Same parking situation
- One less unit overall

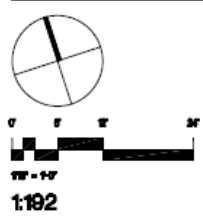
## Changes Requested



**SITE PLAN**  
20/10/28 **A00**

**Robert Street Development**  
38-88 Robert Street, Hamilton, ON, L8E 0Y7  
**TOMS + MCNALLY**  
DRAWN / ARCHITECTURE / MASTER / CONSTRUCTION

# Revised Site Plan





# Hamilton

## HAMILTON MUNICIPAL HERITAGE COMMITTEE

Report 21-009

9:30 a.m.

Tuesday, December 14, 2021

Due to COVID-19 and the closure of City Hall, this meeting was held virtually

**Present:** Councillor M. Pearson  
A. Denham-Robinson (Chair), J. Brown, K. Burke, G. Carroll, C. Dimitry (Vice-Chair), L. Lusted, R. McKee, T. Ritchie and W. Rosart

**Absent with  
Regrets:** D. Beland

### THE HAMILTON MUNICIPAL HERITAGE COMMITTEE PRESENTS REPORT 21-009 AND RESPECTFULLY RECOMMENDS:

**1. Inventory and Research Working Group Meeting Notes – September 27, 2021 (Item 10.1)**

That the property located at 250 Charlton Avenue West, the Hamilton Amateur Athletic Association (HAAA) Grounds, be added to the Municipal Heritage Register.

**2. Hamilton Municipal Heritage Committee's Heritage Nominations for 2021 (Item 10.2)**

That the following Nominations for the Hamilton Municipal Heritage Committee's Heritage Recognition Awards 2021, be approved:

**(i) Heritage Property Conservation Award**

Presented to property owners who have demonstrated an outstanding contribution to the conservation, restoration and preservation of Hamilton's built heritage:

- (a) 39 Homewood Avenue, Hamilton, ON - WARD 1
- (b) 174/178 Chedoke Avenue, Hamilton, ON – WARD 1
- (c) 254 MacNab Street North, Hamilton, ON (Painted Lady) – WARD 2
- (d) 3 Fallsview Road, Greensville, ON – WARD 13
- (e) 19 Viewpoint Avenue, Hamilton, ON (Sacred Heart Parish) – WARD 7
- (f) 131- 135 Aberdeen Avenue, Hamilton, ON (Gateside) – WARD 2
- (g) 23 Undercliff Avenue, Hamilton, ON - WARD 2



**(ii) Heritage Property Developer Award**

Presented to heritage property developers who have demonstrated an outstanding contribution to the conservation, restoration and preservation of Hamilton's built heritage:

- (a) Core Urban Inc. - 53 King Street East, Hamilton, ON - Arliss Building (The Olympia Club) - WARD 2

**(iii) Adaptive Reuse of a Heritage Property Award**

Presented to property owners who have demonstrated an outstanding contribution to the conservation, restoration and preservation of Hamilton's built heritage through adaptive reuse:

- (a) 147 Mary Street, Hamilton, ON (Good Shepherd 147 - Former nylon/clothing factory now converted to residential) – WARD 2
- (b) 141 Park Street North, Hamilton, ON (The Gasworks Cultural Centre - Former offices now converted to a cultural centre) - WARD 2
- (c) 375 Wilson Street East, Ancaster, ON (Brewers Blackbird Brewery and Kitchen - Micro-brewery addition to the former Rousseau House restaurant, also known as Panabaker House or Stone House) – WARD 12

**(iv) Cultural Heritage Landscape Award**

Recognizing the efforts of an individual or team who has demonstrated an outstanding contribution to the conservation of Hamilton's cultural heritage landscapes:

- (a) 1499 Upper Wellington St, Hamilton, ON (Young Family Cemetery) – WARD 7

**(v) Sustainable Design in Heritage Award**

Presented to property owners who have demonstrated an outstanding contribution to the conservation of Hamilton's built heritage and landscapes in a sustainable manner.

NO NOMINATIONS

**(vi) Making Heritage Accessible Award**

Presented to heritage property owners who have demonstrated an outstanding contribution to the conservation of Hamilton's heritage by making an inaccessible property accessible to all citizens of Hamilton:

- (a) 6180 White Church Road East, Mount Hope, ON (Case United Church) Project included construction of new accessible washrooms, lift in the Sanctuary and barrier-free entrance – WARD 11

**(vii) Education in Heritage Award**

Recognizing the efforts of local historians and educators who have played a significant role in educating people on the conservation of Hamilton's tangible and intangible heritage:

- (a) Lance Darren Cole, Patrick Douthart, Nathan McCrory (Production of various videos describing heritage properties for Doors Open Hamilton)
- (b) Memory Lane - Downtown BIA QR Code Project (The Downtown Hamilton Business Improvement Area) – WARD 2
- (c) Leanne Pluthero (Local Historian with a focus on Auchmar and Century Manor)

**(viii) The Art of Heritage Award [NEW CATEGORY]**

Recognizing the efforts of local artists who have played a significant role in educating people on the conservation of Hamilton's tangible and intangible heritage:

- (a) Danuta Niton, Visual Artist, Graphic Designer, Muralist and Arts Educator (Daughter Kasia Niton helped with the Book) – My Walks of Art(book)
- (b) Elizabeth Sue Hanna, Visual Artist (3D heritage mixed media)
- (c) The Power of Design Exhibit (A collaboration of Photographer Francis Fougere, Architect Chris Harrison and Architectural Historian Megan Hobson)

**(ix) Heritage Group, Society or Specialty Team Award**

Recognizing the efforts of a heritage group, society or specialty team who has demonstrated an outstanding contribution to the conservation of Hamilton's heritage:

- (a) Hamilton Police Historical Society – WARD 12
- (b) Ancaster Village Heritage Community – WARD 12
- (c) Flamborough Archives and Heritage Society – WARD 13

**(x) Heritage Streetscape Revitalization Award [NEW CATEGORY]**

Recognizing the efforts of a property owner who has demonstrated an outstanding contribution to the enhancement of Hamilton's heritage streetscapes through conservation and revitalization:

- (a) 302 James Street North, Hamilton, ON – WARD 2
- (b) 431- 435 Barton Street East, Hamilton, ON – WARD 2

**3. Hamilton Municipal Heritage Committee Year in Review 2021 (PED21179)  
(City Wide) (Item 10.3)**

That Report PED21179 respecting the Hamilton Municipal Heritage Committee Year in Review 2021, be received.

**FOR INFORMATION:**

**(a) CHANGES TO THE AGENDA (Item 2)**

The Clerk advised the Committee of the following changes:

**5. COMMUNICATIONS (Item 5)**

- 5.1 Dr. S. Sheehan, Friends of St. Giles, respecting Heritage Properties in Ward Three, Hamilton.

Recommendation: Be received.

The Agenda for the December 14, 2021 meeting of the Hamilton Municipal Heritage Committee was approved, as amended.

**(b) DECLARATIONS OF INTEREST (Item 3)**

No declarations of interest were made.

**(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)**

**(i) October 29, 2021 (Item 4.1)**

The Minutes of the October 29, 2021 meeting of the Hamilton Municipal Heritage Committee were approved, as presented.

**(d) COMMUNICATIONS (Item 5)**

- (i) Dr. S. Sheehan, Friends of St. Giles, respecting Heritage Properties in Ward Three, Hamilton (Added Item 5.1)**

The Correspondence from Dr. S. Sheehan, Friends of St. Giles, respecting Heritage Properties in Ward Three, Hamilton, be received and referred to the Inventory & Research Working Group for further investigation.

**(e) CONSENT ITEMS (Item 7)**

**(i) Heritage Permit Applications - Delegated Approvals (Item 7.1)**

The following items were received:

- (a) Heritage Permit Application HP2021-051: Proposed Installation of Hostile Vehicle Mitigation Barriers at 71 Main Street West (City Hall) (Ward 2) (By-law No. 06-011) (Item 7.1(a))
- (b) Heritage Permit Application HP2021-053: Proposed Installation of Heat Pump and Wiring at 15 Inglewood Drive, Hamilton (Ward 2) (By-law No. 17- 224) (Item 7.1(b))
- (c) Heritage Permit Application HP2021-054: Installation of Exterior Lighting and Security Camera at 51 Stuart Street (Workers Arts and Heritage Centre), Hamilton (Ward 2) (By-law No. 79-218) (Item 7.1(c))

A. Denham-Robinson relinquished the Chair to introduce the following:

**(ii) Response from the Chair of the Hamilton Municipal Heritage Committee to the Rev. I. Sloan, New Vision Church, respecting St. Giles Church, Hamilton (Added Item 7.2)**

The Response from the Chair of the Hamilton Municipal Heritage Committee to the Rev. I. Sloan, New Vision Church, respecting St. Giles Church, Hamilton, was deferred to the January 2022 meeting of the Hamilton Municipal Heritage Committee.

A. Denham-Robinson assumed the Chair.

**(f) GENERAL INFORMATION / OTHER BUSINESS (Item 13)**

**(i) Buildings and Landscapes (Item 13.1)**

The property located at 42 Dartnell Road, Hamilton (Rymal Road Stations Silos), was added to the Buildings and Landscapes of Interest List (YELLOW).

The property located at 537 King Street East, Hamilton, was added to the Endangered Buildings and Landscapes List (RED).

The property known as the Beach Canada Lighthouse and Cottage, was moved to the Endangered Buildings and Landscapes List (RED), as there may be plans to move the Lighthouse to a new location.

The following properties were removed from the Buildings and Landscapes list:

- (a) Royal Connaught Hotel, 112 King Street East Hamilton; and
- (b) Treble hall, 4-12 John Street North, Hamilton

The properties located at 442, 450 and 452 Wilson Street East, Ancaster, be added to the Heritage Properties Update List (BLACK).

The following updates, be received:

- (a) **Endangered Buildings and Landscapes (RED):**  
**(Red = Properties where there is a perceived immediate threat to heritage resources through: demolition; neglect; vacancy; alterations, and/or, redevelopment)**
  - (i) Tivoli, 108 James Street North, Hamilton (D) – T. Ritchie
  - (ii) Andrew Sloss House, 372 Butter Road West, Ancaster (D) – C. Dimitry
  - (iii) Century Manor, 100 West 5th Street, Hamilton (D) – G. Carroll
  - (iv) 18-22 King Street East, Hamilton (D) – W. Rosart
  - (v) 24-28 King Street East, Hamilton (D) – W. Rosart
  - (vi) 2 Hatt Street, Dundas (R) – K. Burke
  - (vii) James Street Baptist Church, 98 James Street South, Hamilton (D) – J. Brown
  - (viii) Long and Bisby Building, 828 Sanatorium Road (D) – G. Carroll
  - (ix) 120 Park Street, North, Hamilton (R) – R. McKee
  - (x) 398 Wilson Street East, Ancaster (D) – C. Dimitry
  - (xi) Lampman House, 1021 Garner Road East, Ancaster (D) – C. Dimitry
  - (xii) Cathedral Boys School, 378 Main Street East, Hamilton (R) – T. Ritchie
  - (xiii) Firth Brothers Building, 127 Hughson Street North, Hamilton (NOID) – T. Ritchie
  - (xiv) Auchmar Gate House, Claremont Lodge 71 Claremont Drive (R) – R. McKee
  - (xv) Former Hanrahan Hotel (former) 80 to 92 Barton Street East (I)– T. Ritchie
  - (xvi) Television City, 163 Jackson Street West (D) – J. Brown
  - (xvii) 1932 Wing of the Former Mount Hamilton Hospital, 711 Concession Street (R) – G. Carroll
  - (xviii) 215 King Street West, Dundas (I) – K. Burke
  - (xix) 679 Main Street East, and 85 Holton Street South, Hamilton (Former St. Giles Church) – D. Beland
  - (xx) 219 King Street West, Dundas – K. Burke
  - (xxi) 216 Hatt Street, Dundas – K. Burke
  - (xxii) 537 King Street East, Hamilton – G. Carroll
  - (xxiii) Beach Canal Lighthouse and Cottage (D) – R. McKee

**(b) Buildings and Landscapes of Interest (YELLOW):**  
**(Yellow = Properties that are undergoing some type of change, such as a change in ownership or use, but are not perceived as being immediately threatened)**

- (i) Delta High School, 1284 Main Street East, Hamilton (D) – D. Beland
- (ii) 2251 Rymal Road East, Stoney Creek (R) – C. Dimitry
- (iii) Former Valley City Manufacturing, 64 Hatt Street, Dundas (R) – K. Burke
- (iv) St. Joseph's Motherhouse, 574 Northcliffe Avenue, Dundas (ND) – W. Rosart
- (v) Copley Building, 104 King Street West; 56 York Blvd., and 63-76 MacNab Street North (NOI) – G. Carroll
- (vi) Dunnington-Grubb Gardens, 1000 Main Street East (within Gage Park) (R) – D. Beland
- (vii) St. Clair Blvd. Conservation District (D) – D. Beland
- (viii) 52 Charlton Avenue West, Hamilton (D) – J. Brown
- (ix) 292 Dundas Street East, Waterdown (R) – L. Lunsted
- (x) Chedoke Estate (Balfour House), 1 Balfour Drive, Hamilton (R) – T. Ritchie
- (xi) Binkley property, 50-54 Sanders Blvd., Hamilton (R) - J. Brown
- (xii) 62 6th Concession East, Flamborough (I) - L. Lunsted
- (xiii) Cannon Knitting Mill, 134 Cannon Street East, Hamilton (R) – T. Ritchie
- (xiv) 1 Main Street West, Hamilton (D) – W. Rosart
- (xv) 54 - 56 Hess Street South, Hamilton (R) – J. Brown
- (xvi) 384 Barton Street East, Hamilton – T. Ritchie
- (xvii) 311 Rymal Road East, Hamilton – C. Dimitry
- (xviii) 42 Dartnell Road, Hamilton (Rymal Road Stations Silos) – G. Carroll

**(c) Heritage Properties Update (GREEN):**  
**(Green = Properties whose status is stable)**

- (i) Auchmar, 88 Fennell Avenue West, Hamilton (D) – R. McKee
- (ii) Former Post Office, 104 King Street West, Dundas (R) – K. Burke
- (iii) Rastrick House, 46 Forest Avenue, Hamilton – G. Carroll
- (iv) 125 King Street East, Hamilton (R) – T. Ritchie

**(d) Heritage Properties Update (black):  
(Black = Properties that HMHC have no control over and may be demolished)**

(i) 442, 450 and 452 Wilson Street East, Ancaster – C. Dimitry

**(ii) Update respecting Hamilton 175 (Item 13.2)**

Cynthia Roberts, Heritage Presentation Coordinator addressed the Committee with an Update respecting Hamilton 175.

The Update respecting Hamilton 175 was received.

**(g) ADJOURNMENT (Item 15)**

There being no further business, the Hamilton Municipal Heritage Committee, adjourned at 11:19 a.m.

Respectfully submitted,

Alissa Denham-Robinson, Chair  
Hamilton Municipal Heritage Committee

Loren Kolar  
Legislative Coordinator  
Office of the City Clerk



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Planning Division**

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	January 11, 2022
<b>SUBJECT/REPORT NO:</b>	Applications for Official Plan Amendment and Zoning By-law Amendment for Lands Located at 125 and 129 Robert Street, Hamilton (PED20015(a)) (Ward 2) (Outstanding Business List Item)
<b>WARD(S) AFFECTED:</b>	Ward 2
<b>PREPARED BY:</b>	Shannon McKie (905) 546-2424 Ext. 1288
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

- (a) That **Official Plan Amendment Application UHOPA-17-033 by Vision Hamilton Inc., Owner**, for a change in designation on Schedule “M-2” of the West Harbour (Setting Sail) Secondary Plan in the former City of Hamilton Official Plan to add a Site Specific Policy Area to permit the development of a six unit, three storey multiple dwelling with a maximum residential density of 142 units per gross hectare, for lands located at 125 and 129 Robert Street, as shown on Appendix “A” attached to Report PED20015(a), be **APPROVED** as per Planning Committee direction from its meeting at January 14, 2020;
- (b) That **Amended Zoning By-law Amendment Application ZAC-17-073 by Vision Hamilton Inc., Owner**, for a change in zoning from the “D/S-378” (Urban Protected Residential – One and Two Family Dwellings) District, Modified to the “DE-2/S-1800” (Multiple Dwellings) District, Modified to permit a six unit, three storey multiple dwelling with no on-site parking on lands located at 125 and 129 Robert Street, Hamilton, as shown on Appendix “A” attached to Report PED20015(a), be **APPROVED** on the following basis:

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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.



**SUBJECT: Applications for an Official Plan Amendment and a Zoning By-law Amendment for Lands Located at 125 and 129 Robert Street, Hamilton (PED20015(a)) (Ward 2) - Page 2 of 5**

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- (i) That the draft By-law, attached as Appendix “C” to Report PED20015(a), which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (c) That the revisions to the draft By-law, attached as Appendix “C” to Report PED20015(a), maintains the intent of the concept plan presented at the January 14, 2020 Planning Committee meeting, being the Statutory Public Meeting in accordance with the *Planning Act*, and the approval of the attached By-law does not require further public notice in accordance with Section 34(17) of the *Planning Act*;
- (d) That Item 21H respecting 125 – 129 Robert Street, Hamilton (Ward 2), be considered complete and removed from the Planning Committee’s Outstanding Business List.

### **EXECUTIVE SUMMARY**

Planning Committee considered Report PED20015 for Applications for an Official Plan Amendment (UHOPA-17-033) and Zoning By-law Amendment (ZAC-17-073) at its January 14, 2020 meeting. The Applications to permit a six unit, three storey multiple dwelling (see Report PED20015) were approved by Planning Committee and staff were directed to draft the Official Plan Amendment and Zoning By-law Amendment in accordance with the plans associated with Report PED20015. In advance of Council adoption of the Official Plan Amendment and Zoning By-law Amendment, the Applicant requested that a further revision be made to the implementing Zoning By-law to accommodate the development of three, “attached duplex dwellings” occupying the same foot print of the proposed multiple dwelling however each of the duplex units will be on separate lots (see Appendix “D” attached to Report PED20015(a)).

Staff have evaluated the proposed development which maintains the general intent of the previous plan (see Report PED20015) as the proposed built form remains the same. The By-law to implement the proposal has been revised to include a provision that the subject lands be considered as one lot for the purposes of the implementing the Zoning By-law regardless of any future lot creation by registration of a Condominium Plan, Part Lot Control, or Consent (severance).

As the revision to the By-law maintains the intent of Planning Committee’s direction it has been determined that no further Public Notice is required in accordance with Section 34(17) of the *Planning Act*.

### **Alternatives for Consideration – See Page 4**

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**SUBJECT: Applications for an Official Plan Amendment and a Zoning By-law Amendment for Lands Located at 125 and 129 Robert Street, Hamilton (PED20015(a)) (Ward 2) - Page 3 of 5**

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**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: Section 34(17) of the *Planning Act* allows Council to amend a By-law without a further Public Meeting or Public Notice.

**HISTORICAL BACKGROUND**

Applications for an Official Plan Amendment and Zoning By-law Amendment were made by IBI Group c/o John Ariens on behalf of Vision Hamilton Inc. Planning Committee considered the Applications at the January 14, 2020 meeting and recommended approval of the Applications. Staff were directed to prepare the implementing Official Plan Amendment and Zoning By-law Amendment to give effect to the concept plan which included a six unit multiple dwelling with no on-site parking (see Appendix “D” attached to Report PED20015(a)). In advance of Council’s consideration of the implementing planning instruments, the Applicant did not sign off on the planning instruments and requested that the implementing Official Plan Amendment and Zoning By-law Amendment be put on hold to consider a revision to the plan.

On April 20, 2021 the Applicant made a delegation to Planning Committee to discuss the proposed revisions to the concept plan (see Appendix “E” attached to Report PED20015(a)) which contemplates three attached duplex dwellings as opposed to one, six unit multiple dwelling. Staff were directed to review the proposed revision and determine if additional Public Notice was required. Staff have reviewed the revised concept plan and determined that the proposed lot configuration, while having the effect of creating three attached duplex dwellings, is in keeping with the applications that were presented at the public meeting on January 14, 2020. Therefore, no additional Public Notice is required.

To implement the revision, an additional regulation has been added to the draft By-law (see Appendix “C” attached to Report PED20015(a)) which will consider the lot as one regardless of any future land division. As a result of this regulation the use will be considered a multiple dwelling.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

***Planning Act***

The implementing Zoning By-law (attached as Appendix “C” to Report PED20015(a)) has been revised to allow for future lot creation. The proposed development (Appendix

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**SUBJECT: Applications for an Official Plan Amendment and a Zoning By-law Amendment for Lands Located at 125 and 129 Robert Street, Hamilton (PED20015(a)) (Ward 2) - Page 4 of 5**

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“D” attached to Report PED20015(a)) maintains the intent of Planning Committee’s direction to allow for the development of a six unit, three storey multiple dwelling with no on-site parking. No further revisions are required to the Official Plan Amendment. Therefore, no additional Public Notice is required for Council to consider the By-law as revised.

### **ANALYSIS AND RATIONALE FOR RECOMMENDATION**

The revised concept plan (Appendix “E” attached to Report PED20015(a)) aligns with the built form and use for the subject lands that was presented to Planning Committee in January 14, 2020 (Report PED20015). A provision has been added to the draft By-law (Appendix “C” attached to Report PED20015(a)) to consider the lot as one regardless of any future lot creation by registration of a Plan of Condominium, Part Lot Control or Consent (severance). The built proposed form remains unchanged from the proposal that was approved by Planning Committee in January 2020. A future lot creation by registration of a Plan of Condominium, Part Lot Control or Consent (severance) would not alter the intent of the proposal to allow six dwelling units on the subject lands but without the new regulation would create zoning conformity issues. The new regulation provides flexibility for both tenure and the subdivision of the subject lands. The Official Plan Amendment remains unchanged. The amended Zoning By-law Amendment meets the intent of the direction of Planning Committee and does not require additional Public Notice or a Public Meeting to consider the revisions as per section 34(17) of the *Planning Act*.

### **ALTERNATIVES FOR CONSIDERATION**

- 1) As the public meeting occurred 23 months ago, Council could direct staff to schedule a statutory Public Meeting and give notice to consider the revisions to the Zoning By-law.
- 2) Council could direct staff to amend the By-law to reflect the concept plan (Appendix “D” attached to Report PED20015(a)) as originally presented and considered at the January 14, 2020 Planning Committee meeting.

### **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

#### **Community Engagement and Participation**

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

#### **Economic Prosperity and Growth**

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

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**SUBJECT: Applications for an Official Plan Amendment and a Zoning By-law Amendment for Lands Located at 125 and 129 Robert Street, Hamilton (PED20015(a)) (Ward 2) - Page 5 of 5**

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**Healthy and Safe Communities**

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

**Built Environment and Infrastructure**

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

**APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" to Report PED20015(a) – Location Map

Appendix "B" to Report PED20015(a) – Official Plan Amendment

Appendix "C" to Report PED20015(a) – Zoning By-law Amendment

Appendix "D" to Report PED20015(a) – Original Concept Plan and Elevations

Appendix "E" to Report PED20015(a) – Revised Concept Plan and Elevations

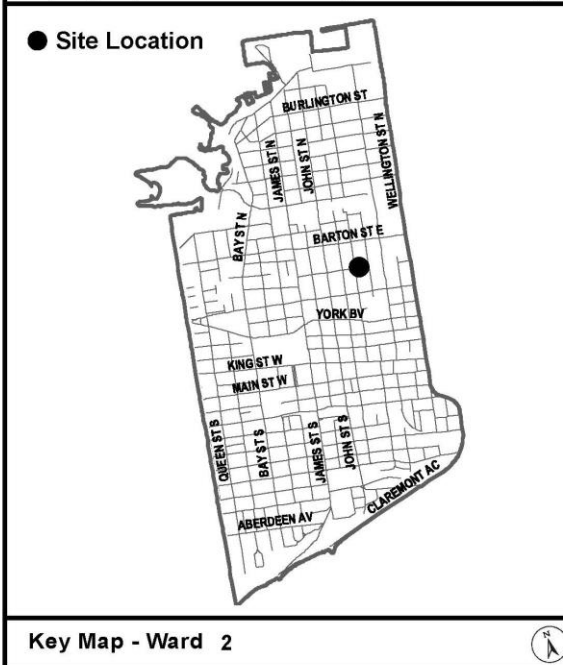
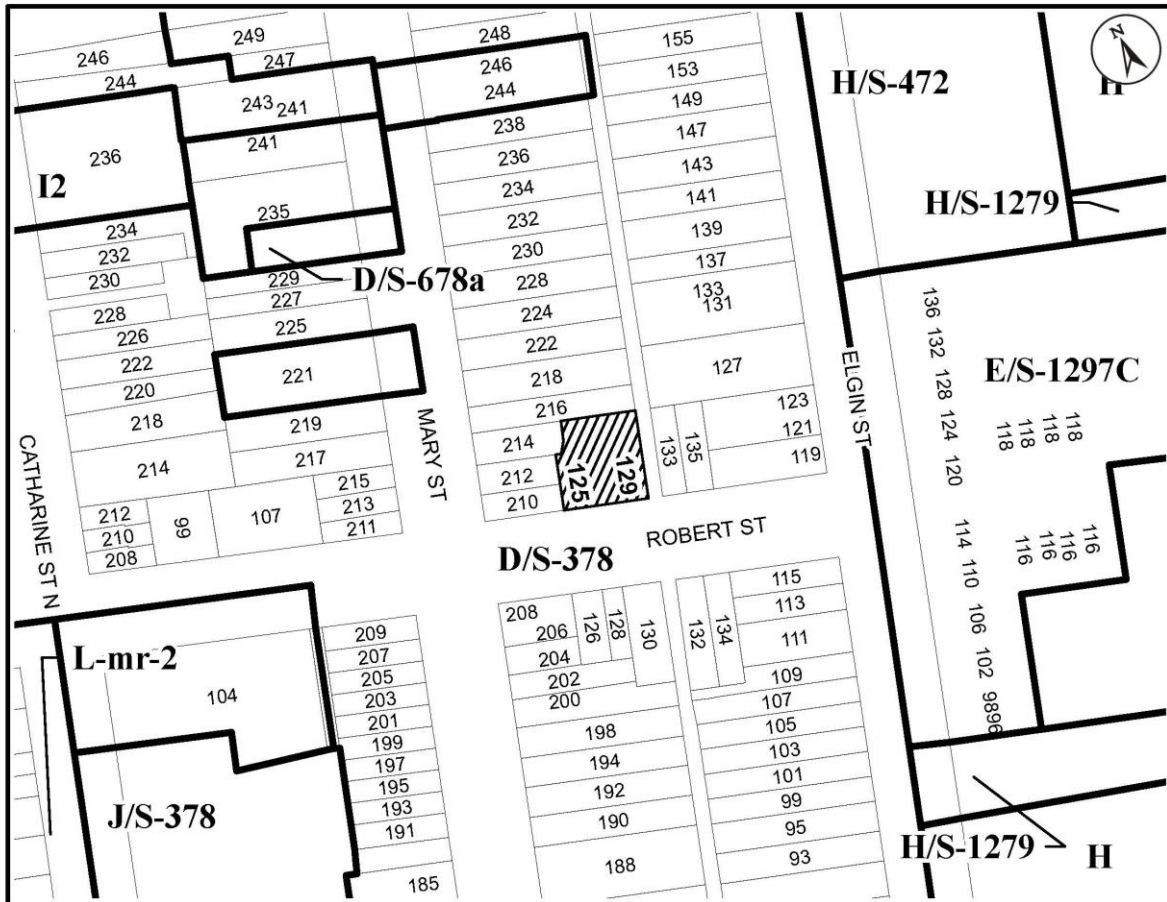
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Appendix "A" to Report PED20015(a)  
Page 1 of 1




## Location Map

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT



File Name/Number: ZAC-17-023 & UHOPA-17-033		Date: August 3, 2021
Appendix "A"	Scale: N.T.S.	Planner/Technician: SM/AL

**Subject Property**

 125 - 129 Robert Street

Change in zoning from the "D/S-378"  
(Urban Protected Residential – One  
and Two Family Dwellings, etc.)  
District Modified to the "DE-2/S-1800"  
(Multiple Dwellings) District, Modified

# Amendment No. X

## to the

## City of Hamilton Official Plan

The following text, together with Appendix “A”, attached hereto, constitutes Official Plan Amendment No. X to the City of Hamilton Official Plan.

### **1.0 Purpose and Effect:**

The purpose and effect of this Amendment is to establish a Site Specific Policy Area, within the Setting Sail Secondary Plan in order to permit a three storey multiple dwelling containing six dwelling units with a density of 142 units per gross hectare for lands located at 125 and 129 Robert Street.

### **2.0 Location:**

The lands affected by this Amendment are located at 125 and 129 Robert Street, in the City of Hamilton.

### **3.0 Basis:**

The basis for permitting this Amendment is as follows:

- The proposal implements the Planning Principles of the West Harbour (Setting Sail) Secondary Plan by providing an opportunity for residential intensification through redevelopment that respects and enhances the character of the existing neighbourhood;
- The proposal implements the land use policies of the of the West Harbour (Setting Sail) Secondary Plan by diversifying the housing options of the neighbourhood through the proposal of a multiple dwelling; and,
- The Amendment is consistent with the Provincial Policy Statement, 2020 and the Growth Plan for the Greater Golden Horseshoe, 2019, as amended.

### **4.0 Changes:**

#### **4.1 Text Changes:**

4.1.1 That a new Policy be added to the City of Hamilton Official Plan as Policy No. A.6.3.3.1.12.X:

“A.6.3.3.1.12.X      The following shall apply to the lands known municipally as 125 and 129 Robert Street identified as Site Specific Policy

Area - X on Schedule M-2: General Land Use Map of the West Harbour (Setting Sail) Secondary Plan:

- i) Notwithstanding Policy A.6.3.3.1.12 i), the height of a building shall be a maximum of 3 storeys;
- ii) Notwithstanding Policy A.6.3.3.1.12 ii), a multiple dwelling is permitted; and,
- iii) Notwithstanding Policy A.6.3.3.1.12 iii), a maximum density of 142 units per gross hectare is permitted.”

**4.2 Map/Schedule Changes:**

4.2.1 That Schedule M-2: General Land Use Map, of the West Harbour (Setting Sail) Secondary Plan is amended by adding Site Specific Policy Area - X as shown on Appendix “A” to this Amendment.

**5.0 Implementation:**

An implementing Zoning By-law Amendment will give effect to this Amendment.

This is Schedule “1” to By-law No. 22-XXX passed on the \_\_\_<sup>th</sup> day of \_\_\_\_\_, 2022.

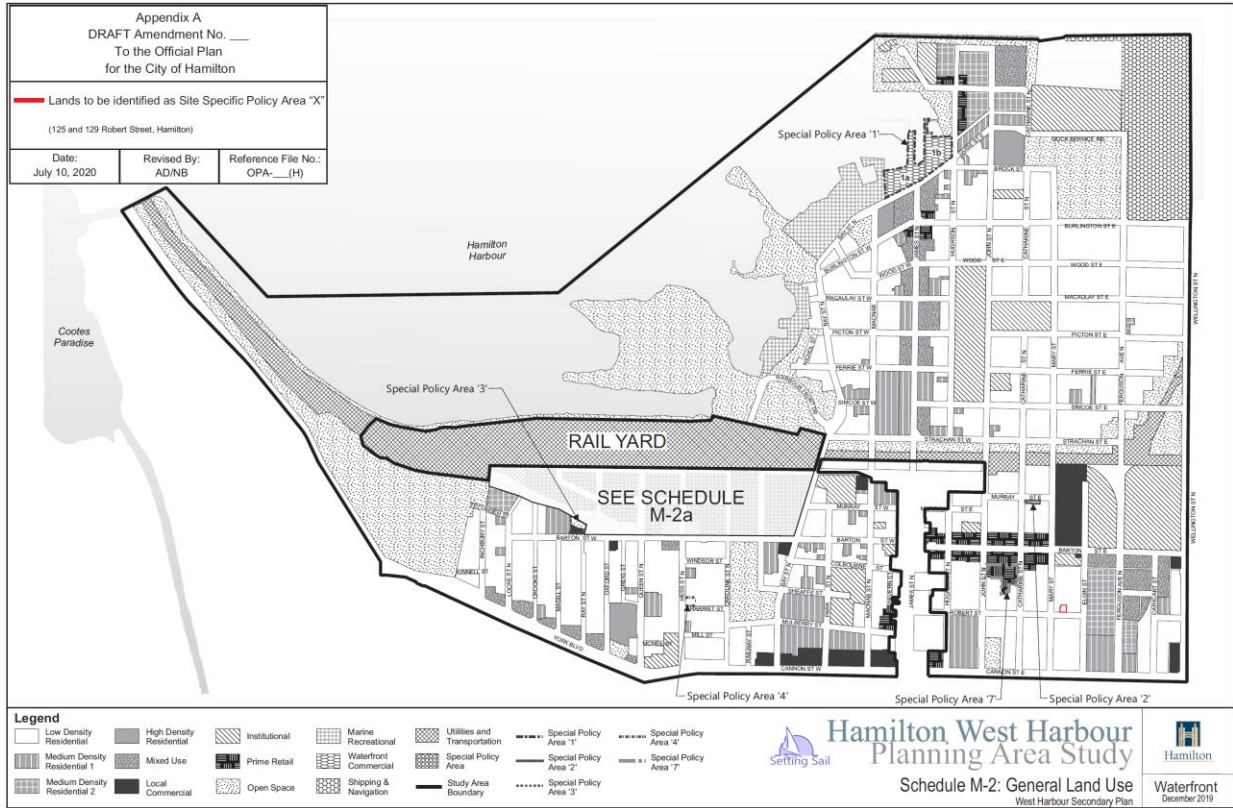
**The  
City of Hamilton**

---

Fred Eisenberger  
MAYOR

---

A. Holland  
CITY CLERK





**Appendix "C" to PED20015(a)**  
**Page 1 of 4**

**Authority:**

**Bill No.**

**CITY OF HAMILTON**

**BY-LAW NO. \_\_\_\_\_**

**To Amend Zoning By-law No. 6593 (Hamilton) Respecting Lands at 125 and 129  
Robert Street, in the City of Hamilton**

**WHEREAS** the *City of Hamilton Act, 1999*; Statutes of Ontario, 1999 Chap. 14, Sch. C. did incorporate, as of January 1, 2001, the municipality "City of Hamilton"

**AND WHEREAS** the City of Hamilton is the successor to certain area municipalities, including the former area municipality known as "The Corporation of the City of Hamilton" and is successor to the former Regional Municipality, namely, the regional Municipality of Hamilton-Wentworth;

**AND WHEREAS** the City of Hamilton Act, 1999 provides that the Zoning By-laws of the former area municipalities continue in force in the City of Hamilton until subsequently amended or repealed by the Council of the City of Hamilton;

**AND WHEREAS** the Council of The Corporation of the City of Hamilton passed Zoning By-law No. 6593 (Hamilton) on the 25<sup>th</sup> day of July 1950, which by-law was approved by the Ontario Municipal Board by Order dated the 7<sup>th</sup> day of December 1951, (File No. P.F.C. 3821);

**AND WHEREAS** this By-law is in conformity with the City of Hamilton Official Plan upon adoption of the Official Plan Amendment No.

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. That Sheet No. E-4 of the District maps, appended to and forming part of Zoning By-law No. 6593 (Hamilton), is amended:
  - (a) by changing from the "D/S-378" (Urban Protected Residential – One and Two Family Dwellings, Etc.) District, Modified, to the "DE-2/S-1800" (Multiple Dwellings) District, Modified.

**Appendix "C" to PED20015(a)****Page 2 of 4**

2. For the purpose of the regulations contained in Hamilton Zoning By-law No. 6593, the external boundary of the lots shown on Schedule "A" shall be deemed to be the lot lines for this purpose and the regulations of the "DE-2/S-1800" (Multiple Dwellings) District, Modified including but not limited to the lot area, lot frontage, lot depth, lot coverage and building setbacks, shall be from the external boundaries these lots shown on Schedule "A" and not the individual property boundaries of any lots created by registration of a Condominium Plan, Part Lot Control, or Consent.
3. That, the "DE-2" (Multiple Dwellings) District, regulations, as contained in Section 10B of Zoning By-law No.6593, applicable to the lands known as 125 and 129 Robert Street are further modified to include the following special requirements:
  - (a) Notwithstanding 10B.(3)(i)(b) a minimum front yard setback of 1.0 metres;
  - (b) Notwithstanding Section 10B.(3)(ii)(a) a minimum side yard of 0.0 metres along the easterly and westerly lot line except the furthest westerly dwelling, the lot line shall be a minimum side yard of 1.0 metres;
  - (c) Notwithstanding Section 10B (3)(iii)(a) a minimum rear yard depth of 6.0 metres;
  - (d) Notwithstanding Section 10B.(4)(iv) a width of 20.0 metres and an area of at least 420.0 metres;
  - (e) Notwithstanding Section 10B.(6) a minimum of 25% of the lot area shall be provided as landscaped area;
  - (f) Notwithstanding Section 18.(3)(vi)(d) a roofed-over or screened but otherwise unenclosed one-storey porch at the first level, including eaves and gutters, shall be distant at least 1.0 metres from the front lot line;
  - (g) Notwithstanding Section 18.(3)(iv)(c)(i) an open stairway may encroach 2.5 metres into a required rear yard; and,
  - (h) Notwithstanding Section 18A.(1)(a) and (b) no parking spaces shall be provided.
4. No building or structure shall be erected, altered, extended or enlarged, nor shall any building or structure or part thereof be used, nor shall any land be used, except in accordance with the "DE-2/S-1800 (Multiple Dwelling) District, Modified provisions, subject to the special requirements referred to in Section 2 and 3.
5. Sheet No. E-4 of the District Maps is amended by marking the lands referred to in Section 1 of this By-law as S-1800.

**Appendix "C" to PED20015(a)**  
**Page 3 of 4**

6. That Zoning By-law No. 6593 (Hamilton) is amended by adding to By-law Section 19B a Schedule S-1800.
7. That the Clerk is hereby authorized and directed to proceed with the giving of notice of passing of this by-law, in accordance with the *Planning Act*.

**PASSED and ENACTED** this XX day of \_\_\_\_\_, 2022.

---

Fred Eisenberger  
Mayor

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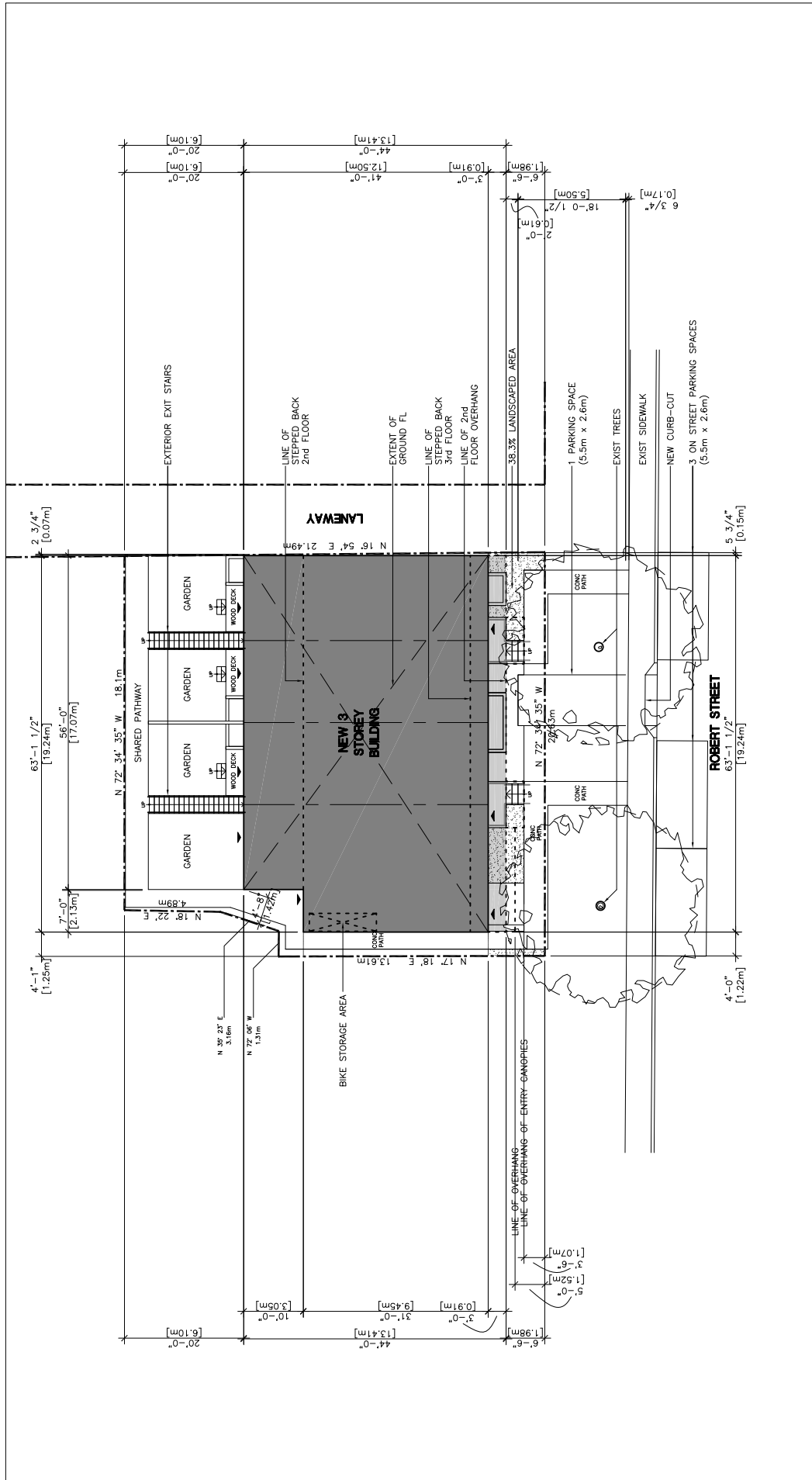
A. Holland  
City Clerk

Appendix "C" to PED20015(a)  
Page 4 of 4



<p>This is Schedule "A" to By-law No. 22-</p> <p>Passed the ..... day of ....., 2022</p>	<p>-----</p> <p style="text-align: center;">Mayor</p> <p>-----</p> <p style="text-align: center;">Clerk</p>
--	---

<p><b>Schedule "A"</b></p> <p><b>Map forming Part of</b></p> <p><b>By-law No. 22-_____</b></p> <p><b>to Amend By-law No. 6593</b></p>	<p><b>Subject Property</b></p> <p> 125 - 129 Robert Street</p> <p>Change in zoning from the "D/S-378" (Urban Protected Residential – One and Two Family Dwellings, etc.) District Modified to the "DE-2/S-1800" (Multiple Dwellings) District, Modified</p>
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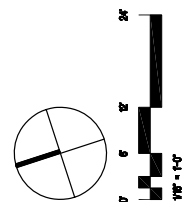


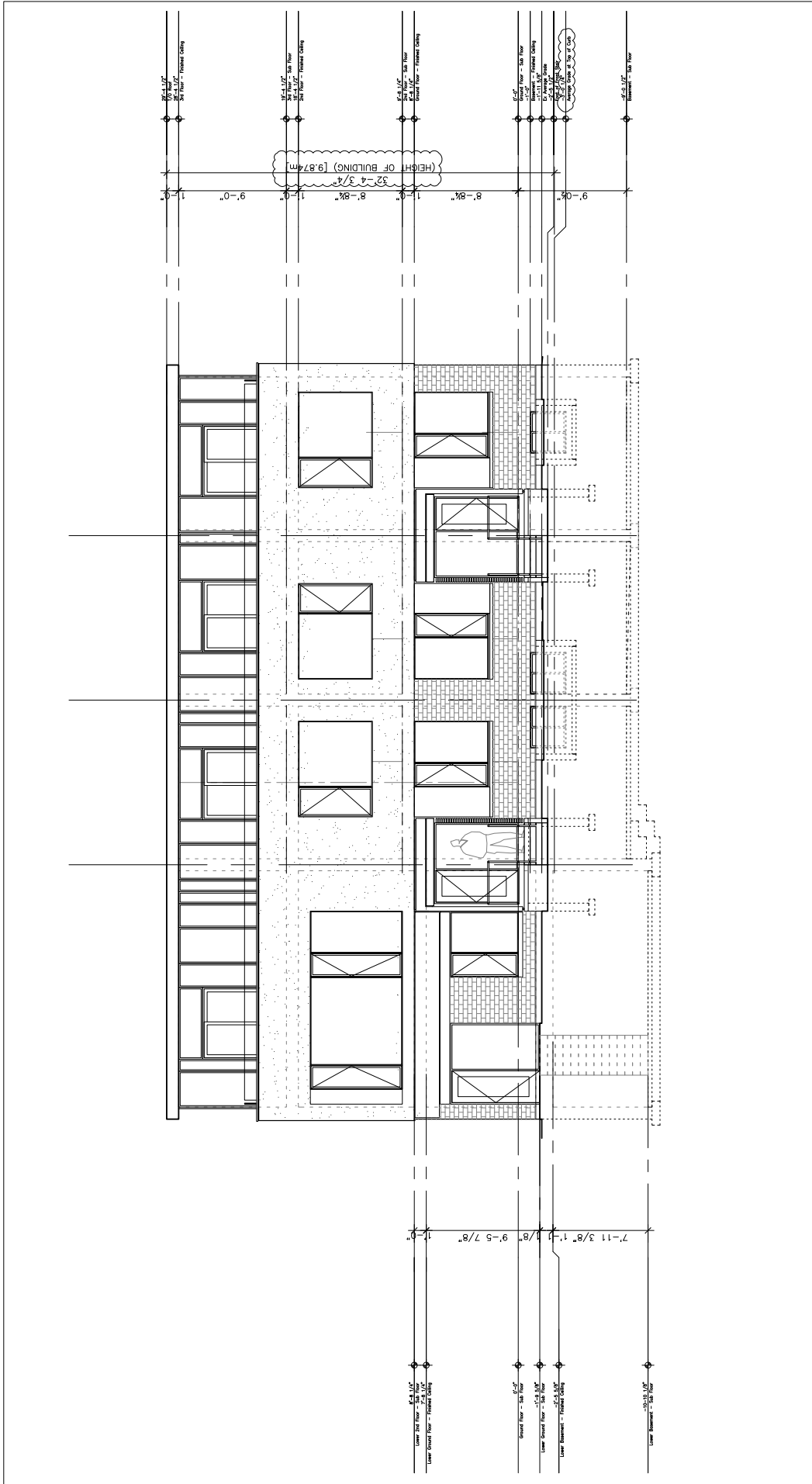
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**SITE PLAN**  
18/07/13

**Robert Street Development**  
 80-82 Robert Street, Hamilton, ON, L8C 2P7

**TOMS + MCNALLY**  
 DESIGN ARCHITECTURE INTERIOR DECORATION  
 1000 SHEPPARD AVENUE EAST SUITE 201 SCARBOROUGH ONTARIO M1S 1W5





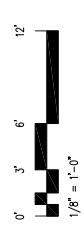
FRONT ELEVATION  
 18/03/27

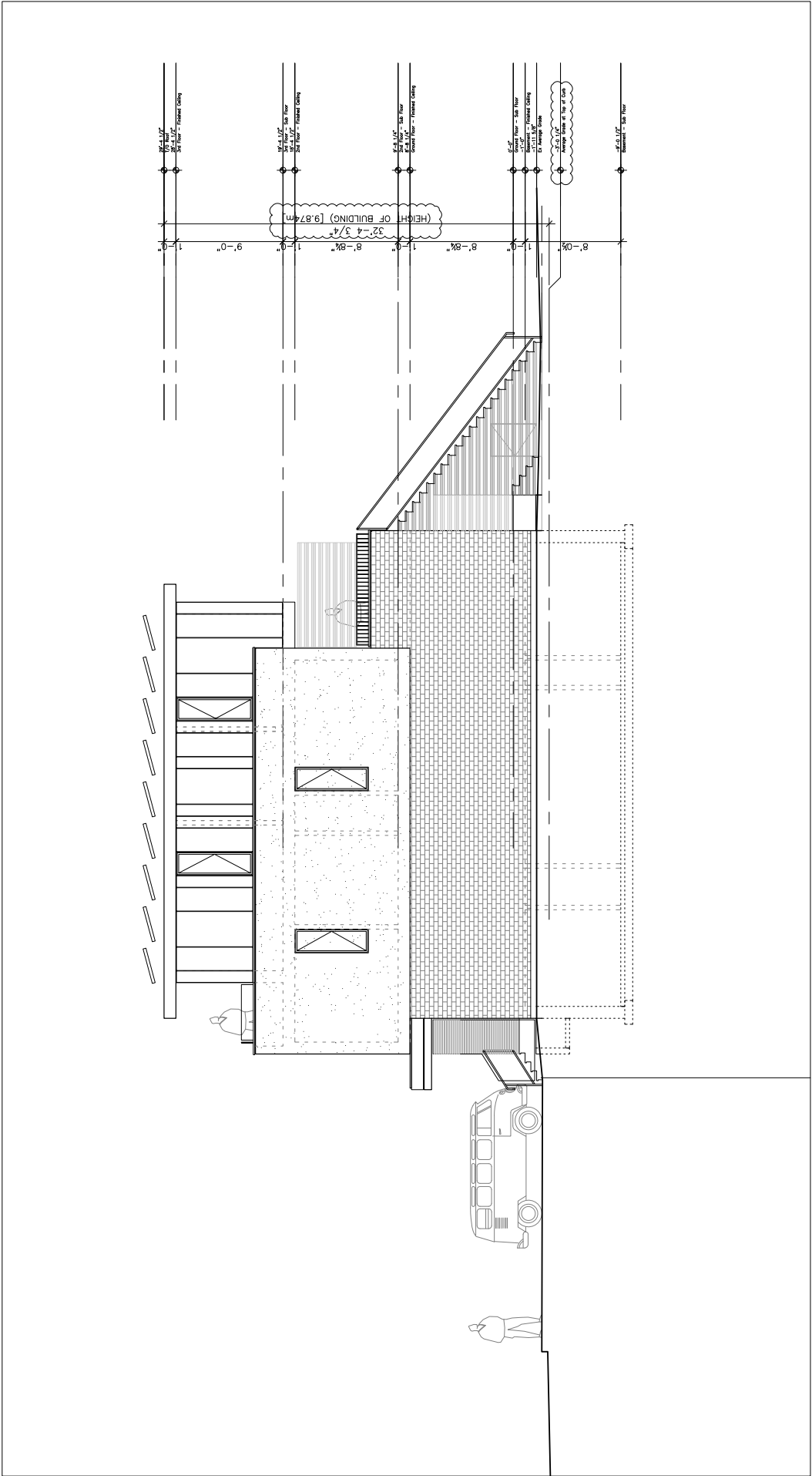
A4

**Robert Street Development**  
 125-129 Robert Street, Hamilton, ON, L8L 2P7

**TOMS + MCNALLY**  
 Planning, Architectural, Landscape, Construction

18/03/27 09:23 AM  
 2011 08:11 238 302  
 18/03/27 09:23 AM



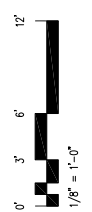


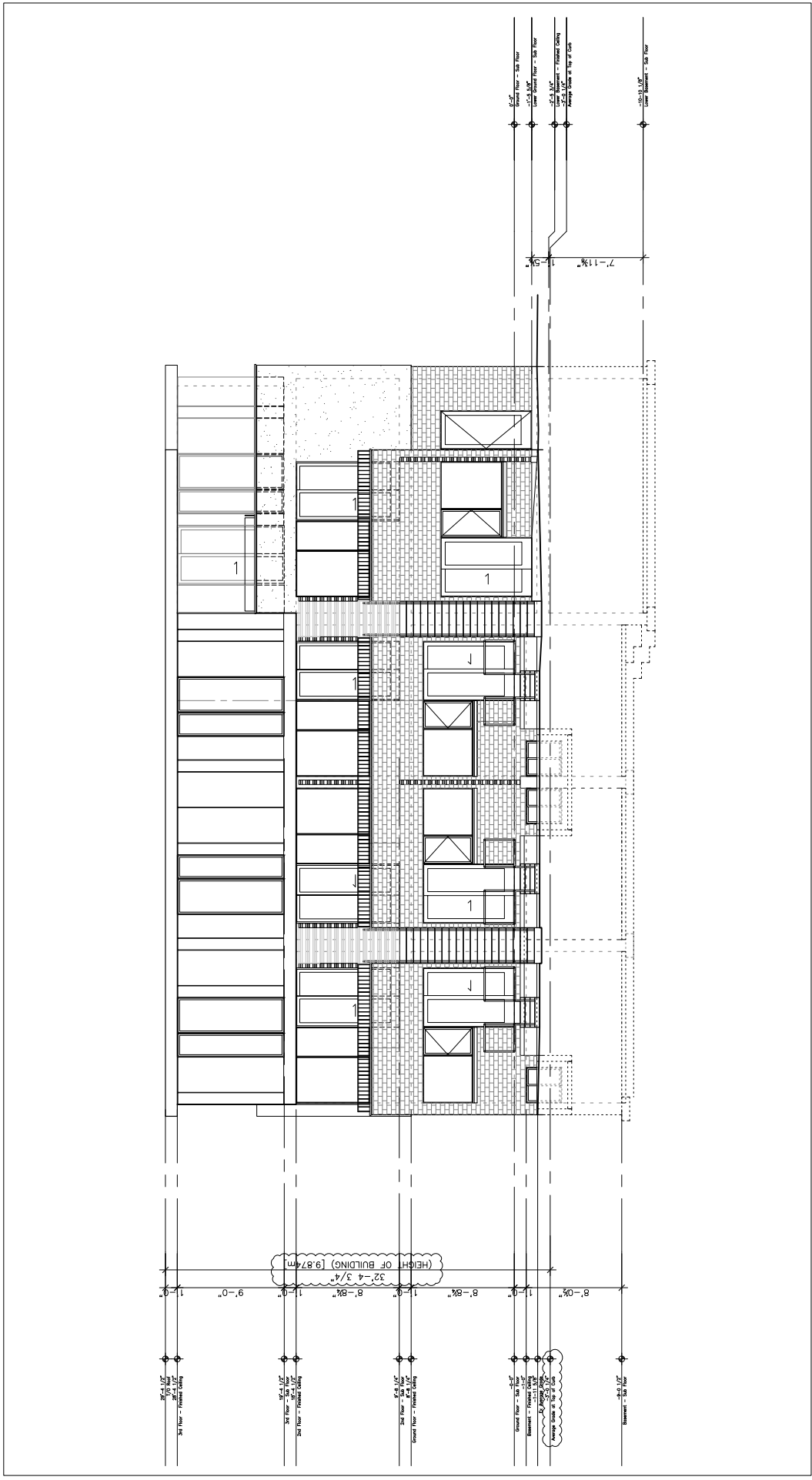
EAST (LANEWAY) ELEVATION

A5

**TOMS + MCNALLY**  
 PLANNING ARCHITECTURE INTERIOR CONSTRUCTION

**Robert Street Development**  
 123-129 Robert Street, Hamilton, ON, L8L 2P7



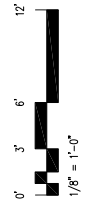


A6

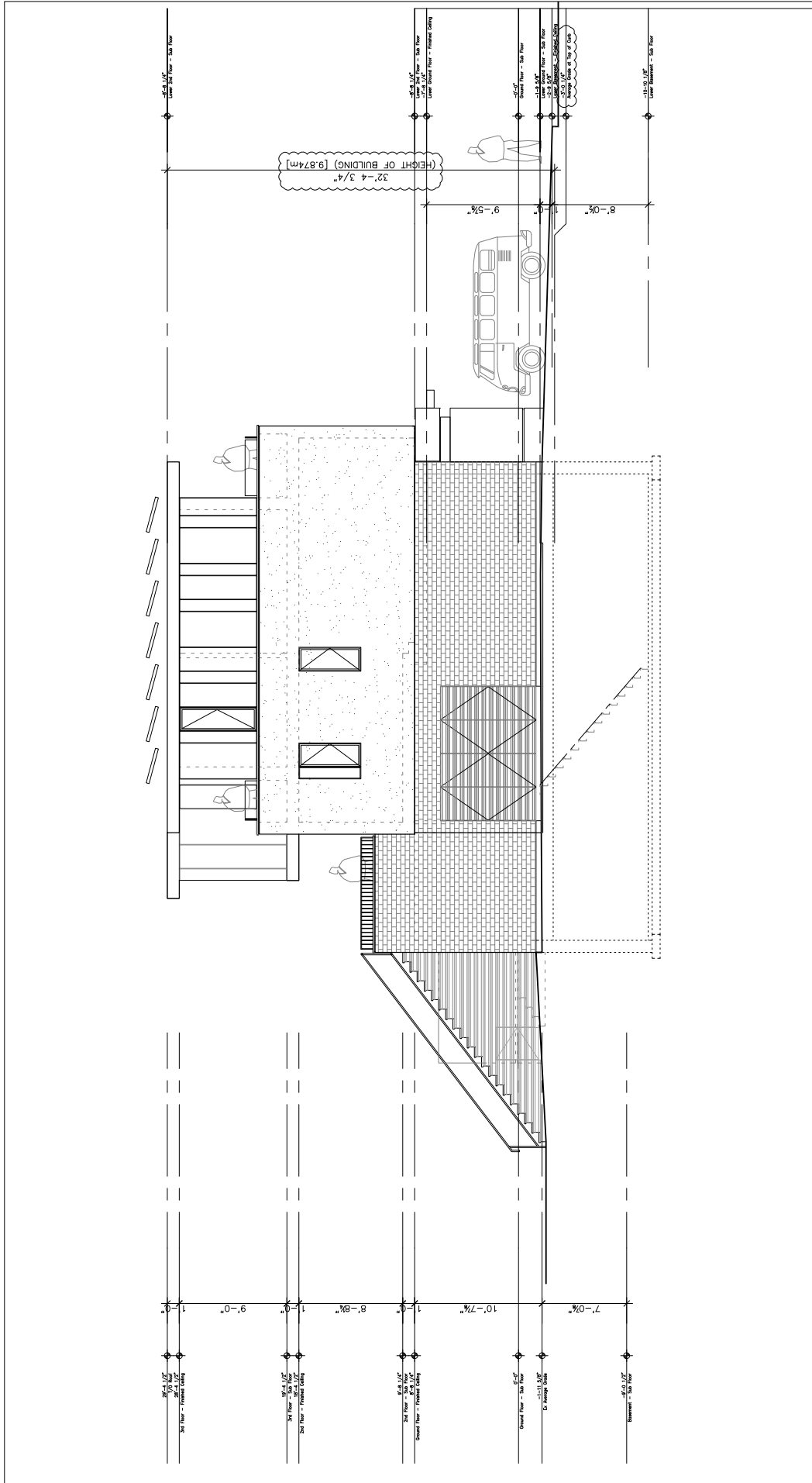
REAR ELEVATION  
 1800027

**TOMS + MCNALLY**  
 ARCHITECTS  
 125-129 Robert Street, Hamilton, ON, L8R 2P7  
 TEL: 905.571.2222  
 WWW.TOMSMCNALLY.COM

**Robert Street Development**  
 125-129 Robert Street, Hamilton, ON, L8R 2P7





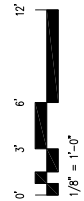


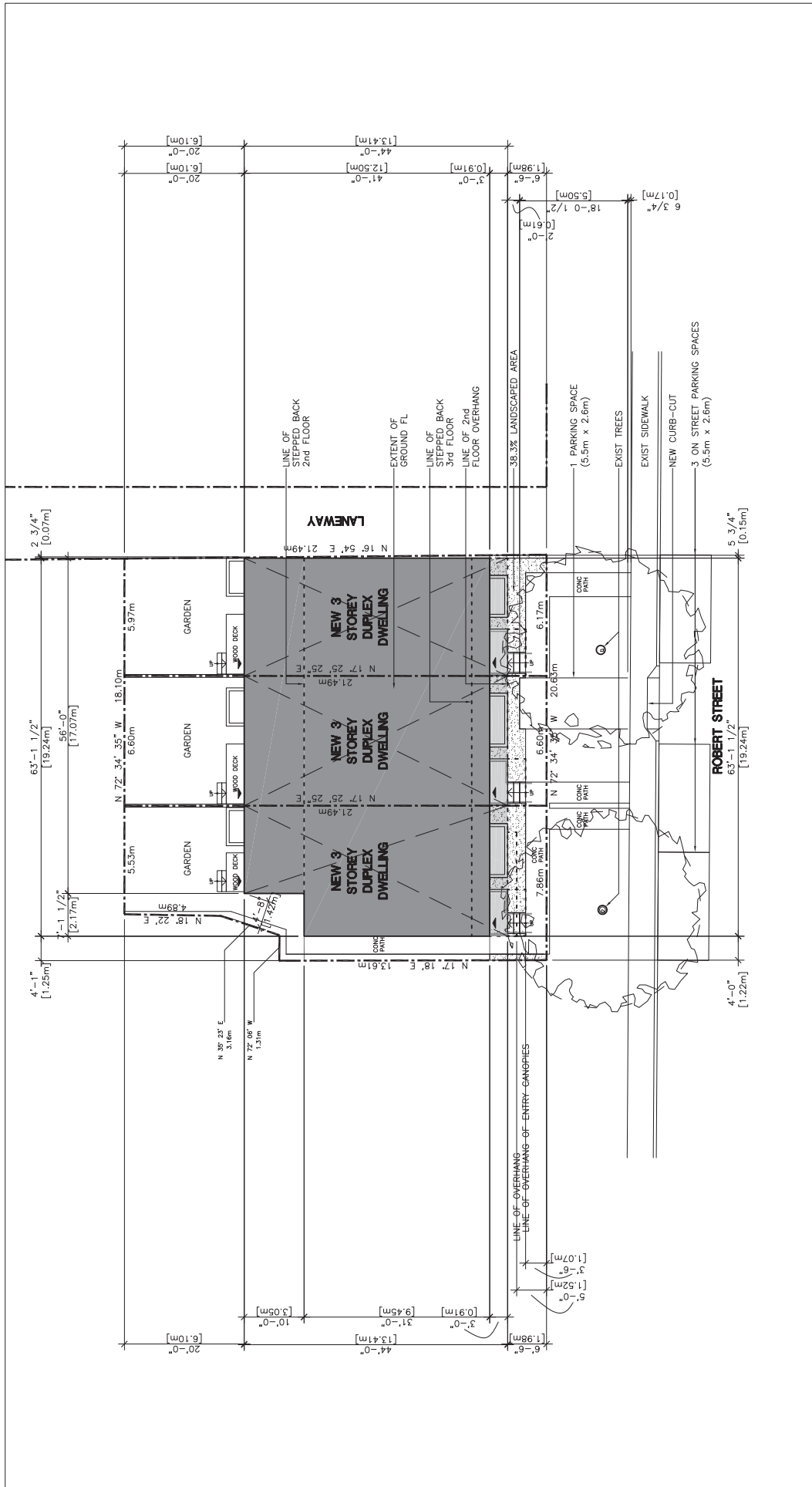
A7

WEST ELEVATION 18/03/27

**Robert Street Development**  
 125-129 Robert Street, Hamilton, ON, L8L 2P7

**TOMS + MCNALLY**  
 ARCHITECTS ENGINEERS CONTRACTORS





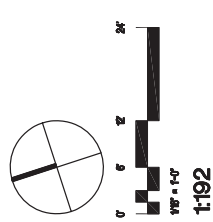
**A00**

**SITE PLAN**  
20/10/28

**Robert Street Development**  
82-88 Robert Street, Hawthorn, VIC, 3122

**TOMS + MCNALLY**  
DESIGN / ARCHITECTURE / INTERIOR / CONSTRUCTION

18/06/2018 04:23:11 (REV. 01) 100% 1:100 22/06/2018



1:192



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Planning Division**

<b>TO:</b>	Chair and Members Planning Committee
<b>DATE:</b>	January 11, 2022
<b>SUBJECT/REPORT NO:</b>	Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED22008) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Shannah Evans (905) 546-2424 Ext. 1928
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

**Council Direction:**

In accordance with the June 16, 2015 Planning Committee direction, this Report provides a status of all active Zoning By-law Amendment, Official Plan Amendment and Plan of Subdivision Applications relative to the statutory timeframe provisions of the *Planning Act* for non-decision appeals. In addition, this report also includes a list and status of all appendices appealed to the Ontario Land Tribunal for non-decision.

**Background:**

Planning Division staff have been preparing and submitting on a monthly basis an Information Report to the Planning Committee on the status of all active Zoning By-law Amendment, Official Plan Amendment and Plan of Subdivision Applications relative to the 120 day or the 180 day statutory timeframe provisions of the *Planning Act* for non-decision appeals to the Planning Committee. The monthly report includes a table outlining the active Applications, sorted by Ward, from oldest Application to newest.

**Policy Implications and Legislative Requirements – Pre Bill 108**

In accordance with the *Planning Act*, prior to September 3, 2019, an Applicant had the right to appeal to the Ontario Land Tribunal an Official Plan Amendment Application after 210 days (Subsection 17 (40)), Zoning By-law Amendment Application after 150

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**SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED22008) (City Wide) - Page 2 of 5**

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days (Subsection 34 (11)) and a Plan of Subdivision after 180 days (Subsection 51 (34)).

In accordance with Subsection 17(40.1) of the *Planning Act*, the City of Hamilton had extended the time period of Official Plan Amendment Applications from 180 days to 270 days for Applications received after July 1, 2016 as prescribed in Bill 73 and from 210 to 300 days for Applications received after December 12, 2017 as prescribed in Bill 139. It should be noted that either the City or the Applicant were able to terminate the 90-day extension period if written notice to the other party was received prior to the expiration of the 180 day or 210 day statutory timeframes.

In addition, Zoning By-law Amendment Applications that were submitted with an Official Plan Amendment Application were subject to the 210 day statutory timeframe.

**Policy Implications and Legislative Requirements – Post Bill 108**

On June 6, 2019, Bill 108 received Royal Assent, which reduced the statutory timeframes for non-decision appeals to the Ontario Land Tribunal outlined in the *Planning Act* for Official Plan Amendments, Zoning By-law Amendments and Plans of Subdivision. The changes are applicable to complete Applications received on or after September 3, 2019.

In accordance with the *Planning Act*, an Applicant may appeal an Official Plan Amendment Application to the Ontario Land Tribunal for non-decision after 120 days (Subsection (40)), a Zoning By-law Amendment Application after 90 days (Subsection 34 (11)) and a Plan of Subdivision after 120 days (Subsection 51 (34)). However, Zoning By-law Amendment Applications that are submitted together with a required Official Plan Amendment Application are also subject to the statutory timeframe of 120 days. The 90-day extension previously prescribed in Bills 73 and 139 is no longer applicable.

**Information:**

Staff were directed to report back to Planning Committee with a reporting tool that seeks to monitor Applications where the applicable statutory timeframes apply. This reporting tool would be used to track the status of all active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications.

For the purposes of this Report, the status of active Zoning By-law Amendment, Official Plan Amendment and Plan of Subdivision Applications have been divided, relative to the statutory timeframe provisions of the *Planning Act*, that were in effect pursuant to statutory timeframes prescribed in Bill 73 and Bill 139 and new statutory timeframes prescribed in Bill 108.

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**SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED22008) (City Wide) - Page 3 of 5**

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**Applications Deemed Complete Prior to Royal Assent of Bill 139 (December 12, 2017)**

Attached as Appendix “A” to Report PED22008 is a table outlining the active applications received prior to December 12, 2017 sorted by Ward, from oldest application to newest. As of December 7, 2021, there were:

- 5 active Official Plan Amendment Applications, all of which were submitted after July 1, 2016, and therefore subject to the 90 day extension to the statutory timeframe from 180 days to 270 days;
- 9 active Zoning By-law Amendment Applications; and,
- 6 active Plan of Subdivision Applications.

Within 60 to 90 days of December 7, 2021, all nine development proposals have passed the applicable 120, 180 and 270 day statutory timeframes.

**Applications Deemed Complete After Royal Assent of Bill 139 (December 12, 2017)**

Attached as Appendix “B” to Report PED22008 is a table outlining the active applications received after December 12, 2017, but before Royal Assent of Bill 108, sorted by Ward, from oldest Application to newest. As of December 7, 2021, there were:

- 5 active Official Plan Amendment Applications, all of which are subject to the 90 day extension to the statutory timeframe from 210 days to 300 days;
- 10 active Zoning By-law Amendment Applications; and,
- 5 active Plan of Subdivision Applications.

Within 60 to 90 days of December 7, 2021, all 11 development proposals have passed the applicable 150, 180 or 300 day statutory timeframes.

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**SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED22008) (City Wide) - Page 4 of 5**

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**Applications Deemed Complete After Royal Assent of Bill 108 (September 3, 2019)**

Attached as Appendix “C” to Report PED22008 is a table outlining the active applications received after September 3, 2019, and subject to the new statutory timeframes, sorted by Ward, from oldest application to newest. As of December 7, 2021, there were:

- 28 active Official Plan Amendment Applications;
- 52 active Zoning By-law Amendment Applications; and,
- 11 active Plan of Subdivision Applications.

As of December 7, 2021, 13 development proposals are approaching the 90 or 120 day statutory timeframe and will be eligible for appeal. 44 development proposals have passed the 90 or 120 day statutory timeframe.

**Planning Division Active Files**

Combined to reflect property addresses, there are 77 active development proposals. Six proposals are 2022 files (8%), 30 proposals are 2021 files (39%), 18 proposals are 2020 files (23%) and 23 proposals are pre-2020 files (30%).

Staff continue to work with the AMANDA Implementation Team to add enhancements to the database that will allow for the creation of more detailed reporting. As a result, future tables will include a qualitative analysis of the status of active Applications. It is anticipated that these enhancements will be available in Q1 2022, and this information will be incorporated into the monthly report to Council. Furthermore, the long-term goal of the Planning Division is to make this information available on an interactive map accessed through the City of Hamilton website.

**Current Non-Decision Appeals to the Ontario Land Tribunal**

At the February 2, 2021 Planning Committee meeting, Planning Committee requested that information be reported relating to development Applications that have been appealed for non-decision to the Ontario Land Tribunal. Attached as Appendix “D” to Report PED22008 is a table outlining Development Applications, along with the applicant/agent, that have been appealed for non-decision to the Ontario Land Tribunal. There are currently 14 active appeals for non-decision. Third party appeals are not included in this information as Council has made a decision on the Application.

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**SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED22008) (City Wide) - Page 5 of 5**

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**Appendices and Schedules Attached:**

Appendix "A" - List of Active Development Applications (prior to December 12, 2017)

Appendix "B" - List of Active Development Applications (after December 12, 2017)

Appendix "C" - List of Active Development Applications (after September 3, 2019)

Appendix "D" - *Planning Act* Applications Currently Appealed for Non-Decision to the Ontario Land Tribunal

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**Active Development Applications  
Deemed Complete Prior to December 12, 2017  
(Effective December 7, 2021)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	120 day cut off (Rezoning)	180 day cut off (Plan of Sub)	270 day cut off OPA*	Applicant/Agent	Days Since Received and/or Deemed Complete as of December 7, 2021
<b>Ward 7</b>									
UHOPA-17-31 ZAC-17-071	1625 - 1655 Upper James Street, Hamilton	27-Sep-17	n/a	02-Oct-17	25-Jan-18	n/a	24-Jun-18	MB1 Development Consulting Inc.	1560
<b>Ward 9</b>									
UHOPA-16-26 ZAC-16-065 25T-201611	478 and 490 First Road West, Stoney Creek	12-Oct-16	n/a	02-Nov-16	09-Feb-17	10-Apr-17	09-Jul-17	T. Johns Consultants Inc.	1910
UHOPA-16-27 ZAC-16-066 25T-201612	464 First Road West, Stoney Creek	12-Oct-16	n/a	02-Nov-16	09-Feb-17		09-Jul-17	T. Johns Consultants Inc.	1910
UHOPA-17-01 ZAC-17-001 25T-201701	15 Ridgeview Drive, Stoney Creek	02-Dec-16	n/a	16-Dec-16	01-Apr-17	31-May-17	29-Aug-17	A.J. Clarke & Associates Ltd.	1859
ZAC-15-040	9 Glencrest Avenue, Stoney Creek	02-Jul-15	n/a	17-Jul-15	30-Oct-15	n/a	n/a	WEBB Planning Consultants Inc.	2378



**Active Development Applications  
Deemed Complete Prior to December 12, 2017  
(Effective December 7, 2021)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	120 day cut off (Rezoning)	180 day cut off (Plan of Sub)	270 day cut off OPA*	Applicant/ Agent	Days Since Received and/or Deemed Complete as of December 7, 2021
<b>Ward 10</b>									
UHOPA-17-05 ZAC-17-015 25T-201703	1, 19, 20, 21, 23, 27 and 30 Lakeside Drive and 81 Waterford Crescent, Stoney Creek	23-Dec-16	n/a	17-Jan-17	22-Apr-17	21-Jun-17	19-Sep-17	IBI Group	1838
<b>Ward 12</b>									
ZAC-16-006 25T-201602	285, 293 Fiddlers Green Road, Ancaster	23-Dec-15	n/a	06-Jan-16	21-Apr-16	20-Jun-16	n/a	Liam Doherty	2204
ZAC-17-062	45 Secinaro Avenue, Ancaster	28-Jul-17	n/a	01-Aug-17	25-Nov-17	n/a	n/a	T. Johns Consultants Inc.	1621
<b>Ward 13</b>									
ZAC-17-064 25T-201710	655 Cramer Road, Flamborough	09-Aug-17	n/a	17-Aug-17	07-Dec-17	05-Feb-18	n/a	A.J. Clarke & Associates Ltd.	1649

**Active Development Applications  
Deemed Complete Prior to December 12, 2017  
(Effective December 7, 2021)**

Active Development Applications

1. When an Application is deemed incomplete, the new deemed complete date is the day the new materials are submitted. In these situations, the 120, 180 and 270 day timeframe commences on the date the new materials were submitted. In all other situations, the 120, 180 and 270 day timeframe commences the day the Application was received.
- \* In accordance with Section 17 (40.1) of the *Planning Act*, the City of Hamilton has extended the approval period of Official Plan Amendment Applications by 90 days from 180 days to 270 days. However, Applicants can terminate the 90 day extension if written notice to the Municipality is received prior to the expiration of the 180 statutory timeframe

**Active Development Applications  
Deemed Complete After December 12, 2017  
(Effective December 7, 2021)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	150 day cut off (Rezoning)	180 day cut off (Plan of Sub.)	300 day cut off (OPA)	Applicant/Agent	Days since Received and/or Deemed Complete as of December 7, 2021
<b>Ward 2</b>									
ZAR-19-008	124 Walnut Street South, Hamilton	21-Dec-18	n/a	18-Jan-19	20-May-19	n/a	n/a	IBI Group	1110
<b>Ward 6</b>									
ZAC-19-035	694 Pritchard Road, Stoney Creek	08-May-19	n/a	21-May-19	05-Oct-19	n/a	n/a	Urban in Mind Planning Consultants	972
<b>Ward 8</b>									
ZAC-19-017	1020 Upper James Street, Hamilton	28-Feb-19	n/a	11-Mar-19	28-Jul-19	n/a	n/a	Wellings Planning Consultants Inc.	1041
UHOPA-19-003* ZAC-19-007 25T-2019001	238 Barton Street, Stoney Creek	19-Dec-18	n/a	02-Jan-19	n/a	17-Jun-19	15-Oct-19*	A.J. Clarke & Associates Ltd.	1112
<b>Ward 11</b>									
UHOPA-18-016* ZAC-18-040 25T-2018007	9511 Twenty Road West, Glanbrook	10-Jul-18	n/a	15-Aug-18	n/a	06-Jan-19	06-May-19*	Corbett Land Strategies	1274
<b>Ward 12</b>									
ZAC-18-048 25T-2018009	387, 397, 405 and 409 Hamilton Drive, Ancaster	09-Sep-18	n/a	28-Sep-18	06-Feb-19	08-Mar-19	n/a	Fothergill Planning & Development Inc.	1213

**Active Development Applications  
Deemed Complete After December 12, 2017  
(Effective December 7, 2021)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	150 day cut off (Rezoning)	180 day cut off (Plan of Sub.)	300 day cut off (OPA)	Applicant/Agent	Days since Received and/or Deemed Complete as of December 7, 2021
<b>Ward 12 Cont'd</b>									
25T-2018006	140 Garner Road, Ancaster	05-Jul-18	n/a	08-Nov-18	n/a	01-Jan-19	n/a	MHBC Planning Limited	1153
UHOPA-18-022* ZAC-18-056 25T-2018010	26 Southcote Road, Ancaster	05-Nov-18	n/a	15-Nov-18	n/a	04-May-19	01-Sep-19*	A.J. Clarke & Associates Ltd.	1156
UHOPA-18-024* ZAC-18-058	154 Wilson Street East, Ancaster	28-Nov-18	n/a	10-Dec-18	n/a	n/a	24-Sep-19*	Urban Solutions Planning & Land Development	1133
<b>Ward 14</b>									
ZAC-19-011	1933 Old Mohawk Road, Ancaster	12-Dec-18	n/a	10-Jan-19	11-May-19	n/a	n/a	Urban Solutions Planning & Land Development	1119
<b>Ward 15</b>									
RHOPA-18-020* ZAC-18-045	173 and 177 Dundas Street East, Flamborough	23-Jul-18	n/a	15-Aug-18	n/a	n/a	19-May-19*	MHBC Planning Limited	1261

**Active Development Applications  
Deemed Complete After December 12, 2017  
(Effective December 7, 2021)**

Active Development Applications

1. When an Application is deemed incomplete, the new deemed complete date is the day the new materials are submitted. In these situations, the 150, 180, 210 and 300 day timeframe commences on the date the new materials were submitted. In all other situations, the 150, 180, 210 and 300 day timeframe commences the day the Application was received.
- \* In accordance with Section 34 (11.0.0.0.1), of the *Planning Act*, the approval period for Zoning By-law Amendment applications submitted concurrently with an Official Plan Amendments, will be extended to 210 days.
- \* In accordance with Section 17 (40.1) of the *Planning Act*, the City of Hamilton has extended the approval period of Official Plan Amendment Applications by 90 days from 210 days to 300 days. However, Applicants can terminate the 90 day extension if written notice to the Municipality is received prior to the expiration of the 210 statutory timeframe.

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective December 7, 2021)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of December 7, 2021
<b>Ward 1</b>								
UHOPA-20-012 ZAC-20-016	1107 Main Street West, Hamilton	13-Feb-20	n/a	13-Mar-20	n/a	12-Jun-20	Bousfields Inc.	691
UHOPA-20-027 ZAC-20-042	1629-1655 Main Street West, Hamilton	2-Nov-20	n/a	1-Dec-20	n/a	02-Mar-21	GSP Group	422
<b>Ward 2</b>								
UHOPA-20-001 ZAR-20-001	383 and 383 1/2 Hughson Street North, Hamilton	29-Nov-19	n/a	29-Dec-19	n/a	28-Mar-20	T. Johns Consulting Group	767
UHOPA-20-008 ZAR-20-013	222-228 Barton Street East and 255 - 265 Wellington Street North, Hamilton	20-Dec-19	n/a	17-Jan-20	n/a	18-Apr-20	Urban Solutions Planning and Land Development	746
UHOPA-20-025 ZAC-20-038	115 George Street and 220-222 Main Street West, Hamilton	04-Sep-20	n/a	28-Sep-20	n/a	02-Jan-21	GSP Group	487
UHOPA-21-007 ZAC-21-014	101 Hunter Street East, Hamilton	23-Mar-21	n/a	8-Apr-21	n/a	21-Jul-21	Coletara Developments	287
ZAC-21-020	221 Charlton Avenue East, Hamilton	26-Apr-21	n/a	06-May-21	25-Jul-21	n/a	T. Johns Consulting Group	253

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective December 7, 2021)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of December 7, 2021
<b>Ward 2 Continued</b>								
UHOPA-21-014 ZAC-21-031	405 James Street North, Hamilton	07-July-21	n/a	19-July-2021	n/a	03-Nov-2021	Jamesville Redevelopment Ltd. CityHousing Hamilton	170
UHOPA-22-001 ZAC-22-003	65 Guise Street	15-Nov-21	n/a	18-Nov-21	n/a	15-Mar-22	James Webb Consulting Inc.	18
<b>Ward 3</b>								
UHOPA-21-013 ZAC-21-028	315 Robert Street and 219, 225, 247 East Avenue North	05-July-21	n/a	08-Jul-21	n/a	2-Nov-21	T. Johns Consulting Group	176
<b>Ward 4</b>								
UHOPA-21-009 ZAC-21-021	1842 King Street East, Hamilton	07-May-21	n/a	13-May-21	n/a	04-Sep-21	Urban Solutions Planning and Land Development	242
<b>Ward 5</b>								
UHOPA-21-019 ZAC-21-041	510 Centennial Parkway, Stoney Creek	22-Sep-21	n/a	22-Sep-21	n/a	20-Jan-22	Smart Centres REIT	104
ZAC-21-043	300 Albright Road, Hamilton	29-Sep-21	n/a	30-Sep-21	04-Jan-22	n/a	MHBC Planning Ltd.	97
ZAC-22-007	1117 Beach Boulevard, Hamilton	01-Dec-21	n/a	01-Dec-21	01-Mar-22	n/a	Design Plan Services Inc.	5

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective December 7, 2021)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of December 7, 2021
<b>Ward 7</b>								
UHOPA-20-021 ZAC-20-037 25T-202006	544 and 550 Rymal Road East, Hamilton	11-Sep-20	n/a	11-Oct-20	n/a	09-Jan-20	Rymal East Development Corp.	480
ZAC-21-023	1540 Upper Wentworth Street	14-Jun-21	n/a	21-Jun-21	12-Sep-21	n/a	T. Johns Consulting Group	197
UHOPA-21-012 ZAC-21-026	705-713 Rymal Road East, Hamilton	2-July-21	n/a	27-July-21	n/a	30-Oct-21	Wellings Planning Consultants Inc.	162
<b>Ward 8</b>								
ZAC-19-056	11 Springside Crescent, Hamilton	26-Nov-19	n/a	06-Dec-19	25-Mar-20	n/a	Urban in Mind Planning Consultants	770
ZAC-20-018	212 and 220 Rymal Road West, Hamilton	20-Feb-20	n/a	16-Mar-20	19-Jun-20	n/a	T. Johns Consulting Group	684
UHOPA-20-017 ZAC-20 029 25T-202003	393 Rymal Road West, Hamilton	20-Jul-20	n/a	19-Aug-20	n/a	17-Nov-20	GSP Group Inc.	533
UHOPA-21-011 ZAC-21-025	60 Caledon Avenue, Hamilton	02-Jul-21	n/a	08-Jul-21	n/a	05-Nov-21	GSP Group Inc.	181



**Active Development Applications  
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<b>Ward 8 Continued</b>								
ZAC-21-029 25T-202108	204, 212, 220, 226 Rymal Road West, Hamilton	05-July-21	n/a	09-Aug-21	n/a	02-Nov-21	T. Johns Consulting Group	149
ZAC-21-036	866 West 5 <sup>th</sup> Street, Hamilton	11-Aug-21	n/a	03-Sep-21	09-Nov-21	n/a	Urban Solutions Planning and Land Development	122
<b>Ward 9</b>								
ZAC-20-004	329 Highland Road West, Stoney Creek	20-Dec-19	n/a	16-Jan-20	18-Apr-20	n/a	WEBB Planning Consultants Inc.	746
UHOPA-20-010 ZAC-20-015 25T-200303R	2080 Rymal Road East, Glanbrook	20-Dec-19	20-Jan-20	31-Jan-20	n/a	19-May-20	A.J. Clarke & Associates Ltd.	704
ZAC-20-026	250 First Road West, Stoney Creek	20-Jul-20	n/a	24-Jul-20	30-Sep-20	n/a	Urban Solutions Planning and Land Development	551
UHOPA-21-016 ZAC-21-033	136 and 144 Upper Mount Albion Road, Stoney Creek	15-Jul-21	n/a	n/a	n/a	12-Nov-21	Bousfields Inc.	173
ZAC-22-001	2153, 2155, and 2157 Rymal Road East, Stoney Creek	4-Nov-21	n/a	n/a	2-Feb-22	n/a	Weston Consulting	33

**Active Development Applications  
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<b>Ward 10</b>								
ZAC-19-036	564 Fifty Road, Stoney Creek	08-May-19	28-May-19	16-Mar-20	n/a	n/a	DeFilippis Design	659
UHOPA-21-018 ZAC-21-039	1400 South Service Road, Stoney Creek	10-Sep-21	n/a	16-Sep-21	n/a	14-Jan-22	MHBC Planning Ltd.	110
<b>Ward 11</b>								
ZAC-20-019	9255 Airport Road, Glanbrook	25-Feb-20	n/a	16-Mar-20	25-May-20	n/a	The MBTW Group	679
25T-202002	9326 and 9322 Dickenson Road, Glanbrook	16-May-20	n/a	09-Apr-20	n/a	07-Aug-20	WEBB Planning Consultants Inc.	662
UHOPA-21-001 ZAC-21-001 25T-202101	3169 Fletcher Road, Glanbrook	14-Dec-20	n/a	12-Jan-21	n/a	12-May-21	A.J. Clarke & Associates Ltd.	386
UHOPA-21-006 ZAC-21-011	582 and 584 Hwy. 8, Stoney Creek	08-Feb-21	n/a	08-Mar-21	n/a	21-Jul-21	SIMNAT Consulting Inc.	330
ZAC-21-024	3435 Binbrook Road, Glanbrook	21-Jun-21	n/a	06-Jul-21	19-Sep-21	n/a	Armstrong Planning	182

**Active Development Applications  
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<b>Ward 11 Continued</b>								
UHOPA-21-015 ZAC-21-032	5020 Tyneside Road, Stoney Creek	05-July-21	n/a	30-July-21	n/a	02-Nov-21	LandPro Planning Solutions	159
ZAC-21-045	541 and 545 Fifty Road, Stoney Creek	04-Oct-21	n/a	12-Oct-21	02-Jan-22	n/a	IBI Group	84
ZAA-22-006	9270 Haldibrook Road, Glanbrook	18-Nov-21	n/a	23-Nov-21	16-Feb-22	n/a	Fothergill Planning & Development	13
<b>Ward 12</b>								
25T-200720R (2019 File)	1020 Osprey Drive, Ancaster	15-Apr-19	30-Aug-19	11-Dec-19	n/a	02-Apr-20	Coltara Development / 1892757 Ontario INC.	755
UHOPA-20-009 ZAC-20-014	281 Hamilton Drive, Ancaster	20-Dec-19	n/a	22-Jan-20	n/a	18-Apr-20	A.J. Clarke & Associates Ltd.	746
UHOPA-20-013 ZAC-20-017	210 Calvin Street, Ancaster	18-Feb-20	04-Mar-20	11-Jun-20	n/a	09-Oct-20	SGL Planning & Design Inc.	572
ZAC-20-024	140 Wilson Street West, Ancaster	15-Jun-20	n/a	02-Jul-20	13-Sep-20	n/a	A.J. Clarke & Associates Ltd.	568

**Active Development Applications  
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(Effective December 7, 2021)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of December 7, 2021
<b>Ward 12 Continued</b>								
ZAR-20-040	1552 Concession 2 West, Flamborough	15-Oct-20	n/a	29-Oct-20	13-Jan-21	n/a	Urban in Mind	722
25T-202102	370 Garner Road East, Ancaster	18-Dec-20	n/a	22-Jan-21	n/a	17-Apr-21	A.J. Clarke & Associates Ltd.	382
UHOPA-21-002 ZAC-21-002	327 and 335 Wilson Street East, Ancaster	23-Dec-20	n/a	15-Jan-21	n/a	22-Apr-21	T. Johns Consulting Group	377
25T-202105	700 Garner Road East, Ancaster	18-Jan-21	n/a	04-Feb-21	n/a	18-May-21	MHBC Planning Ltd.	351
ZAC-21-027	140 and 164 Sulphur Springs Road, Ancaster	05-Jul-21	n/a	16-July-21	02-Oct-21	n/a	Fothergill Planning & Development Inc.	173
ZAC-21-030	1040 Garner Road West, Ancaster	05-Jul-21	n/a	29-Jul-21	02-Oct-21	n/a	Urban Solutions Planning & Land Development	160
RHOPA-21-017 ZAC-21-040	173 Highway 52, Flamborough	14-Sep-21	n/a	20-Sep-21	n/a	18-Jan-22	Don Robertson	106
25T-202110	179 Wilson Street West, Ancaster	28-Sep-21	n/a	07-Oct-21	n/a	26-Jan-22	T. Johns Consulting	89

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective December 7, 2021)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of December 7, 2021
<b>Ward 12 Continued</b>								
UHOPA-21-023 ZAC-21-049	442 and 454 Wilson Street East, Ancaster	29-Oct-21	n/a	29-Oct-21	n/a	26-Feb-22	GSP Group Inc.	39
UHOPA-22-002 ZAC-22-005	487 Shaver Road, Ancaster	2-Nov-21	n/a	17-Nov-21	n/a	2-Mar-22	GSP Group Inc	19
<b>Ward 13</b>								
ZAC-21-003	125 Pirie Drive Dundas	23-Dec-20	n/a	22-Jan-21	23-Mar-21	n/a	Wellings Planning Consultants	350
<b>Ward 14</b>								
ZAR-22-004	12 Louisa Street Flamborough	15-Nov-21	n/a	23-Nov-21	13-Feb-22	n/a	MB1 Development Consulting Inc.	13
<b>Ward 15</b>								
ZAC-20-006	518 Dundas Street East, Dundas	23-Dec-19	n/a	22-Jan-20	n/a	21-Apr-20	Urban Solutions Planning and Land Development	716
UHOPA-21-003 ZAC-21-007 25T-202103	562 Dundas Street East, Flamborough	23-Dec-20	n/a	08-Feb-21	n/a	22-Apr-21	Metropolitan Consulting Inc.	350
ZAC-21-017	265 Mill Street South, Flamborough	8-Apr-21	n/a	12-Apr-21	7-Jul-21	n/a	IBI Group	244

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective December 7, 2021)**

Active Development Applications

1. When an Application is deemed incomplete, the new deemed complete date is the day the new materials are submitted. In these situations, the 90 and 120 day timeframe commences on the date the new materials were submitted. In all other situations, the 90 and 120 day timeframe commences the day the Application was received.

**Planning Act Applications  
Currently Appealed for Non-Decision to the  
Ontario Land Tribunal (OLT)  
(Effective December 7, 2021)**

<b>Ward</b>	<b>Address</b>	<b>Applicant /Agent</b>	<b>Date Appeal Received</b>
<b>Ward 1</b>			
1	69 Sanders Boulevard and 1630 Main Street West, Hamilton	Urban Solutions Planning & Land Development Consultants Inc.	October 2020
1	1190 Main Street West, 43, 47, 51 and 55 Forsyth Avenue South, 75, 77, 81, 83, 99, 103, 107, 111, 115 Traymore Avenue and 50 Dalewood Avenue, Hamilton	Bousfields Inc.	March 2018
1	354 King Street West, Hamilton	GSP Group	July 2021
<b>Ward 2</b>			
2	195 Wellington Street South, Hamilton	Bousfields Inc.	November 2017
2	299-307 John Street South, Hamilton	Urban Solutions Planning & Land Development Consultants Inc.	November 2021
<b>Ward 8</b>			
8	801-870 Scenic Drive, Hamilton	Valery Developments Inc.	May 2021
<b>Ward 9</b>			
9	157 Upper Centennial Parkway, Stoney Creek	WEBB Planning Consultants Inc.	September 2017
<b>Ward 10</b>			
10	1036, 1038, 1054, 1090 Barton Street, and 262 McNeilly Road, Stoney Creek	Glen Schnarr & Associates Inc.	November 2021

**Planning Act Applications  
Currently Appealed for Non-Decision to the  
Ontario Land Tribunal (OLT)  
(Effective December 7, 2021)**

<b>Ward</b>	<b>Address</b>	<b>Applicant /Agent</b>	<b>Date Appeal Received</b>
<b>Ward 11</b>			
11	3033, 3047, 3055 & 3063 Binbrook Road, Glanbrook (Binbrook)and	GSP Group	August 2017
11	3355 Golf Club Road, Glanbrook	Corbett Land Strategies Inc.	June 2021
<b>Ward 13</b>			
13	73-89 Stone Church Road West and 1029 West 5 <sup>th</sup> Street, Hamilton	Urban Solutions Planning and Land Development Consultants Inc.	July 2020
<b>Ward 15</b>			
15	609 and 615 Hamilton Street North and 3 Nesbit Boulevard and 129 – 137 Trudell Circle, Flamborough (Waterdown)	Urban Solutions Planning and Land Development Consultants Inc.	October 2017
15	111 Silverwood Drive (111 Parkside Drive, Flamborough (Waterdown)	Metropolitan Consulting Inc.	October 2017
15	30, 36 and 42 Dundas Street East, 50 Horseshoe Crescent, and 522 Highway 6, Flamborough	MHBC Planning	August 2021





**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Planning Division**

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	January 11, 2022
<b>SUBJECT/REPORT NO:</b>	Application for Removal of a Holding Provision by Fengate Hamilton Lands GP Inc. et al. for Lands Located at 75 James Street South, 44 Hughson Street South and 9 Jackson Street East, Hamilton (PED22024) (Ward 2)
<b>WARD(S) AFFECTED:</b>	Ward 2
<b>PREPARED BY:</b>	Shannon McKie (905) 546-2424 Ext. 1288
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

- (a) That in accordance with Council's decision not to appeal the Minor Variance Application, the proposal is therefore deemed to comply with the Official Plan in accordance with Section 63 of the *Planning Act*;
- (i) That the By-law, attached as Appendix "B" to Report PED22024, to remove the 'H' Holding Provision from the subject lands, which has been prepared in a form satisfactory to Corporate Counsel, be forwarded to Council for enactment;
- (ii) That Schedule "A", Map No. 952 of Zoning By-law No. 05-200 be amended by changing the zoning from the Downtown Mixed Use – Pedestrian Focus (D2, H17, H19, H20) Zone and the Downtown Central Business District (D1, H17, H19, H20) Zone, to the Downtown Mixed Use – Pedestrian Focus (D2) Zone and the Downtown Central Business District (D1) Zone;

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**SUBJECT: Application for Removal of a Holding Provision by Fengate Hamilton Lands GP Inc. et al. for Lands Located at 75 James Street South, 44 Hughson Street South and 9 Jackson Street East, Hamilton (PED22024) (Ward 2) Page 2 of 7**

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- (b) That staff be directed and authorized to include the necessary revisions in a future housekeeping amendment to the Downtown Hamilton Secondary Plan and Zoning By-law to reflect the Minor Variance Application (HM/A-21:221) approval by the Committee of Adjustment.

## **EXECUTIVE SUMMARY**

The Applicant submitted a Zoning By-law Amendment Application (ZAD-21-035) to remove Holding Provisions H17, H19, and H20 on the subject lands. The Holding Provisions are required to be lifted prior to the submission of a complete Building Permit Application for the development of a 34 storey (108.0 metre) mixed use building containing 635 units and 1,290.0 square metres of commercial space. A Holding Provision may be removed if the provisions of the Urban Hamilton Official Plan (UHOP) can be met.

The Applicant submitted a Minor Variance Application (HM/A-21:221) and received approval on August 12, 2021 from the Committee of Adjustment for an increase in the maximum building height from 92.5 metres to 108.0 metres. The 92.5 metre building height reflects the maximum permission that aligns with the height of the Niagara Escarpment between James Street South and John Street South, as indicated on Appendix "D" attached to Report PED22024 – Niagara Escarpment Height, of the Downtown Hamilton Secondary Plan. Holding Provision H17 requires, amongst other requirements, that the Owner demonstrate that the proposed development does not exceed the height of the Niagara Escarpment. The Applicant omitted a variance to Schedule "D" – Holding Provisions to amend Holding Provision H17 as part of the Minor Variance Application.

Planning staff appealed the decision of the Committee of Adjustment to approve a maximum building height that exceeds the height of the Niagara Escarpment contrary to the policies of the Downtown Hamilton Secondary Plan. The appeal was withdrawn as a result of Council direction and the variances were deemed final and binding.

In accordance with Section 63 of the *Planning Act*, Council has the authority to deem the proposal to comply with the Official Plan in order to allow for the removal of the Holding Provision to facilitate the submission of a Building Permit Application for the development.

## **Alternatives for Consideration – See Page 6**

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**SUBJECT: Application for Removal of a Holding Provision by Fengate Hamilton Lands GP Inc. et al. for Lands Located at 75 James Street South, 44 Hughson Street South and 9 Jackson Street East, Hamilton (PED22024) (Ward 2) Page 3 of 7**

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## **FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: N/A

## **HISTORICAL BACKGROUND**

### **Downtown Zones under City of Hamilton Zoning By-law No. 05-200**

On May 9, 2019, City Council passed By-law No. 18-114 respecting Downtown Zones in Zoning By-law No. 05-200. The By-law applied 'H' Holding Provisions H17, H19 and H20 to the subject lands.

The 'H' Holding Provisions shall be removed upon the fulfilment of the below noted conditions:

- “H17. The Holding Provision shall, upon Application by the landowner, be removed by way of an amending Zoning By-law, from all or part of the lands subject to this provision when the following conditions have been satisfied:
- i) That the landowner demonstrates to the satisfaction of the Director of Planning and Chief Planner, City of Hamilton, that sufficient land assembly has occurred to achieve the minimum lot area requirement and lot frontage requirement in accordance with Section 6.0 of this By-law;
  - ii) That the landowner demonstrate that the proposal conforms to the policies of the Downtown Hamilton Secondary Plan by submitting the following studies to the satisfaction of the Director of Planning, and Chief Planner, City of Hamilton:
    - 1. Shadow Impact Study;
    - 2. Pedestrian Level Wind Study;
    - 3. Visual Impact Assessment;
    - 4. Traffic Impact Study; and,
    - 5. Functional Servicing Report.
  - iii) That the landowner demonstrate that the proposed development does not exceed the height of the Niagara Escarpment to the satisfaction of the Director of Planning and Chief Planner, City of Hamilton;

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**SUBJECT: Application for Removal of a Holding Provision by Fengate Hamilton Lands GP Inc. et al. for Lands Located at 75 James Street South, 44 Hughson Street South and 9 Jackson Street East, Hamilton (PED22024) (Ward 2) Page 4 of 7**

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- iv) That conditional site plan approval be received, which shall address matters including but not limited to Design Review Panel advice, to the satisfaction of the Director of Planning and Chief Planner, City of Hamilton.
- H19. The Holding Provision shall, upon Application by the landowner, be removed by way of an amending Zoning By-law, from all or part of the lands subject to this provision when the following conditions have been satisfied:
- i) That the landowner shall be required to enter into a Section 37 Agreement to secure provision of Community Benefits to the satisfaction of the Director of Planning and Chief Planner, City of Hamilton.
- H20. The Holding Provision shall, upon Application by the landowner, be removed by way of an amending Zoning By-law, from all or part of the lands subject to this provision when the following conditions have been satisfied:
- i) That the landowner demonstrates that any development having the effect of removing all or part of rental housing comprised of three or more units will be replaced to the satisfaction of the Director of Planning and Chief Planner, City of Hamilton; and,
- ii) That the landowner enters into an Agreement with the City of Hamilton.”

**Site Plan Control Application DA-19-174**

Site Plan Control Application DA-19-174 was conditionally approved on April 16, 2020 for the construction of a 30 storey mixed use building with 403 residential units, 1,032 square metres of retail space, 258 square metres of office space with parking provided on the ground floor and within an underground parking structure. The site plan has since been revised and a Minor Variance Application (HM/A-21:221) was approved on August 12, 2021 to permit the proposed 34 storey mixed use building with 635 dwelling units, 390 square metres of office space and 335 parking spaces.

**Owner/Applicant:**

- Fengate Hamilton Lands GP Inc. et al.

**Agent**

- UrbanSolutions Planning & Land Development Consultants Inc. c/o Matthew Johnston.

**SUBJECT: Application for Removal of a Holding Provision by Fengate Hamilton Lands GP Inc. et al. for Lands Located at 75 James Street South, 44 Hughson Street South and 9 Jackson Street East, Hamilton (PED22024) (Ward 2) Page 5 of 7**

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## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

### **Urban Hamilton Official Plan**

The subject lands are designated “Downtown Mixed Use - Pedestrian Focus” and “Downtown Mixed Use” on Map B.6.1-1. The eastern portion of the subject site is further identified as “High-rise 1” while the western portion of the subject site is identified as “High-rise 2” on Map B.6.1-2 of the Downtown Hamilton Secondary Plan. The site is identified as a location where there may be impact to views on Appendix C – Viewshed Analysis of the Downtown Hamilton Secondary Plan.

Holding Provision H17 and the Terms of Reference for the required studies implement the Downtown Hamilton Tall Building Guidelines and the policies of the Downtown Hamilton Secondary Plan (Policy B.6.1.4.23 e)). As per recommendation (a) of Report PED22024, in accordance with Council’s decision not to proceed with the appeal to the Minor Variance Application, the proposal will be deemed to comply with the UHOP.

Holding Provision H19 implements the Section 37 Bonusing policies (Policy B.6.1.4.8) of the Downtown Hamilton Secondary Plan. Section 37 as it relates to the bonusing provisions referenced in Holding Provision H19 was repealed by the Province and is therefore not applicable.

Holding Provision H20 implements Policies B.6.1.4.10 and B.6.1.4.11 of the Downtown Hamilton Secondary Plan and Section B.3.2 – Housing Policies of Volume 1 of the UHOP related to rental housing replacement. The subject lands do not contain any rental housing units. Therefore, the requirements of H20 do not apply to the proposal.

### **City of Hamilton Zoning By-law No. 05-200**

The subject property is zoned Downtown Mixed Use – Pedestrian Focus (D2, H17, H19, H20) Zone and Downtown Central Business District (D1, H17, H19, H20) Zone which permits the proposed mixed use building. Minor Variance Application HM/A-21:221 was approved on August 12, 2021 to permit increased setbacks from Jackson Street East and James Street South as well as the daylight triangle, increased lot coverage, increased maximum building height, reduction in ground floor, second and third floor glazing, modification to the required materials, increased small car parking spaces, and reduced parking stall width abutting a wall or column.

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**SUBJECT: Application for Removal of a Holding Provision by Fengate Hamilton Lands GP Inc. et al. for Lands Located at 75 James Street South, 44 Hughson Street South and 9 Jackson Street East, Hamilton (PED22024) (Ward 2) Page 6 of 7**

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**ANALYSIS:**

The following studies were submitted to address the requirements of the Holding Provisions:

- Sun and Shadow Study dated August 5, 2021 prepared by Graziani + Corazza Architects Inc. and an updated study dated August 31, 2021 prepared by R. Bouwmeester & Associates;
- Pedestrian Level Wind Study dated July 28, 2021 prepared by RWDI dated September 16, 2021;
- Visual Impact Assessment prepared by MBTW dated June 2021;
- Transportation Impact Study and TDM Option Study update prepared by Nextrans Consulting Engineers dated April 2021; and,
- Water Usage Assessment and Wastewater Generation Assessment dated April 26, 2021 and a Stormwater Management Report dated April 2021 prepared by S. Llewellyn & Associates Ltd.

The plans and studies submitted with the Site Plan Control Application are satisfactory to staff.

**H19**

Section 37 of the *Planning Act* as it relates to Section 37 Agreements was repealed by the Province. Therefore, Holding Provision H19 is not applicable and can be cleared.

**H20**

The subject lands are occupied by a surface parking lot and do not contain any rental housing units. Therefore, Holding Provision H20 is not applicable and can be cleared.

**ALTERNATIVES FOR CONSIDERATION**

Should Council not approve the recommendations of this report, the Holding Provisions would remain on the property.

**SUBJECT: Application for Removal of a Holding Provision by Fengate Hamilton Lands GP Inc. et al. for Lands Located at 75 James Street South, 44 Hughson Street South and 9 Jackson Street East, Hamilton (PED22024) (Ward 2) Page 7 of 7**

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## **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

### **Community Engagement and Participation**

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

### **Economic Prosperity and Growth**

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

### **Healthy and Safe Communities**

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

### **Built Environment and Infrastructure**

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

## **APPENDICES AND SCHEDULES ATTACHED**

Appendix “A” – Location Map

Appendix “B” – Holding Removal By-law

SM:sd

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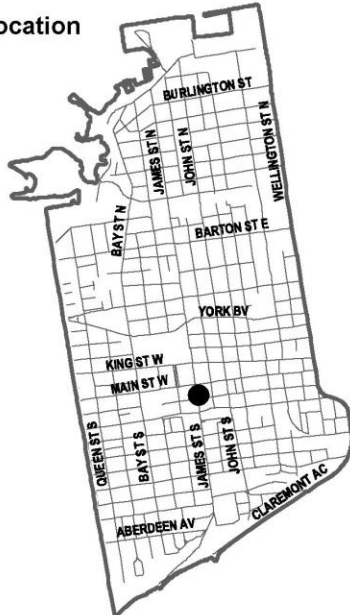
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Appendix "A" to Report PED22024



● Site Location



Key Map - Ward 2

# Location Map



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:  
ZAD-21-035

Date:  
December 8, 2021


Appendix "A"


Scale:  
N.T.S

Planner/Technician:  
MK/VS

### Subject Property

75 James Street South, 9 Jackson Street East and  
44 Hughson Street South

 Block 1 - Downtown Mixed Use – Pedestrian Focus (D2, H17, H19, H20) Zone to Downtown Mixed Use – Pedestrian Focus (D2) Zone

 Block 2 – Downtown Central Business District (D1, H17, H19, H20) Zone to Downtown Central Business District (D1) Zone





**Appendix “B” to Report PED22024  
Page 1 of 3**

**Authority:** Item 31, Economic Development  
and Planning Committee  
Report: 06-005  
CM: April 12, 2006  
Ward: 2

**Bill No. \_\_\_\_**

**CITY OF HAMILTON**

**BY-LAW NO. 21-**

**To Amend Zoning By-law No. 05-200**

**Respecting Lands Located at 75 James Street South, 44 Hughson Street South  
and 9 Jackson Street East, Hamilton**

**WHEREAS** the first stage of the new Zoning By-law, being By-law No. 05-200, came into force on the 25<sup>th</sup> day of May 2005; and,

**WHEREAS** the Council of the City of Hamilton, in adopting Section 31 of Report 06-005 of the Planning and Economic Development Committee at its meeting held on the 12<sup>th</sup> day of April, 2006, recommended that the Director of Development and Real Estate be authorized to give notice and prepare by-laws for presentation to Council, to remove the “H” Holding provision from By-laws where the conditions have been met;

**AND WHEREAS** the conditions of Holding Provision 17, 19 and 20 for the lands located at 75 James Street South, 44 Hughson Street South and 9 Jackson Street East, Hamilton have been satisfied;

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. That Map No. 952 of Schedule “A” – Zoning Maps is amended by changing the zoning from the Downtown Mixed Use – Pedestrian Focus (D2, H17, H19, H20) Zone and Downtown Central Business District (D1, H17, H19, H20) to the Downtown Mixed Use – Pedestrian Focus (D2) Zone and Downtown Central Business District (D1) Zone for the lands identified in the Location Map attached as Schedule “A” to this By-law.
2. That Schedule “D” – Holding Provisions is amended by deleting Holding Provisions 17, 19 and 20 for the lands identified in the Location Map attached as Schedule “A” to this By-law.

**Appendix "B" to Report PED22024**  
**Page 2 of 3**

3. The Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act*.

**PASSED and ENACTED** this            day of            , 2021.

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Fred Eisenberger  
Mayor

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Andrea Holland  
City Clerk

ZAD-21-035

**Appendix "B" to Report PED22024**  
**Page 3 of 3**



This is Schedule "A" to By-law No. 22-  Passed the ..... day of ....., 2022	----- Mayor  ----- Clerk
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<h2>Schedule "A"</h2>  Map forming Part of By-law No. 22-_____  to Amend By-law No. 05-200 Map 952	<b>Subject Property</b>  75 James Street South, 9 Jackson Street East and 44 Hughson Street South  <div style="display: flex; gap: 10px;"> <div style="width: 20px; height: 10px; border: 1px solid black; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px);"></div>                 Block 1 - Downtown Mixed Use – Pedestrian Focus                  (D2, H17, H19, H20) Zone to Downtown Mixed Use –                  Pedestrian Focus (D2) Zone             </div> <div style="display: flex; gap: 10px; margin-top: 10px;"> <div style="width: 20px; height: 10px; border: 1px solid black; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, black 2px, black 4px);"></div>                 Block 2 – Downtown Central Business District                  (D1, H17, H19, H20) Zone to Downtown Central                  Business District (D1) Zone             </div>
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Scale: N.T.S	File Name/Number: ZAD-21-035	
Date: December 16, 2021	Planner/Technician: MK/VS	
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT		



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Planning Division**

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	January 11, 2022
<b>SUBJECT/REPORT NO:</b>	Applications for Official Plan Amendment and Zoning By-law Amendment for Lands Located at 281 Hamilton Drive and 356 Wilson Street West, Ancaster (PED22004) (Ward 12)
<b>WARD(S) AFFECTED:</b>	Ward 12
<b>PREPARED BY:</b>	Daniel Barnett (905) 546-2424 Ext. 4445
<b>SUBMITTED BY:</b>	Stephen Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

- (a) That **Official Plan Amendment Application UHOPA-20-009 by A.J. Clarke and Associates c/o Stephen Fraser, on behalf of RUDY & Associates c/o Michelle Cutts, Owner**, to re-designate the lands from the “Low Density Residential 1” to “Low Density Residential 3” designation on Map B.2.8-1 Land Use Plan in the Ancaster Wilson Street Secondary Plan in the Urban Hamilton Official Plan, to permit ten townhouse dwelling units on a private driveway, for lands located at 281 Hamilton Drive and 356 Wilson Street West, as shown on Appendix “A” attached to Report PED22004, be **APPROVED** on the following basis:
- (i) That the draft Official Plan Amendment, attached as Appendix “B” to Report PED22004, be adopted by City Council;
  - (ii) That the proposed Official Plan Amendment is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan for the Greater Golden Horseshoe 2019, as amended;
- (b) That amended **Zoning By-law Amendment Application ZAC-20-014 by A.J. Clarke and Associates c/o Stephen Fraser, on behalf of RUDY & Associates**

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**SUBJECT: Application for Official Plan Amendment and Zoning By-law Amendment to the Town of Ancaster Zoning By-law No. 87-57 for Lands Located at 281 Hamilton Drive and 356 Wilson Street West, Ancaster (PED22004) (Ward 12) - Page 2 of 37**

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**c/o Michelle Cutts, Owner**, for a change in zoning from the Deferred Development “D” Zone and the Urban Commercial “C4-288” Zone to a site specific Residential Multiple “RM2” (RM2-713) Zone, Modified, in the Town of Ancaster Zoning By-law No. 87-57, to permit ten townhouse dwelling units accessed from a private driveway, for lands located at 281 Hamilton Drive and 356 Wilson Street West, as shown on Appendix “A” attached to Report PED22004, be **APPROVED** on the following basis:

- (i) That the draft By-law, attached as Appendix “C” attached to Report PED22004, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (ii) That the amending By-law attached as Appendix “C” attached to Report PED22004, be added to District Map No. 1-B of Zoning By-law No. 87-57 as “RM2-713”;
- (ii) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended, and complies with the Urban Hamilton Official Plan upon the approval of Official Plan Amendment No. \_\_\_\_.

## **EXECUTIVE SUMMARY**

The subject property is municipally known as 281 Hamilton Drive and 356 Wilson Street West. The Owner, 1172875 BC Ltd. c/o A.K. Sangha has applied for amendments to the Urban Hamilton Official Plan and Town of Ancaster Zoning By-law No. 87-57 to permit a total of 10 townhouse units arranged in two blocks, two parking spaces in a tandem parking arrangement per dwelling units and seven visitor parking spaces, all of which will be accessed from a private driveway. Subsequent to the submission of the Applications, the lands were sold and the ownership changed from 1172875 BC Ltd. c/o A.K. Sangha to RUDY & Associates c/o Michelle Cutts effective August 10, 2021.

The purpose of the Official Plan Amendment Application is to re-designate the lands from the “Low Density Residential 1” to “Low Density Residential 3” the Ancaster Wilson Street Secondary Plan to permit the proposed townhouse dwelling units.

The purpose of the Zoning By-law Amendment is for a change in zoning from the Deferred Development “D” Zone and Urban Commercial “C4-288” Zone to a site specific Residential Multiple “RM2-713” Zone, Modified. Modifications to the “RM2” Zone have been requested to reduce the minimum lot area, minimum lot frontage, front

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**SUBJECT: Application for Official Plan Amendment and Zoning By-law Amendment to the Town of Ancaster Zoning By-law No. 87-57 for Lands Located at 281 Hamilton Drive and 356 Wilson Street West, Ancaster (PED22004) (Ward 12) - Page 3 of 37**

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yard setback, flanking side yard setback, width of a planting strip, depth of offset for a row of townhouse dwellings, and to increase the required number of visitor parking spaces.

The Applications have merit and can be supported for the following reasons:

- They are consistent with the Provincial Policy Statement (2020) (PPS);
- They conform to the Growth Plan for the Greater Golden Horseshoe, 2019, as amended (Growth Plan);
- They comply with the general intent of the Urban Hamilton Official Plan and Ancaster Wilson Street Secondary Plan; and,
- The proposed development is compatible with existing land uses in the immediate area and represents good planning by, among other things, increasing the supply of housing units, making efficient use of existing infrastructure within the urban boundary, and supporting public transit.

**Alternatives for Consideration – See Page 36**

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: As required by the *Planning Act*, Council shall hold at least one public meeting to consider an Application for an amendment to the Official Plan and Zoning By-law.

**HISTORICAL BACKGROUND**

**Report Fact Sheet**

<b>Application Details</b>	
Applicant/Owner:	RUDY & Associates c/o Michelle Cutts (Owners)
File Number:	UHOPA-20-009 and ZAC-20-014
Type of Application:	Urban Hamilton Official Plan Amendment and Zoning By-law Amendment

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**SUBJECT: Application for Official Plan Amendment and Zoning By-law  
Amendment to the Town of Ancaster Zoning By-law No. 87-57 for  
Lands Located at 281 Hamilton Drive and 356 Wilson Street West,  
Ancaster (PED22004) (Ward 12) - Page 4 of 37**

<b>Application Details</b>	
Proposal:	<p>The proposed development has undergone multiple revision from what was original applied for on December 20, 2019. The original Applications were for a development that consisted of 11 townhouse units in two townhouse blocks, a proposed height three storey (12.8 metre), a minimum unit width of 5.5 metres, and with four visitor parking spaces.</p> <p>The current proposal is for a total of 10 townhouse units. The change from the original Application are:</p> <ul style="list-style-type: none"> <li>• The number of dwelling units in each building was revised, with four units within the townhouse block fronting on Wilson Street West and six units within the townhouse block fronting onto Hamilton Drive;</li> <li>• The height of the buildings was reduced to two and a half storey, (with the look of a two storey building from the street) and a building height of 9.5 metres;</li> <li>• The minimum unit width was increased to 6.0 metres for an interior unit and 6.2 metres for an end unit;</li> <li>• The setback from Hamilton Drive was increased, and the townhouse block along Wilson Street West was setback so as to not project in front of the existing building to the east;</li> <li>• The number of visitor parking spaces was increased to seven spaces and five short term bicycle parking spaces are included; and,</li> <li>• The amount of overall landscaping has been increased.</li> </ul>
<b>Property Details</b>	
Municipal Address:	281 Hamilton Drive and 356 Wilson Street West, Ancaster
Lot Area:	2,680 square metres (0.268 hectares)
Servicing:	Existing full municipal services.
Existing Use:	<p>Lands vacant since 2007.</p> <p>Previously:</p> <ul style="list-style-type: none"> <li>• 281 Hamilton Drive was a single detached dwelling; and,</li> <li>• 356 Wilson Street West was used for a gas station.</li> </ul>

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**SUBJECT: Application for Official Plan Amendment and Zoning By-law  
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Lands Located at 281 Hamilton Drive and 356 Wilson Street West,  
Ancaster (PED22004) (Ward 12) - Page 5 of 37**

<b>Documents</b>	
Provincial Policy Statement (PPS):	The proposal is consistent with the PPS.
A Place to Grow:	The proposal conforms to the Growth Plan, as amended.
Official Plan Existing:	“Neighbourhoods” in the Urban Hamilton Official Plan.  “Low Density Residential 1” in the Ancaster Wilson Street Secondary Plan.
Official Plan Proposed:	“Low Density Residential 3” designation.
Zoning Existing:	Urban Commercial “C4-228” Zone for Northerly half of the subject lands Deferred Development “D” Zone for Southerly half of the subject lands.
Zoning Proposed:	Residential Multiple “RM2” (RM2-713) Zone, Modified
Modifications Proposed:	The following modification are required for the development: <ul style="list-style-type: none"> <li>• To increase the maximum encroachment of a porch / stairway from 1.5 metres front a street line to 0 metres from Wilson Street West and 0 metres for a stairway and 1.0 metres for a porch from Hamilton Drive;</li> <li>• To increase the minimum lot area from 1,850 square metres to 2,600 square metres and to not require a minimum lot area per dwelling unit;</li> <li>• To reduce the minimum lot width per unit from 9.0 metres to 6.0 metres;</li> <li>• To reduce the minimum front yard setback from 7.5 metres to 0.8 metres from Wilson Street West; and,</li> <li>• To reduce the minimum flankage side yard setback from 7.5 metres to 2.5 metres from Hamilton Drive, except for an end unit in which case a minimum flankage side yard setback of 3.0 metres shall be required and 2.3 metres for the westerly end unit of the building along Wilson Street West from the flanking street line; and,</li> <li>• To reduce the minimum width of a planting strip from 3.0 metres, to 2.5 metres along the easterly side lot line and 1.4 metres along the southerly rear lot line and to permit a bicycle parking area within the southerly rear lot line.</li> </ul>

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**SUBJECT: Application for Official Plan Amendment and Zoning By-law Amendment to the Town of Ancaster Zoning By-law No. 87-57 for Lands Located at 281 Hamilton Drive and 356 Wilson Street West, Ancaster (PED22004) (Ward 12) - Page 6 of 37**

Modifications Proposed <b>Continued:</b>	<ul style="list-style-type: none"> <li>To reduce the minimum depth required for off-setting or staggering the front face or wall for a townhouse with more than four units from 1.0 metres to 0.5 metres.</li> </ul> <p>The following modifications have been included by staff:</p> <ul style="list-style-type: none"> <li>To require a minimum visitor parking requirement of 0.66 spaces per unit whereas no visitor parking is required for Street Townhouses;</li> <li>To restrict the maximum number of dwelling units to 10 units; and,</li> <li>To increase the minimum number of required parking from two parking spaces per unit to 2.66 parking spaces per unit (two tandem and 0.66 visitor parking spaces per unit).</li> </ul>
<b>Processing Details</b>	
Received:	December 20, 2019
Deemed Complete:	January 17, 2020
Notice of Complete Application:	Sent to 104 property owners within 120 metres of the subject property on January 29, 2020.
Public Notice Sign:	Posted February 11, 2020 and updated with public meeting date on December 8, 2021.
Notice of Public Meeting:	Sent to 154 property owners within 120 metres of the subject property on December 17, 2021.
Public Consultation:	<p>The Applicant original intended to hold a Public Open House meeting which would have occurred in the spring of 2020 however due to Covid-19 the Public Open House meeting never occurred.</p> <p>In order to engage with the Public, the Applicant sent out a letters on August 10, 2021 seeking public engagement and an additional mailout was sent August 26, 2021 to additional members of the public who did not receive the original mailout. A total of 123 letters were sent out by the Applicant seeking public engagement. One letter was received by the Applicant re-iterating the concern that was previously provided to the City in early 2020.</p>
Public Comments:	18 letters were received expressing concern for the proposed Official Plan Amendment and Zoning By-law Amendment.
Processing Time:	753 days from date of receipt of initial Application. 238 day from receipt of revised development proposal and 103 days from receipt of updated Tree Management Plan.

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**SUBJECT: Application for Official Plan Amendment and Zoning By-law Amendment to the Town of Ancaster Zoning By-law No. 87-57 for Lands Located at 281 Hamilton Drive and 356 Wilson Street West, Ancaster (PED22004) (Ward 12) - Page 7 of 37**

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**Existing Land Use and Zoning:**

	<b>Existing Land Use</b>	<b>Existing Zoning</b>
<b>Subject Property:</b>	Vacant Lot	“C4-228” (Urban Commercial) Zone and “D” (Deferred Development) Zone, Modified

**Surrounding Land Uses:**

<b>North</b>	Municipal park and Fire Station	Neighbourhood Park (P1) Zone
<b>East</b>	Single detached dwellings	“R3” (Residential 3) Zone
<b>South</b>	Single detached dwellings	“R3-302” (Residential 3) Zone, Modified
<b>West</b>	Block townhouse dwellings	“RM3-327” (Residential Multiple 3) Zone, Modified

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

**Provincial Planning Policy Framework**

The Provincial Planning Policy Framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (2020) (PPS). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the PPS. As of May 1, 2020, the policies of the PPS (2020) apply to planning decision, including:

- “1.1.3.1 *Settlement areas* shall be the focus of growth and development.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses:
  - a) Efficiently use land and resources;
  - b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomic expansion;

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- e) Support active transportation; and,
- f) Are transit-supportive, where transit is planned, exists or may be development;

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”

The proposed development is located within a settlement area and represents a compatible form of intensification which promotes efficient use of land, existing infrastructure, and existing public transit. The proposed development is a compact form of development that is appropriate in scale for the area.

### **Cultural Heritage and Archaeology**

The City of Hamilton Official Plan has not been updated with respect to the cultural heritage policies of the PPS. The following policies amongst others of the PPS 2020 apply.

- “2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved;
- 2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved; and,
- 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.”

The subject property meets two of the ten criteria used by the City of Hamilton and Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) for determining archaeological potential:

- 1) In an area of sandy soil in areas of clay or stone;
- 2) In areas of pioneer EuroCanadian Settlement; and,
- 3) Along historic transportation routes.

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Notwithstanding current surface conditions the criteria define the property as having archaeological potential. Staff will require that a written caution note be added to the site plan drawings as part of a future Site Plan Control Application.

The subject property is adjacent to 285 Hamilton Drive, a property included in the City's Inventory of Buildings of Architectural and/or Historical Interest, and staff are of the opinion that the heritage value of the property could be impacted. To address the potential impact on the heritage value of the adjacent inventoried property staff required the inclusion of a planting strip / vegetative tree barrier to be established between the subject lands and the inventoried property. The proposed development incorporates a planting strip along the rear lot line between the proposed development and the adjacent inventoried property and a visual barrier fence will be required to be provided as part of the future Site Plan Control Application. Staff are satisfied the that the heritage value of the adjacent inventoried property will be protected.

### **Noise**

The PPS provides the following policy direction:

"1.2.6.1 Major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and / or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities."

The subject lands are close to existing noise sources, primarily from the surrounding roads. An Acoustical Study was prepared by HBC Engineering dated December 18, 2019 and submitted with the Application.

The noise sources identified in the study that impact the subject lands included Wilson Street West, Hamilton Drive, and Alexander Graham Bell Parkway (403) (AGBP), which is located approximately 310m to the south. The study also noted the existing fire station, located to the north of the subject lands, as a potential source of noise.

The study identified the sound levels impacting the proposed development measured from multiple points on both buildings and the study noted that the traffic sound levels at the proposed buildings will exceed the MECF guidelines. The Noise Study by HBC Engineering has identified the required mitigation measures and noise warning clauses that will need to be implemented in order for the development to comply with MECF guidelines. Required mitigation measures include:

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- Requirement for the dwelling units to be equipped with central air conditioning systems so that windows can be kept closed;
- Establishment of a sound transmission class (STC) rating of 32 for the windows and doors on the north façade of the townhouse dwelling along Wilson Street West;
- Standard Ontario Building Code (OBC) requirements for the townhouse dwelling along Hamilton Drive;
- Warning Clauses that will need to be included in all offers of purchase and sale, and property and tenancy agreements; and,
- Prior to Application of a building permit a qualified professional will review the plans to ensure that windows and building constructions are adequately designed and subsequently that a qualified professional certify that the noise control measures for the building have been properly installed.

All noise mitigation measures will need to be implemented at the Site Plan Control stage.

The Acoustical Study prepared by HBC Engineering dated December 18, 2019 was based on the original design and layout of the proposed development and does not account for the changes in the proposed revised design. While the current Acoustical study adequately demonstrates that the proposed use can be accommodated on site with adequate mitigation measures, an updated Acoustical Study or Addendum Acoustical Study will need to be undertaken and implemented as part of the future Site Plan Control Application.

### **Site Contamination**

The PPS provides the following policy direction:

- “3.2.2 Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.”

Part of the subject lands was previously used for a motor vehicle service station (gas station). On the basis of this current development proposal a Record of Site Condition (RSC) is required to determine that the subject lands are not contaminated and precluded from being developed for residential use.

The Applicant filed a Record of Site Condition with the Ministry of the Environment, Conservation and Parks on December 16, 2020, which concluded based on Phase 1 and Phase 2 Environmental Assessment and sampling that was undertaken, that there

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is no evidence of any contaminants in the soil, ground water or sediment on, in or under the RSC property that would interfere with the proposed residential use.

Given the foregoing, and subject to the recommended zoning By-law provisions, staff are of the opinion that the Applications are consistent with the PPS.

**Growth Plan for the Greater Golden Horseshoe 2019, as amended**

The Growth Plan directs the majority of growth to settlement areas that have access to municipal water and wastewater systems and can support the achievement of complete communities. The following policies, amongst others, apply to the proposal:

- “2.2.1.2 a) Forecasted growth to the horizon of this Plan will be allocated based on the following:
- a) The vast majority of growth will be directed to *settlement areas* that:
    - i. Have a *delineated built boundary*;
    - ii. Have existing or planned *municipal water and wastewater systems*; and,
    - iii. Can support the achievement of *complete communities*;
- 2.2.1.2 c) Within *settlement areas*, growth will be focused in:
- i. Delineated built-up areas;
  - ii. Strategic growth areas;
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,
  - iv. areas with existing or planned public service facilities;
- 2.2.1.4 Applying the policies of this Plan will support the achievement of *complete communities* that:
- c) Provide a diverse range and mix of housing options, including second units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;”

The subject lands are located within the Hamilton urban area and are fully serviced by municipal water and wastewater infrastructure. The proposal contributes toward providing a diverse range and mix of housing options and makes use of existing

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municipal services. The proposal represents a form of residential intensification within the built-up area, in proximity to an existing transit route along Wilson Street West.

Based on the foregoing, the proposal conforms with the policies of the Growth Plan.

### **Urban Hamilton Official Plan**

The subject is identified as “Neighbourhoods” on Schedule “E” – Urban Structures and designated “Neighbourhood” on Schedule “E-1” – Urban Land Use Designation in the UHOP. The following policies, amongst others, apply to the proposal.

#### Urban Structures

- “E.2.6.2 Neighbourhoods shall primarily consist of residential uses and complementary facilities and services intended to serve the residents. These facilities and services may include parks, schools, trails, recreation centres, places of worship, small retail stores, offices, restaurants, and personal and government services;
- E.2.6.4 The Neighbourhoods element of the urban structure shall permit and provide the opportunity for a full range of housing forms, types and tenure, including affordable housing and housing with supports; and,
- E.2.6.7 Neighbourhoods shall generally be regarded as physically stable areas with each neighbourhood having a unique scale and character. Changes compatible with the existing character or function of the neighbourhood shall be permitted. Applications for development and residential intensification within Neighbourhoods shall be reviewed in consideration of the local context and shall be permitted in accordance with Section B.2.4 – Residential Intensification, E.3.0 – Neighbourhoods Designation, E.4.0 – Commercial and Mixed Use Designation, and E.6.0 – Institutional Designation.”

The proposal is to establish a block townhouse development comprised of freehold units fronting on a condo road is a use permitted for lands identified as “Neighbourhoods”. The proposed development contributes toward providing a full range of housing forms, types and tenures. The size and scale of the proposed development is compatible with the area which consists of low density forms of development.

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Neighbourhoods

- “E.3.2.1 Areas designated Neighbourhoods shall function as complete communities, including the full range of residential dwelling types and densities as well as supporting uses intended to serve the local residents;
- E.3.2.3 The following uses shall be permitted on lands designated Neighbourhoods on Schedule E-1 – Urban land Use Designations:
- a) Residential dwellings, including second dwelling units and housing with supports;
- E.3.2.4 The existing character of established Neighbourhoods designated areas shall be maintained. Residential Intensification within these areas shall enhance and be compatible with the scale and character of the existing residential neighbourhood in accordance with Section B.2.4 – Residential Intensification and other applicable policies of this Plan;
- E.3.5.2 Uses permitted in medium density residential area include multiple dwellings except street townhouses;
- E.3.5.7 For medium density residential uses, the net residential density shall be greater than 60 units per hectare and not greater than 100 units per hectare;
- E.3.5.8 For medium density residential uses, the maximum height shall be six storeys; and,
- E.3.5.9 Development within the medium density residential category shall be evaluated on the basis of the following criteria:
- a) Development should have direct access to a collector or major or minor arterial road. If direct access to such a road is not possible, the development may gain access to the collector or major or minor arterial road from a local road only if a small number of low density residential dwellings are located on that portion of the local road.
  - b) Development shall be integrated with other lands in the Neighbourhoods designation with respect to density, design and physical and functional considerations.
  - c) Development shall be comprised of sites of suitable size and provide adequate landscaping, amenity features, on-site parking, and buffering

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if required. The height, massing, and arrangement of buildings and structures shall be compatible with existing and future uses in the surrounding area;

- d) Access to the property shall be designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets; and,
- e) The City may require studies, in accordance with Chapter F – Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design, and massing of a building or structure shall not unduly overshadow, block light, or result in the loss of privacy of adjacent residential uses;

F.1.2.2 The individual secondary plan policies and designations are contained in Volume 2. Secondary plan designations shall be identified on the maps appended to the specific secondary plan areas. It is intended that secondary plan policies are to be read in conjunction with the policies and designations contained in Volume 1. However, should there be a discrepancy between the policies and/or designations, the policies and designations of the secondary plan shall prevail.”

The proposed development is considered to be a block townhouse house development as a result of the dwelling unit sharing a common vehicular access by way of a private driveway, and therefore in respect to the UHOP the proposed use is considered to be a multiple dwelling. Based on this, the form of development is considered to be a medium density residential development. A multiple dwelling is permitted for lands designated “Neighbourhoods.”

The proposed 10 dwelling units will result in a residential density of 37.3 units per hectare and therefore would not comply with the minimum density of 60 units per hectare for medium density. However, in accordance with F.1.2.2, where there is a discrepancy between the policies of the UHOP and the secondary plan, then the secondary plan policies shall prevail. Upon the approval of requested Official Plan Amendment to change the secondary plan designation from Low Density Residential 1 to Low Density Residential 3 the proposed density of 37.3 unit per hectare will comply with the density range of 20 to 60 units per hectare in the Ancaster Wilson Street Secondary Plan.

Additionally, the proposed development for block townhouse dwellings will:

- Be two and a half storey buildings, thereby complying with the maximum height provision;

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- Have frontage on Wilson Street West a major arterial road and have direct vehicle access to Hamilton Drive a collector road;
- Provide a built form that is compatible with other block townhouse development in the area and a built form that is compatible with the low rise scale of development in the area in terms of height, massing and the arrangement of buildings;
- Provide adequate on-site landscaping, private amenity space, on-site parking and buffering between the proposed development and adjacent lands;
- Have separate vehicle and pedestrian accesses to the street and public sidewalk, provides a consolidate private driveway that is located at the furthest point from the existing roundabout located at the intersection of Wilson Street West and Hamilton Drive, thereby minimizing traffic conflicts and pedestrian conflicts; and,
- Sun shadow studies and study of overlook impacts were not required due to the low rise nature of the proposed block townhouse development and due to the fact that no modification for increased building height, or modification to reduce the setbacks from the adjacent lands was requested.

### **Residential Intensification**

B.2.4.1.4 Residential intensification developments shall be evaluated based on the following criteria:

- a) A balanced evaluation of the criteria in b) through g), as follows;
- b) The relationship of the proposal to existing neighbourhood character so that it maintains, and where possible, enhances and builds upon desirable established patterns and built form;
- c) The development's contribution to maintaining and achieving a range of dwelling types and tenures;
- d) The compatible integration of the development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques;
- e) The development's contribution to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;

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- f) Infrastructure and transportation capacity; and,
- g) the ability of the development to comply with all applicable policies;

B.2.4.2.2 When considering an Application for a residential intensification development within the Neighbourhoods designation, the following matters shall be evaluated:

- a) The matters listed in Policy B.2.4.1.4;
- b) Compatibility with adjacent land uses including matters such as shadowing, overlook, noise, lighting, traffic, and other nuisance effects;
- c) The relationship of the proposed building(s) with the height, massing, and scale of nearby residential buildings;
- d) The consideration of transitions in height and density to adjacent residential buildings;
- e) The relationship of the proposed lot(s) with the lot pattern and configuration within the neighbourhood;
- f) The provision of amenity space and the relationship to existing patterns of private and public amenity space;
- g) The ability to respect and maintain or enhance the streetscape patterns including block lengths, setbacks and building separations;
- h) The ability to complement the existing functions of the neighbourhood;
- i) The conservation of cultural heritage resources; and,
- j) Infrastructure and transportation capacity and impacts.”

The subject property is in an area dominated by low rise built form of development ranging in height from one to two storey. The proposed development seeks to establish a development that is two and a half storeys in height but will appear to be a two storey building from the front façade. The proposed block length of 36.5 metres along Hamilton Drive and 24.7 metres along Wilson Street West is compatible with the block lengths of existing townhouse building in the area which range in length from 32 metres to 55 metres. While the proposed six metre wide townhouse units are narrower than the existing eight to nine metre wide townhouse units that exist in immediate area based on the proposed building height, and building massing of the proposed buildings

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the development will maintain the establish pattern and built form of the area which will integrate with the surrounding area in accordance with the objective of the policies of the UHOP, particularly, policies B.2.4.1.4 b) and d) and B.2.4.2.2 c), and e).

The proposed block townhouse dwellings will contribute to achieving a range of dwelling types and tenures policy B.2.4.1.4 c).

As previously outlined the proposed development will comply with the planned urban structure in Section E.2.0 – Urban Structures and will complement the existing function of the neighbourhood as stated in policies B.2.4.1.4 (e) and B.2.4.2.2 (h).

There are existing municipal services available to service the subject property and adequate transportation capacity available on the abutting municipal roads, policies B.2.4.1.4 f) and B.2.4.2.2 j).

Based on the size, scale and orientation of the proposed development the proposed development will not create shadow, overlook, noise, lighting, traffic or other nuisance effects on adjacent land uses, policy B.2.4.2.2 b).

The proposed two and a half storey building height along with the proposed 2.5 metre side yard setback will establish an appropriate transition from the existing one storey building to the east on Wilson Street West and the proposed 8.4 metre rear yard setback will establish an appropriate transition form the existing one and a half storey building to the south on Wilson Street West, policy B.2.4.2.2 d).

The amenity needs of the residents will be addressed by way of a 14.2 square metre rear roof top terrace for each unit to provide adequate private amenity space policy B.2.4.2.2 f).

While a modification for a 0.8 metre front yard setback is proposed from Wilson Street West due to the irregular shape of the property and the existing turning circle, the front façade of the building fronting onto Wilson Street West will be located further south than the existing building at 352 Wilson Street West located to the east of the subject property. The front façade of the building fronting onto Hamilton Drive will project closer to the street than the façade of the existing building at 285 Hamilton Drive located to the south of the subject property, however the project will be approximately 2 metres and based on the proposed 8.4m rear yard setback will create an appropriate transition in respect to setbacks. The proposed 2.5 metre easterly side yard setback and 8.4 metre rear yard setback represent appropriate setbacks for the area. As previously noted, the block length of the proposed townhouse is compatible with the block length of other townhouse in the area. Finally, the 5.5 metre separation between the townhouse blocks is similar in scale to the separation between existing townhouse

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blocks in the area. The proposed development respects and maintains the streetscape pattern in terms of the block length, setbacks, and building separation, policy B.2.4.2.2 g).

The proposal will not remove any existing cultural heritage resource and as previously noted the heritage value of the adjacent property at 285 Hamilton Drive will be protected, policy B.2.4.2.2 i).

The proposed development will conform to the Residential Intensification policies of the UHOP.

### **Urban Design**

“B.3.3.3.2 New development shall be designed to minimize impact on neighbouring buildings and public spaces by:

- a) Creating transitions in scale to neighbouring buildings;
- b) Ensuring adequate privacy and sunlight to neighbouring properties; and,
- c) Minimizing the impacts of shadows and wind conditions;

B.3.3.3.3 New development shall be massed to respect existing and planned street proportions.

B.3.3.3.5 Built form shall create comfortable pedestrian environments by:

- a) Locating principal facades and primary building entrances parallel to and as close to the street as possible;
- b) Including ample glazing on ground floors to create visibility to and from the public sidewalk;
- c) Including a quality landscape edge along frontages where buildings are set back from the street;
- d) Locating surface parking to the sides or rear of sites of buildings, where appropriate; and,
- e) Using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.”

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Based on the height of the proposed building and the setbacks from the adjacent property an appropriate transition from the neighbouring building will be maintained. Based on the size, scale, setback, and orientation of the proposed buildings, adequate privacy and sunlight will be provided to neighbouring properties and will not create shadow and overlook impacts that will negatively affect abutting dwellings. As a result of the height of the proposed buildings, no wind impacts will be created.

As previously outlined the proposed massing of the proposed building in respect to height and length is consistent with the existing area. The massing of the proposed development respects the existing street proportions.

The principal façade and primary entrances will be oriented to the street and be located as close to the street as possible. Ample glazing will be provided along the ground floor of the proposed development to create visibility to and from the public sidewalk. Landscaping will be provided between the front façade and the street. Surface parking areas for both residents and visitors will be located to the rear of the proposed building.

The proposed development will comply with the Urban Design policies of the UHOP.

### **Ancaster Wilson Street Secondary Plan**

The subject property is designated “Low Density Residential 1” on Map B.2.8-1 Land Use Plan, in the Ancaster Wilson Street Secondary Plan. The subject property is located in the Gateway Residential Area in the Ancaster Wilson Street Secondary Plan.

#### **2.8.7.2 General Residential Policies**

In addition to Section B.3.2 – Housing Policies, C.3.2 – Urban Area General Provisions, and E.3.0 – Neighbourhood Designations of Volume 1, the following policies apply to all residential land use designations identified on Map B.2.8-1 – Ancaster Wilson Street Secondary Plan: Land Use Plan:

- a) Residential development or redevelopment and infill development shall maintain and enhance the character of the residential areas through architectural style that is sympathetic and complementary with the existing adjacent residential areas, heritage buildings, and uses. Further direction regarding design shall be provided in the Urban Design policies, detailed in Policy 2.8.12 of this Plan;

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- b) Common element and condominium roads should be connected to the public active transportation network via sidewalks;
- c) Reverse frontage lotting patterns shall not be permitted, except where existing on the date of approval of this Secondary Plan; and,
- d) Direct access to individual dwelling units from Wilson Street and Fiddlers Green Road shall be discouraged. Alternative forms of access, such as use of shared or common access points and rear lane arrangements, shall be encouraged.

**2.8.7.3 Low Density Residential Designations**

- a) In addition to Section E.3.4 – Low Density Residential of Volume 1, for lands designated Low Density Residential 1 on Map B.2.8-1 – Ancaster Wilson Street Secondary Plan: Land Use Plan, the following policies shall apply:
  - i. Notwithstanding Policy E.3.4.3 of Volume 1, the permitted uses shall be limited to single detached dwellings and semi-detached dwellings;
  - ii. The conversion of residential buildings, or construction of new buildings for medial, business, personal services, or professional office uses shall not be permitted in areas designated Low Density Residential 1;
  - iii. Notwithstanding Policy E.3.4.4. of Volume 1, the net residential density range shall be 1 – 20 units per hectare; and,
  - iv. Notwithstanding Policy E.3.4.5 of Volume 1, the maximum building height shall be 2.5 storeys;
- b) In addition to Section E.3.4 – Low Density Residential of Volume 1, for lands designated Low Density Residential 3 on Map B.2.8-1 – Ancaster Wilson Street Secondary Plan: Land Use Plan, the following policies shall apply:
  - i. In addition to Policy E.3.4.3 of Volume 1, all forms of townhouses and low rise multiple dwellings shall be permitted;

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- ii. Notwithstanding Policy E.3.4.4 of Volume 1, the net residential density range shall be 20 – 60 units per hectare; and,
- vi. New development or redevelopment shall ensure the height, massing, scale, and arrangement of the buildings and structures are compatible with the abutting uses.

The proposed development, with a height of 2.5 storeys, will comply with the “Low Density Residential 1” policies in the Ancaster Wilson Street Secondary Plan. A block townhouse is not a use permitted for lands designated “Low Density Residential 1” which permits only single detached and semi detached dwellings. In addition, the proposed residential density of 37.3 units per hectare exceeds the density range of 1 – 20 units per hectare permitted for lands designated “Low Density Residential 1”. Therefore, an amendment to the Ancaster Wilson Street Secondary Plan is required to change the designation of the lands to a “Low Density Residential 3” designation which would permit the proposed block townhouse form of development and the proposed residential density.

#### Urban Design

2.8.12.1 In addition to Section B.3.3 – Urban Design policies of Volume 1, the following policies shall apply to lands within the Ancaster Wilson Street Secondary Plan and Community Node areas, as identified on Map B.2.8-1 Ancaster Wilson Street Secondary Plan: Land Use and Appendix A – Character Areas and Heritage Features:

- a) Development and redevelopment shall be consistent with the Ancaster Wilson Street Secondary Plan Urban Design Guidelines, and shall be sympathetic to adjacent building styles, features and materials when adjacent to a designated or listed heritage building;
- b) In accordance with Policy F.1.19.6 of Volume 1, an Urban Design Report may be required for development or redevelopment, demonstrating how the proposal meets the policies of this Secondary Plan and the Ancaster Wilson Street Secondary Plan Urban Design Guidelines;
- c) For the purpose of maintaining community character and cohesive design, five Character Areas have been identified, as shown on Appendix A – Character Areas and Heritage Features. The five Character Areas shall include:

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- v) Gateway Residential, located from Todd Street to Meadowbrook Drive, which is a predominately residential area with low and medium density housing;
- d) The Ancaster Wilson Street Secondary Plan Urban Design Guidelines further describe the design objectives, function, and design character of each Character Area;
- e) New development or redevelopment shall complement the distinct character, design, style, building materials, and characteristics, which define each Character Area;
- f) Design requirements shall only apply to commercial and mixed use areas, institutional, and multi-residential developments. The Guidelines shall not apply to single detached and semi-detached dwellings;
- g) Development or redevelopment shall not negatively affect active transportation within the Ancaster Wilson Street Secondary Plan; and,
- h) Development and redevelopment shall foster streets as interactive outdoor spaces for pedestrians.

The proposed development for a medium density housing form is consistent with Gateway Residential Character Area. The proposed development is compatible with the character of the area.

As outlined in the Ancaster Wilson Street Secondary Plan – Urban Design Guidelines the proposed development is consistent with the Design Intent for the Gateway Residential design district. All vehicle access will be from Hamilton Drive and based on the scale of the development the transportation policy objectives of the Ancaster Wilson Street Secondary Plan will be maintained. The proposed development is oriented towards the street with front doors and front porches and therefore, the proposed development will foster streets as interactive outdoor spaces for pedestrians.

The proposed development is subject to the Ancaster Wilson Street Secondary Plan – Urban Design Guidelines.

### 3.1.1 Design Intent

The Intent of these design guidelines is to preserve the residential scale and “green” character of Wilson Street West, while enhancing the “gateway”

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function of the corridor currently fulfils. Primary elements of the guidelines that achieve this include:

- Building design is flexible and accommodates / promotes individual expression;
- Building heights are limited to 3 storeys with pitched rooflines;
- Building masses are setback from the street with front yard landscaping; and,
- A strong linear parkway for pedestrian and bicycle circulation and enhances connections and the green quality of the street.

The proposed development does not exceed a height of three storeys and maintains a pitched roofline. The front façade of the proposed buildings and the landscaping provided between the front façade of the buildings and the street are generally consistent with the existing building lines along both Wilson Street West and Hamilton Drive. The proposal will include extension of the municipal sidewalks along Hamilton Drive, and the inclusion of internal walkways to facilitate pedestrian circulation. The proposal includes bicycle parking on-site to promote active transportation.

Based on the forgoing the proposed development complies with the policies of the Ancaster Wilson Street Secondary Plan, subject to approval of the Official Plan Amendment.

**Town of Ancaster Zoning By-law No. 87-57**

The southerly portion of the property formerly 281 Hamilton Drive is zoned Deferred Development “D” Zone and the northerly portion of the property formerly 356 Wilson Street West is zoned Urban Commercial “C4-288” Zone, neither zone permits street townhouses. To permit the proposed 10 street townhouse units a Zoning By-law amendment is required. To implement the proposed development, the Applicant is seeking to change the zoning of the subject lands from the Deferred Development “D” Zone and Urban Commercial “C4-288” Zone to a site specific Residential Multiple “RM2” (RM2-713) Zone, Modified. The site-specific modifications to accommodate the proposal are outlined in the Report Fact Sheet and discussed in detail in Appendix “E” attached to Report PED22004.

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**RELEVANT CONSULTATION**

<b>Departments and Agencies</b>		
	<b>Comment</b>	<b>Staff Response</b>
Strategic Planning Section, Public Works Department.	No Comment or concern with the proposal.	None
Ministry of the Environment, Conservation and Parks (MECP).	Based on the history of the site having been a gas station and with the proposal being to change the use to residential a Record of Site Condition needs to be completed and uploaded to the Registry in order to demonstrate that the site has been assessed, remediated in necessary, and is therefore suitable for the intended more sensitive land use.	A Record of Site Condition (RSC) was filed with the Ministry of the Environment, Conservation and Parks on December 16, 2020.
Transit Planning and Infrastructure, Public Works Department.	Installation of a sidewalk on the east side of Hamilton Drive will improve access to public transit for residents.	Installation of sidewalks along the east side of Hamilton Drive will be required as part of the Site Plan Control Application.
Healthy Environments Division, Public Health Services.	Promote making it easier to walk, cycle, or use public transit which has a positive influence on physical activity, safety, air quality, and ultimately health and quality of life.  Support development to increase density and provides pedestrian oriented streetscape.	The proposed development establishes intensification of the subject lands and provides for a pedestrian oriented streetscape. Walkways to connect to the municipal sidewalk and on-site bicycle parking will be provided.

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<b>Departments and Agencies</b>		
	<b>Comment</b>	<b>Staff Response</b>
Development Engineering Approvals Section, Planning and Economic Development Department.	<p>A road widening dedication of approximately 3.0 metres is required along Hamilton Drive.</p> <p>Payment for the future sidewalk along the entire frontage of Hamilton Drive will be required. No major concern with respect to the preliminary grading plan, storm water management, and servicing plans were identified, but noted that detailed review will be provided at the Site Plan Control Application stage.</p>	<p>Road widening dedication will be required to be completed as part of the Site Plan Control Application.</p> <p>Payment for the future sidewalks along Hamilton Drive will be required as part of the Site Plan Control Application.</p> <p>Detailed grading, storm water management and servicing plans will be reviewed and approved as part of the Site Plan Control Application.</p>
Growth Planning Section, Planning and Economic Development, Department.	<p>The municipal addressing for the proposed development will be finalized as part of the Site Plan Control Application.</p> <p>The submitted plan appears to be deficient a waste storage area.</p>	<p>The municipal address will be finalized through the Site Plan Control Application.</p> <p>On site waste management will be determined as part of the Site Plan Control Application.</p> <p>The proposed street townhouse units will have Condominium tenure which will need to be established through approval of a Condominium Application.</p>
Forestry and Horticulture Section, Public Works Department.	<p>Forestry and Horticulture reviewed the Tree Management Plan and associated survey identify that all trees are located on private property. With the dedication of a 3.0 metre road widening along Hamilton Drive an existing row of trees on private property has the potential to become municipally owned trees.</p> <p>An updated Tree Management Plan will therefore be required to</p>	<p>The Tree Management Plan, along with any permit to injure or remove municipal trees and payment for the planting of municipal trees will be completed as part of the Site Plan Control Application.</p>

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Lands Located at 281 Hamilton Drive and 356 Wilson Street West,  
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<p>Forestry and Horticulture Section, Public Works Department <b>Continued.</b></p>	<p>be completed as part of the Site Plan Control Application.</p> <p>A permit to injure or remove any municipal trees is required.</p> <p>Payment for street tree planting will be required.</p>	
<p>Transportation Planning Section, Planning and Economic Development, Department.</p>	<p>The proposed development for ten townhouse dwellings will not generate a substantial amount of traffic and due to the limited number of trips will have no measurable effect on the surrounding road network. Based on the small size of the proposed development a Transportation Impact Study is not required.</p> <p>A road widening of approximately 3.0 metres along Hamilton Drive will be required.</p> <p>Wilson Street West is a major arterial road and Hamilton Drive is a collector road. An irregular size daylight triangle already exists and exceeds the required 12.19 metre by 12.19 metre Daylight Triangle requirement. No further daylight triangle dedication is required.</p> <p>Any redundant driveway approach will be required to be abandoned. A 3.0 metre by 3.0 metre visibility triangle will be required for the proposed driveway.</p>	<p>The road widening of approximately 3.0 metres along Hamilton Drive has been incorporated into the concept plan all setbacks in the Amending By-law are based on the lands being dedicated. The dedication of the road allowance widening will be undertaken as part of the Site Plan Control Application.</p> <p>All redundant driveways, visibility triangle and revisions to the driveway approach will be required to be undertaken as part of the Site Plan Control Application.</p>

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<b>Departments and Agencies</b>		
	<b>Comment</b>	<b>Staff Response</b>
Transportation Planning Section, Planning and Economic Development, Department <b>Continued.</b>	Revisions to the driveway width at the property line can be considered to maintain adequate separation from any utility poles, fencing, signs, or other features and to minimize the encroachment of the driveway radii past the extension of the adjacent property line of 285 Hamilton Drive.	
Recycling and Waste Disposal, Operations Division, Public Works Department.	The proposed development is eligible for municipal waste collection service subject to meeting the City's requirements for serviceability.  A private waste hauler will be required if the property will be generating more than the allowable waste collection limited.	The Applicant will be required to demonstrate that they meet the City's requirements for serviceability for municipal waste collection services or will have to provide waste collection services by way of a private waste hauler.

<b>Public Consultation</b>		
<b>Issue</b>	<b>Comment</b>	<b>Staff Response</b>
Building Height.	Concern that the height of the proposed development is not in keeping with the character of the area.	The initial design proposed a three storey 12.8 metre tall building. The revisions to the design of the building has reduced the height to two and a half storeys 9.5 metres in height, with the front façade of the building having the look and feel of a two storey building.

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<b>Public Consultation</b>		
<b>Issue</b>	<b>Comment</b>	<b>Staff Response</b>
Building Length.	Concern that the length of the buildings is not in keeping with the character of the area.	<p>The proposed development consists of two building one consisting of six units building along Hamilton Drive that is approximately 36.5 metres in length, and the second consists of a four unit building along Wilson Street West that is approximately 24.75 metres in length. The length of the proposed townhouses do not exceed the maximum of eight per townhouse block outlined in the Zoning By-law.</p> <p>In addition, the proposed length of 36.5 metres is consistent with the length of existing townhouse building in the immediate area which have building length ranging form 32 metres to 55 metres in length.</p>
Density.	Concern that the proposed density of the development is not in keeping with the character of the area.	<p>The initial design proposed 11 dwelling units and has subsequently been reduced to 10 dwelling units.</p> <p>The subject lands will be able to accommodate the proposed 10 dwelling units while providing appropriately sized dwelling units, along with adequate parking, amenity space and landscaping, and providing for a built form in terms of massing, height and setbacks that is compatible with the area.</p> <p>Therefore, the density of the proposed development will be compatible with the area.</p>

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<b>Public Consultation</b>		
<b>Issue</b>	<b>Comment</b>	<b>Staff Response</b>
Privacy.	Concern that the proposed development will create overlook privacy impacts on adjacent lands.	<p>The side façade of the townhouse building along Wilson Street West will have the look and appearance of a two storey building. The building will comply with the minimum 2.5 metre side yard setback required in the zoning by-law and the building massing will align with the adjacent building to the east and therefore the windows in the easterly façade will not result in over looking into the adjacent rear yard.</p> <p>The southerly façade of the building along Hamilton Drive will also have the look and appearance of a two storey building.</p> <p>The building will also be setback approximately 8.4 metres from the rear lot line and will be aligned with adjacent building as opposed to any rear yard amenity space.</p> <p>The rear facades of the two townhouse buildings will include window and a roof terrace on the third floor however the rear façade of the townhouse building along Wilson Street West will be setback back approximately 60.0 metres from the rear lot line and the rear façade of the townhouse building along Hamilton Drive will be setback approximately 22.2 metres from the easterly side lot line.</p>

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Amendment to the Town of Ancaster Zoning By-law No. 87-57 for  
Lands Located at 281 Hamilton Drive and 356 Wilson Street West,  
Ancaster (PED22004) (Ward 12) - Page 30 of 37**

<b>Public Consultation</b>		
<b>Issue</b>	<b>Comment</b>	<b>Staff Response</b>
Privacy <b>Continued.</b>		The limited height of the building along with the orientation and setback of the buildings as outlined above, along with the provision of visual barriers and landscaping will minimize privacy overlook impacts on the adjacent lands.
Sun Shadow.	Concern that the proposed development would create shadow impacts on adjacent properties.	The proposed building will not exceed the maximum building that is currently permitted on adjacent lands, nor is any reduction in the required setbacks required from either the easterly side lot line or rear lot line. Furthermore, the proposed buildings will be setback from the adjacent properties. Therefore, the proposed development will not create negative shadow effects on the adjacent properties.
Traffic Impacts.	Concern that the proposed development would create negative traffic impacts for the area.	The proposed ten townhouse dwellings will not generate a substantial amount of traffic. Due to the limited number of trips that will be generated, there will be no measurable effect on the traffic on the surrounding road network.  Therefore, the proposed development will not result in any adverse traffic impacts for the area.
Lighting Impacts.	Concern that the proposed development would create lighting impacts for the adjacent properties.	Lighting from any pole or wall mounted light fixture will be required to be contained on the subject lands as part of the Site Plan Control Application.

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Ancaster (PED22004) (Ward 12) - Page 31 of 37**

<b>Public Consultation</b>		
<b>Issue</b>	<b>Comment</b>	<b>Staff Response</b>
Lighting Impacts <b>Continued.</b>		In respect to lighting impacts from vehicles it is noted that a visual barrier will be required to be established between the subject property and the abutting lands. Landscaping will also be required to be provided between the parking area and the adjoining lands.  Therefore, the proposed development will not result in any adverse lighting impacts on the adjacent lands.
Noise Impacts.	Concern that the proposed development would create negative noise impacts for the adjacent properties.	Based on the scale of the proposed street townhouse development (10 units) and the orientation and setback of the building the proposed development will not generate noise at a level that will result in any adverse impacts on the adjacent lands.
Setbacks from the Street Line.	Concern that the setbacks of the proposed development are not compatible with character of the area.	The design of the units have been revised from the original proposal. The revised design will setback the front façade of the building along Wilson Street West to no longer project in front of the existing dwelling to the east. The revision also results in the corner of only one unit having a setback less than 1m with the remaining portions of the building façade having setbacks as large as 11.0 metres for the portion of the building closes to the easterly side lot line.

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Ancaster (PED22004) (Ward 12) - Page 32 of 37**

<b>Public Consultation</b>		
<b>Issue</b>	<b>Comment</b>	<b>Staff Response</b>
Setbacks from the Street Line <b>Continued.</b>		<p>The revision has also increased the setback from the Hamilton Drive lot line, providing a setback of 5.6 metres from the existing street line or 2.5 metres from the widened street line for the interior units and 6.0 metres from the existing street line or 3.0 metres from the widened street line for the end units.</p> <p>The revision in the design will setback the front façade of the building along Wilson Street West to no longer project in front of the existing dwelling to the east. The revision also results in the corner of only one unit having a setback less than 1m with the remaining portions of the building façade having setbacks as large as 11.0 metres for the portion of the building closes to the easterly side lot line.</p> <p>The revision has also increased the setback from the Hamilton Drive lot line, providing a setback of 5.6 metres from the existing street line or 2.5 metres from the widened street line for the interior units and 6.0 metres from the existing street line or 3.0 metres from the widened street line for the end units.</p> <p>The front setback from the Hamilton Drive lot line will establish a building façade that project 1.5 – 2.0 metres in front of the existing building to the south and along with the proposed 8.4 metre rear yard setback to create a compatible street line between the existing and proposed buildings.</p>

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<b>Public Consultation</b>		
<b>Issue</b>	<b>Comment</b>	<b>Staff Response</b>
Setbacks from the Street Line <b>Continued.</b>		As a result of the proposed setback from Wilson Street East and Hamilton Drive the proposed development will be compatible with the character of the area.
Landscaping.	Concern that the proposed development would not provide adequate landscaping.	<p>The By-law requires that a minimum of 30% of the lot be landscaped, whereas for the proposed development more than 50% of the property will be landscaped.</p> <p>The revised design has reduced the extent of the front yard terraces of the building along Hamilton Drive in order to increase the amount of landscaping located between the building and street.</p> <p>Therefore, adequate landscaping will be provided on the subject property.</p>
Site Contamination.	Concern that the previous gas station use of the lands would create the potential for site contamination.	A RSC was filed on December 16, 2020 with the Ministry of the Environment, Conservation and Parks.
Visitor Parking.	Concern that insufficient visitor parking is being provided.	<p>A street townhouse dwelling is not required in the Zoning By-law to provide on-site visitor parking.</p> <p>Given the proximity to the turning circle and the existing limitation for on-street parking in the area a site specific By-law modification to require visitor parking at a rate of 0.66 per dwelling unit is to be established in the Site Specific By-law to require visitor parking to be provided on-site, which is consistent with the visitor parking requirements</p>

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<p>Visitor Parking <b>Continued.</b></p>		<p>of a Block Townhouse development. A minimum of seven visitor parking spaces are required to be provided.</p> <p>Therefore, adequate visitor parking will be provided for the proposed development.</p>
<p>Pedestrian Sidewalk</p>	<p>Concern with respect to a lack of pedestrian sidewalks along Hamilton Drive.</p>	<p>As part of the proposed development the extension of the municipal sidewalk along the length of the Hamilton Drive frontage is required to be completed.</p> <p>Therefore, the proposed development will facilitate the extension of the pedestrian sidewalk along the east side of Hamilton Drive.</p>

## **PUBLIC CONSULTATION**

In accordance with the provisions of the *Planning Act* and the Council approved Public Participation Policy, Notice of Complete Application and Preliminary Circulation was sent to 104 property owners within 120 m of the subject property on January 29, 2020. A Public Notice sign was posted on the property on February 11, 2020 and updated on December 8, 2021. Finally, the Notice of the Public Meeting was given on December 17, 2021 in accordance with the requirements of the *Planning Act*.

To date, 18 letters have been submitted expressing concern with the proposed development. These are attached as Appendix “F” to Report PED22004 and summarized in the table above.

### **Public Consultation Strategy**

The Public Consultation Strategy included a mailout that was sent out on August 10, 2021 seeking public engagement and an additional mailout was sent on August 26, 2021 to members of the public who did not receive the original mailout, as discussed on page 6 of Report PED22004. The comments and concerns raised in response to the Applicant’s mailout as summarized on page 27 of Report PED22004 relate to issues of compatibility, traffic, and built form.

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**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

1. The proposal has merit and can be supported for the following reasons:
  - (i) It is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended;
  - (ii) It complies with the policies of the Urban Hamilton Official Plan, and complies with the general intent of the Ancaster Wilson Street Secondary Plan upon approval of the Official Plan Amendment; and,
  - (iii) The proposed development is compatible with existing land uses in the immediate area and represents good planning by, among other things, increasing the supply of housing units, making efficient use of land, existing infrastructure, and supporting public transit.
  
2. Official Plan Amendment

The proposed Official Plan Amendment seeks to change the designation of the subject lands from “Low Density Residential 1” to “Low Density Residential 3”. In the opinion of staff, the “Low Density Residential 3” designation constitutes a scale of development that is in keeping with the character of the existing neighbourhood.

As outlined in detail in the Policy Implication and Legislated Requirements section of Report PED22004 the proposed change in designation facilitates a form of development that is compatible with the scale and character of the area. The subject lands are appropriately suited for a change in designation due to the proximity of the lands to an arterial road and transit.

The proposed change in designation from “Low Density Residential 1” to “Low Density Residential 3” is appropriate as the subject lands are located at the intersection of (Wilson Street West, a major arterial road, and Hamilton Drive, a collector road). The existing transit route along Wilson Street West includes a bus stop immediately in front of the subject lands. The change in designation is being undertaken on a parcel of lands which is capable of accommodating an increase in density at a scale that is compatible with the area. The proposed development can be designed to mitigate any potential negative impacts on adjacent properties.

The proposed Official Plan Amendment has merit can be supported.

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3. Zoning By-law Amendment

The Application for Zoning By-law Amendment is for a change in zoning from the Deferred Development “D” Zone and the Urban Commercial “C4-288” Zone to a site specific Residential “RM2” (RM2-713) Zone, Modified.

The maximum building height of the proposed Residential “RM2” Zone is consistent with the maximum building height permitted on adjacent lands. The proposed site specific Residential “RM2” (RM2-713) Zone, Modified will restrict the maximum number of dwelling units to ten units and will require a minimum of seven visitor parking spaces. The modifications are identified on page 8 of Report PED22004 and discussed in detail in Appendix “E” to Report PED22004.

Therefore, staff support the proposed amendment to the Zoning By-law.

4. A Tree Management Plan prepared by MacKinnon & Associates dated December 19, 2019 was submitted with the initial Applications and subsequently a revised Tree Management Plan prepared by Hill Design Studio Inc. dated Sept 20, 2021 was provided and reviewed. A total of 30 trees have been inventoried as part of the Tree Management Plan and of these trees 21 have been identified to be removed. The decision to retain trees is to be based upon vigour, condition, aesthetics, age and species and that there are limited opportunities to retain trees on site. To ensure that existing tree cover is maintained the City Requires 1 for 1 compensation for any trees (10 cm DBH or greater) that is proposed to be removed from private property and based on the Tree Management Plan compensation is required for 12 trees. Compensation should be provided on-site, if it cannot be accommodated on-site than cash-in-lieu is required.

Based on the forgoing the Tree Management Plan is acceptable. Details for the tree compensation will need to be provided on the Landscape Plan as part of the future Site Plan Control Application or cash-in-lieu required as a condition of Site Plan Control.

## **ALTERNATIVES FOR CONSIDERATION**

Should the Application be denied, the subject property can be used in accordance with the Deferred Development “D” Zone and the Urban Commercial “C4-288” Zone, in the Town of Ancaster Zoning By-law No. 87-57.

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**ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

**Community Engagement and Participation**

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

**Economic Prosperity and Growth**

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

**Healthy and Safe Communities**

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

**Clean and Green**

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.

**Built Environment and Infrastructure**

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

**Culture and Diversity**

Hamilton is a thriving, vibrant place for arts, culture, and heritage where diversity and inclusivity are embraced and celebrated.

**Our People and Performance**

Hamiltonians have a high level of trust and confidence in their City government.

**APPENDICES AND SCHEDULES ATTACHED**

Appendix “A” to Report PED22004 – Location Map

Appendix “B” to Report PED22004 – Draft Official Plan Amendment

Appendix “C” to Report PED22004 – Draft Amendment to Zoning By-law No. 87-57

Appendix “D” to Report PED22004 – Revised Concept Plan

Appendix “E” to Report PED22004 – Zoning By-law Site Specific Modification - Chart

Appendix “F” to Report PED22004 – Public Submissions

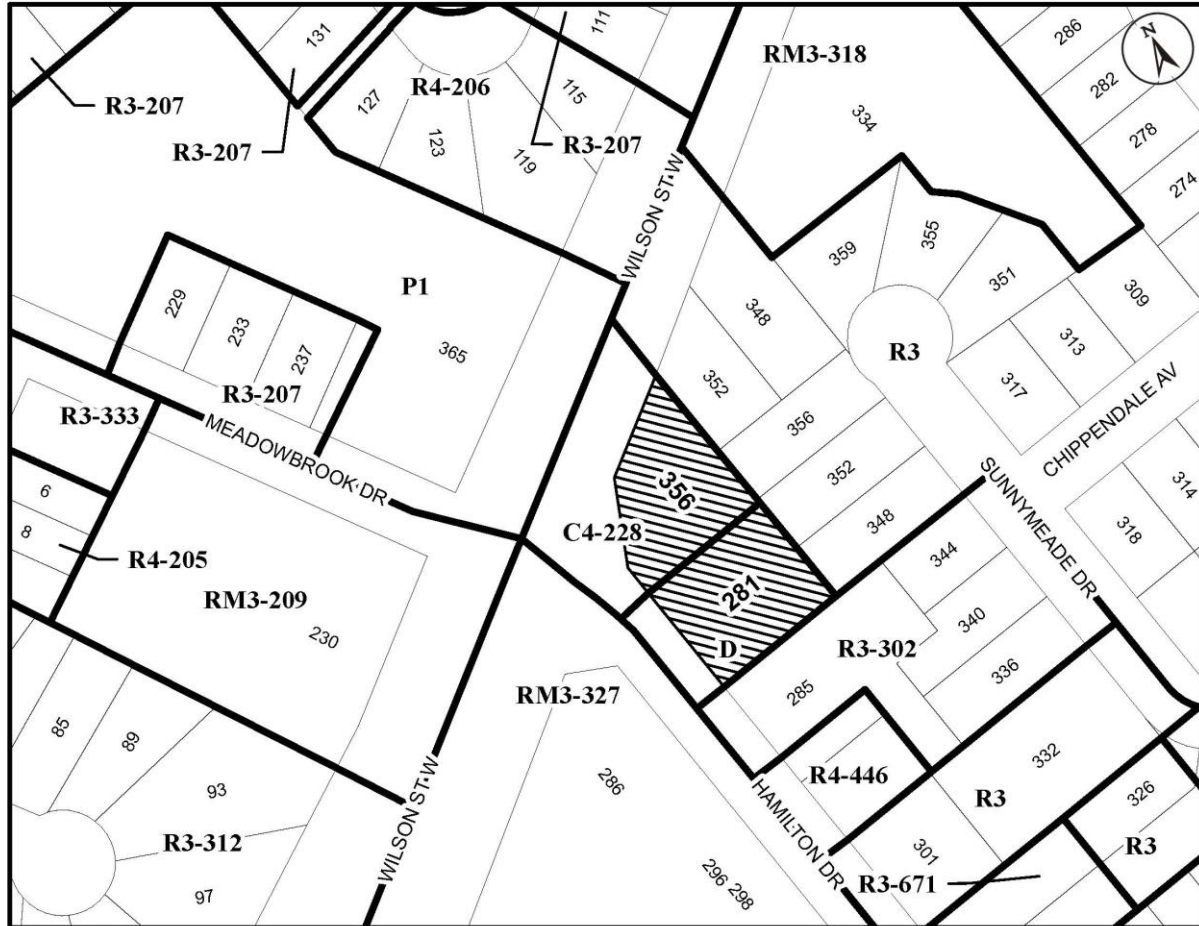
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● Site Location

### Location Map



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

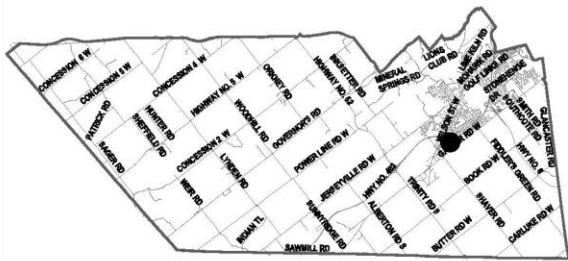
File Name/Number:  
ZAC-20-014/UHOPA-20-009

Date:  
July 21, 2021

Appendix "A"

Scale:  
N.T.S

Planner/Technician:  
DB/NB



Key Map - Ward 12



#### Subject Property

281 Hamilton Drive and 356 Wilson Street West, Ancaster (Ward 12)



Change in zoning from the Deferred Development "D" Zone and the Urban Commercial "C4-288" Zone to a site specific Residential Multiple "RM2" (RM2-713) Zone, Modified

## DRAFT Urban Hamilton Official Plan Amendment No. X

The following text, together with Appendix "A" – Volume 2: Map B.2.8-1 Ancaster Wilson Street Secondary Plan – Land Use Plan, attached hereto, constitutes Official Plan Amendment No. X to the Urban Hamilton Official Plan.

### 1.0 Purpose and Effect:

The purpose and effect of this Amendment is to amend the Ancaster Wilson Street Secondary Plan by redesignating the subject lands to permit the development of 10 Block Townhouse Dwellings.

### 2.0 Location:

The lands affected by this Amendment are known municipally as 281 Hamilton Drive and 356 Wilson Street West, in the former Town of Ancaster.

### 3.0 Basis:

The basis for permitting this Amendment is:

- The proposed Amendment is consistent with, and complementary to, the existing development in the immediate area, including the adjacent cultural heritage resource;
- The proposed development implements the Residential Intensification policies of the Urban Hamilton Official Plan; and;
- The Amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the Growth Plan for the Greater Golden Horseshoe, 2019, as amended.

### 4.0 Actual Changes:

#### 4.1 Volume 2 – Secondary Plans

**Maps**

4. 1.1 Map

- a. That Volume 2: Map B.2.8-1 – Ancaster Wilson Street Secondary Plan – Land Use Plan be amended by redesignating the subject lands from "Low Density Residential 1" to "Low Density Residential 3", as shown on Appendix "A", attached to this Amendment.

**5.0 Implementation:**

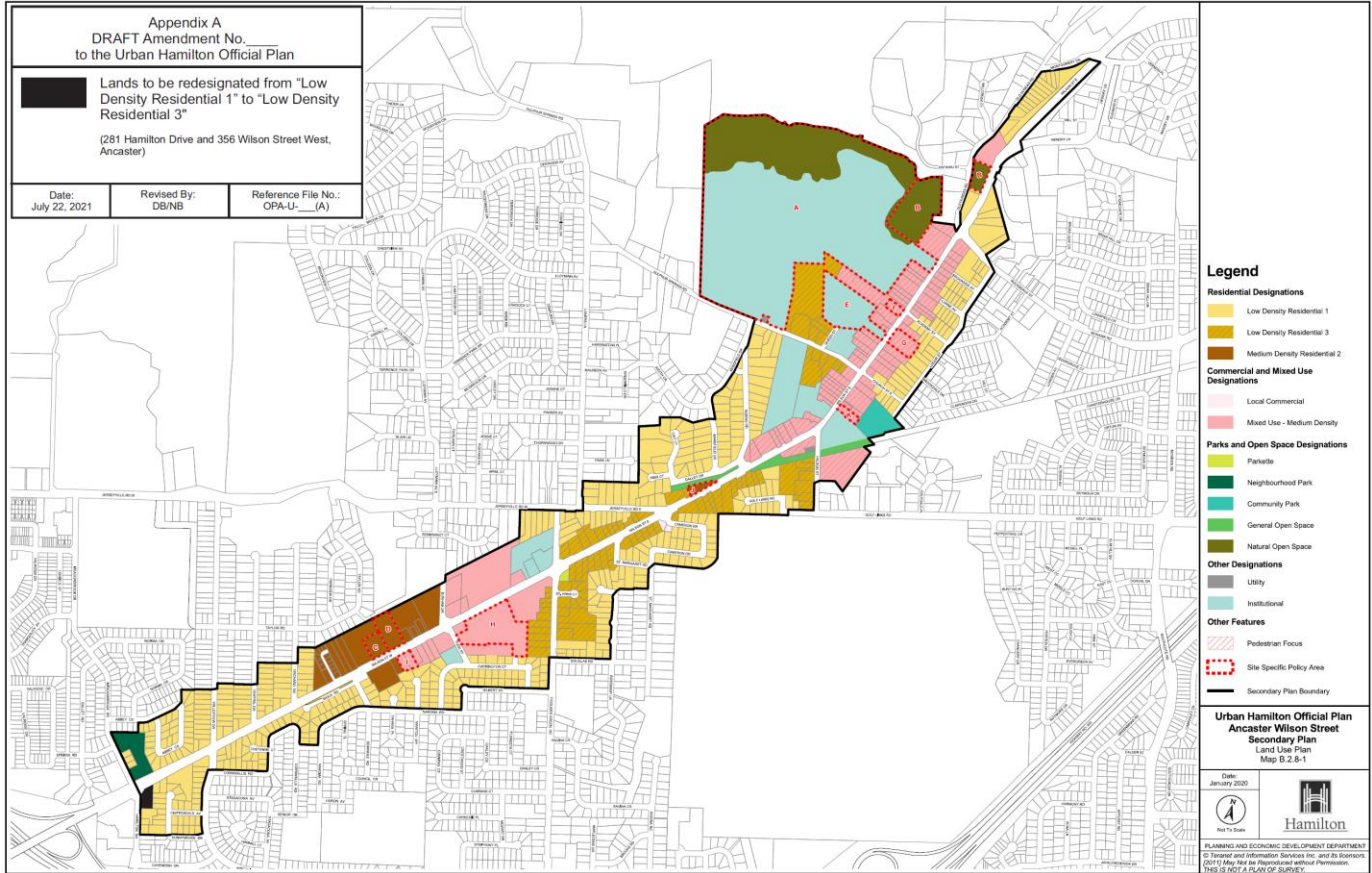
An implementing Zoning By-Law Amendment and Site Plan will give effect to the intended uses on the subject lands.

This Official Plan Amendment is Schedule "1" to By-law No. \_\_\_\_\_ passed on the \_\_\_<sup>th</sup> day of \_\_, 2022.

**The  
City of Hamilton**

\_\_\_\_\_  
F. Eisenberger  
MAYOR

\_\_\_\_\_  
A. Holland  
CITY CLERK



**Appendix “C” to Report PED22004  
Page 1 of 5**

Authority: Item XX, Planning Committee  
Report 22-XXX  
CM: XXXX  
Ward: 12  
**Bill No. XXX**

**CITY OF HAMILTON**

**BY-LAW NO. 22-XXX**

**To Amend Zoning By-law No. 87-57  
Respecting Lands Located at 281 Hamilton Drive and 356 Wilson Street West**

**WHEREAS** the *City of Hamilton Act, 1999*, Statutes of Ontario, 1999 Chap. 14, Sch. C. did incorporate, as of January 1, 2001, the municipality “City of Hamilton”;

**AND WHEREAS** the City of Hamilton is the successor to certain area municipalities, including the former municipality known as the “The Corporation of the City of Hamilton” and is the successor to the former regional municipality, namely, “The Regional Municipality of Hamilton-Wentworth”;

**AND WHEREAS** the *City of Hamilton Act, 1999* provides that the Zoning By-laws of the former area municipalities continue in force in the City of Hamilton until subsequently amended or repealed by the Council of the City of Hamilton;

**AND WHEREAS** Zoning By-law No. 87-57 (Ancaster) was enacted on the 22<sup>nd</sup> day of June, 1987, and approved by the Ontario Municipal Board on the 23<sup>rd</sup> day of January, 1989;

**AND WHEREAS** the Council of the City of Hamilton, in adopting Section \_\_\_\_\_ of Report 20-\_\_\_\_\_ of the Planning Committee at its meeting held on the XX day of XXXXXX 2022, recommended that Zoning By-law No. 87-57 (Ancaster), be amended as hereinafter provided; and,

**AND WHEREAS** this By-law will be in conformity with the Urban Hamilton Official Plan upon adoption of UHOPA No. XX.

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. That Map No. 1-B of Schedule “A”, appended to and forming part of Zoning By-law No. 87-57 (Ancaster) be amended by changing the zoning from the Deferred Development “D” Zone and the Urban Commercial “C4-288” Zone to a site specific Residential Multiple “RM2-713” Zone, Modified, on the lands the extent and boundaries of which are shown on the plan hereto annexed as Schedule “A”.

**Appendix “C” to Report PED22004**  
**Page 2 of 5**

To Amend Zoning By-law No. 87-57  
 Respecting Lands Located at 281 Hamilton Drive and 356 Wilson Street West  
 (Ancaster)

2. That Section 34: Exceptions, to Zoning By-law No. 87-57 (Ancaster), as amended, is hereby further amended by adding the following Sub-sections:

“RM2-713”

That notwithstanding the provisions of Section 15.1, 15.2 (a), (b), (e), (f), (j), and (k) (ii), Section 7.12 (c) and (d), and Section 7.14 (b) (i) (A), the following special provisions shall apply to the lands zoned “RM2-713”:

**REGULATIONS**

- |     |                                  |  |
|-----|----------------------------------|--|
| (a) | Maximum Number of Dwelling Units | 10 street townhouse dwelling units.  |
| (b) | Minimum Lot Area                 | 2,600 square metres of total parcel area.  |
| (c) | Minimum Lot Frontage             | 50 metres of total parcel frontage, 6.0 metres per dwelling unit, and 6.2 metres for a dwelling end unit.  |
| (d) | Minimum Front Yard               | 0.8 metres.  |
| (e) | Minimum Side Yard                | i) 2.5 metres for a dwelling end unit which does not abut a flanking street, and 2.5 metres for a dwelling unit abutting a flanking street; except,<br><br>ii) 3.0 metres for a dwelling end unit abutting a flanking street; and,<br><br>iii) 2.3 metres for the westerly end unit of the building along Wilson Street West from the flanking street line measuring 20.3 metre.   |
| (f) | Planting Strip                   | Notwithstanding the other provisions of this Subsection, where the boundary of a Residential Multiple “RM2” Zone adjoins lands zoned Existing Residential “ER” or Residential “R1”, “R2” or “R3”, a planting strip of minimum 2.5 metre width along the easterly side lot line and 1.4 metres along the southerly rear lot line shall be provided.<br><br>Bicycle parking shall be permitted within the 1.4 metre wide planting strip along the southerly rear lot line. |

**Appendix “C” to Report PED22004**  
**Page 3 of 5**

To Amend Zoning By-law No. 87-57  
 Respecting Lands Located at 281 Hamilton Drive and 356 Wilson Street West  
 (Ancaster)

- |     |   |  |
|-----|---|--|
| (g) | Dwelling Unit Placement                 | Not more than four attached dwelling units shall be erected in a row without offsetting or staggering the front face or wall of the dwelling a minimum 0.5 metre or without varying the exterior design and materials of the front face or wall of the dwelling. |
| (h) | Yard Encroachment for open stairway     | 0 metres from a front lot line and flanking side lot line.   |
| (i) | Yard Encroachment for unenclosed porch  | 0 metres from a front lot line and 1.0 metres from a flanking side lot line.   |
| (j) | Required Parking for a street townhouse | 2 plus 0.66 visitor parking spaces   |
3. That no building or structure shall be erected, altered, extended, or enlarged, nor shall any building or structure or part thereof be used, nor shall any land be used, except in accordance with the Residential Multiple “RM2” Zone provisions, subject to the special requirements referred to in Section 2 of this By-law.
4. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.

PASSED this \_\_\_\_ day of \_\_\_\_\_, 2022.

---

Fred Eisenberger  
 Mayor

---

A. Holland  
 City Clerk

ZAC-20-014/UHOPA-20-009

**Appendix "C" to Report PED22004**  
**Page 4 of 5**

To Amend Zoning By-law No. 87-57  
 Respecting Lands Located at 281 Hamilton Drive and 356 Wilson Street West  
 (Ancaster)



This is Schedule "A" to By-law No. 22-  Passed the ..... day of ....., 2022	----- Mayor ----- Clerk
---	----------------------------------

<h2 style="margin: 0;">Schedule "A"</h2> <p style="margin: 10px 0 0 0;"><b>Map forming Part of By-law No. 22- _____</b></p> <p style="margin: 0 0 0 0;"><b>to Amend By-law No. 87-57</b></p>	<p><b>Subject Property</b>                  281 Hamilton Drive and 356 Wilson Street West, Ancaster                  (Ward 12)</p> <p> Change in zoning from the Deferred Development "D" Zone and the Urban Commercial "C4-288" Zone to a site specific Residential Multiple "RM2" (RM2-713) Zone, Modified</p>
--	--

Scale: N.T.S	File Name/Number: ZAC-20-014/UHOPA-21-009	
Date: July 21, 2021	Planner/Technician: DB/NB	
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT		



**Appendix "C" to Report PED22004**  
**Page 5 of 5**

To Amend Zoning By-law No. 87-57  
Respecting Lands Located at 281 Hamilton Drive and 356 Wilson Street West  
(Ancaster)

*For Office Use Only, this doesn't appear in the by-law - Clerk's will use this information in the Authority Section of the by-law*

Is this by-law derived from the approval of a Committee Report? Yes

Committee: Planning and Economic Development Committee

Report No.: PED22XXX Date: 01/11/2022

Ward(s) or City Wide: Ward: 12

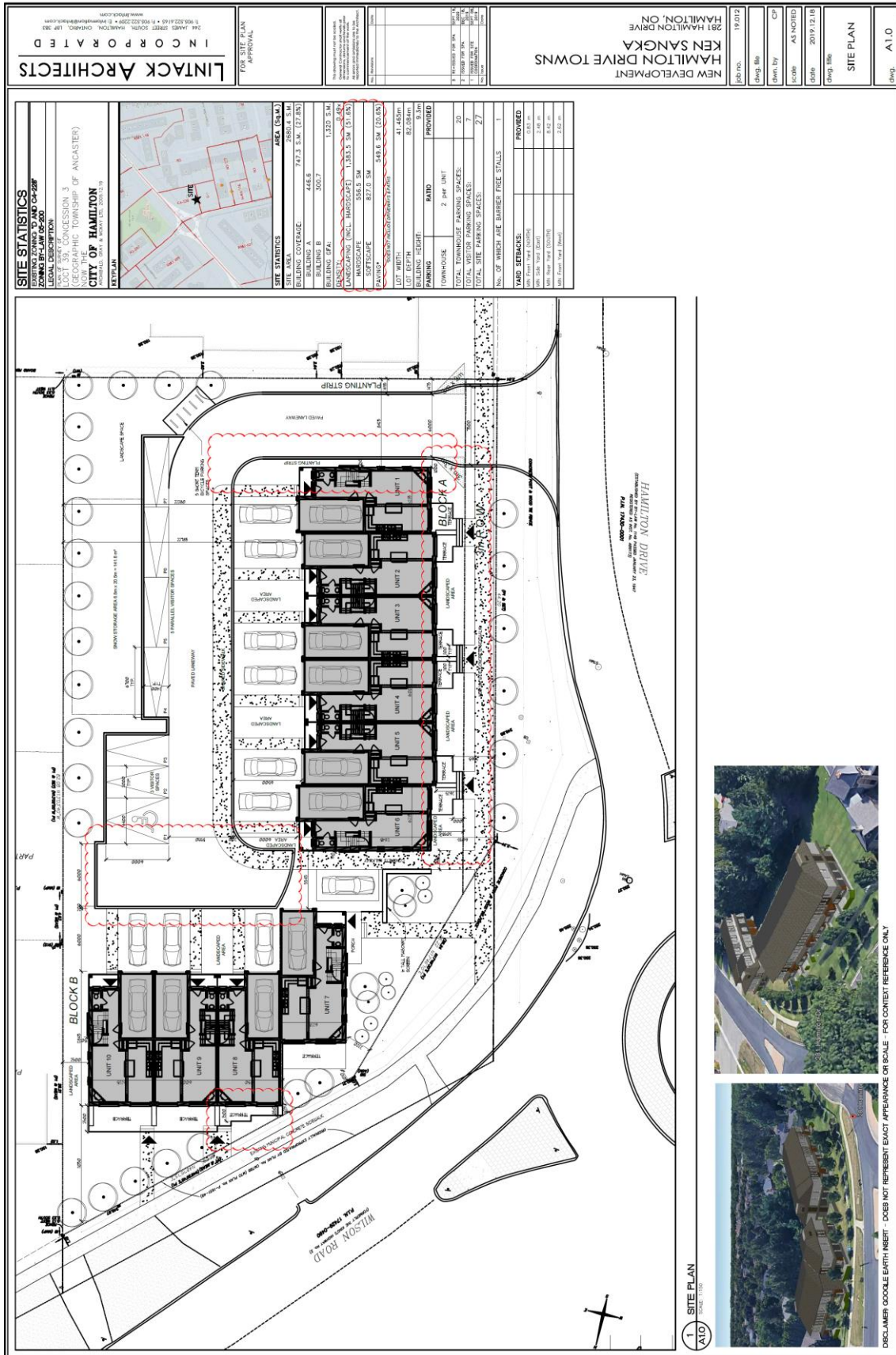
(MM/DD/YYYY)

Prepared by: Daniel Barnett

Phone No: 905-546-2424 ext. 4445

*For Office Use Only, this doesn't appear in the by-law*

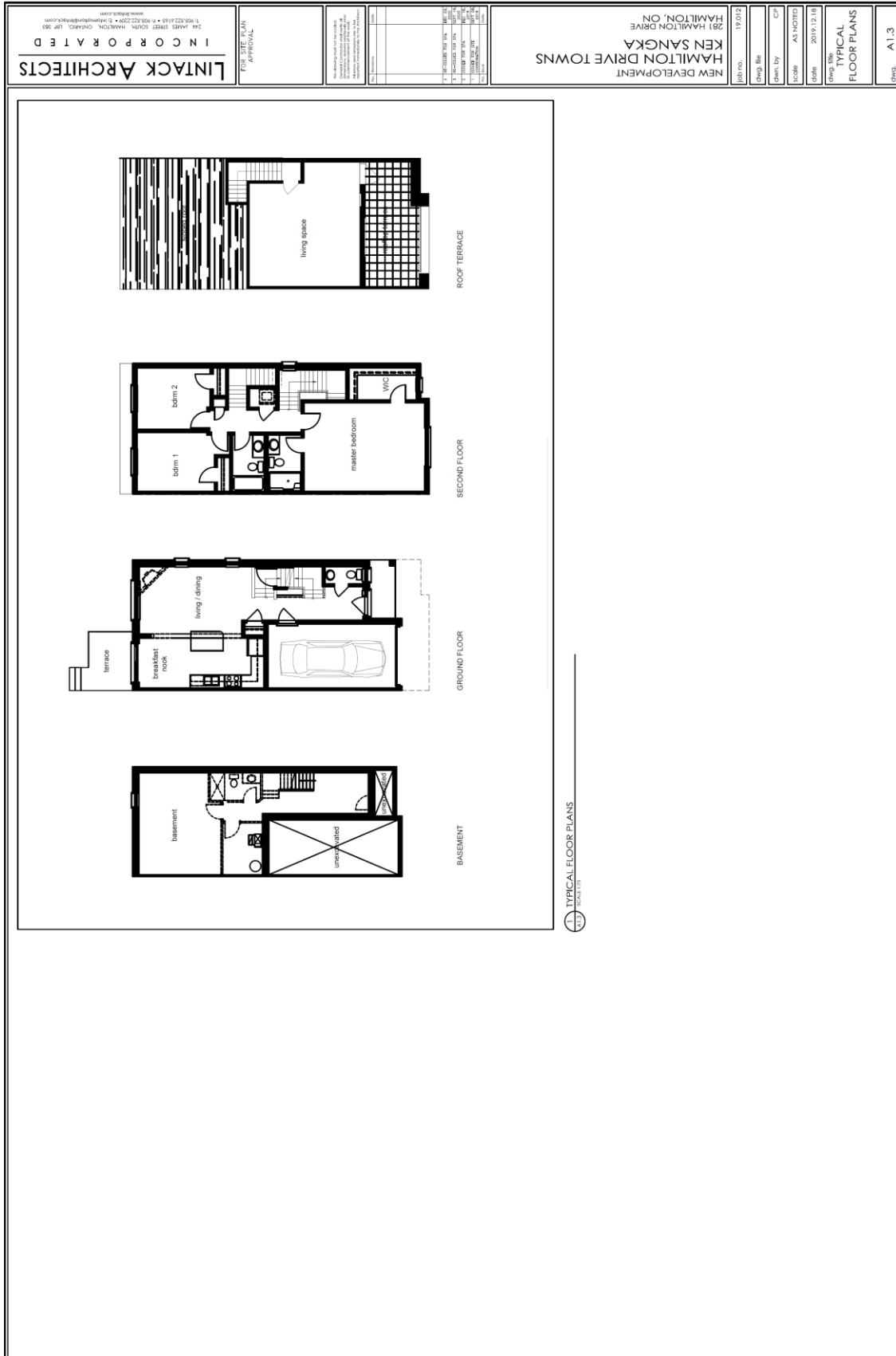
Appendix "D" to Report PED22004



Appendix "D" to Report PED22004  
Page 2 of 3



Appendix "D" to Report PED22004  
Page 3 of 3



Zoning By-law Site Specific Modifications – Residential Multiple “RM2” (H-RM2-713) Zone

Provision	Required	Requested Amendment	Analysis
<b>Section 7: General Provisions</b>			
<p>(12) (c) Yard Encroachment for open stairways.</p> <p>(12) (d) Yard Encroachment for unenclosed porch</p> <p><i>** Applicant Requested Modification</i></p>	<p>Open Stairway that project into any front yard a distance of not more than 1.5 metres.</p> <p>Unenclosed porches that project into any minimum front yard a distance of not more than 1.5 metres.</p>	<p>Open Stairway shall be setback 0 metres from a front lot line or flanking side lot line.</p> <p>Unenclosed porches shall be setback 0 metres from a front lot line or 1.0 metres from a flanking side lot line.</p>	<p>The proposed modification for a 0 metre setback for porches and stairways from the front lot line as a result of the irregular angle of the front lot line which results in the north west corner of the porch of one of the proposed units being setback 0 metres from the front lot line. The setback of the porch increases towards the east end of the proposed building along Wilson Street West and will be setback further from the front lot line at the east end of the building than the existing building located to the east.</p> <p>The proposed modification for a 0 metre setback for stairways and 1.0 metres for a porch from a flanking side lot line is due to a required road widening dedication of 3.0 metres along Hamilton Drive which results in the flanking side lot line being 0 metres from the proposed stairway and 1.0 metres from the proposed porch. The modification will accommodate a porch that is approximately 1.5 metres in depth with front stairs that project to the ultimate widened lot line along Hamilton Drive, and which represents an appropriate sized front porch and stairway. While the front façade of the building along Hamilton Drive along with the proposed porch and stairs will project closer to the street than the existing building to the south the projection will not be significantly inconsistent with the existing setbacks of other properties in the area and as the building will be setback 8.4 metres from the southerly rear lot line there will be an appropriately transitioned between the existing building and the proposed building.</p> <p>Therefore, the proposed modification can be supported.</p>

Provision	Required	Requested Amendment	Analysis
Section 7: General Provisions			
(14) (b) (i) (A) Required Parking  <i>** Staff Recommended Modification</i>	A minimum of two parking spaces per street townhouse dwelling unit.	A minimum of 2 plus 0.66 visitor parking spaces per street townhouse dwelling units.	As on-street parking is not available along either Hamilton Drive or Wilson Street West the visitor parking needs of the proposed development cannot be accommodated on the street which is typically the way in which visitor parking is addressed in most of the street townhouses. Therefore, a modification is being included to expand the required minimum required parking for the subject lands in order to require that the visitor parking for the proposed development be provided on-site. The proposed minimum of 0.66 visitor parking spaces per street townhouse dwelling unit, which for the ten proposed street townhouse dwellings will translate to a minimum of seven visitor parking spaces be provided on the subject lands.  Therefore, the proposed modification can be supported.
Section 15: Residential Multiple "RM2" Zone			
(1) Restriction to Permit Use  <i>** Staff Recommended Modification</i>	A street townhouse dwelling is permitted in the "RM2" Zone with no restriction on the number of dwelling units.  A multiple dwelling is permitted in the "E-1" District with no restriction on the maximum number of dwelling units.	To restrict the number of street townhouse dwellings to a maximum of ten units.	The evaluation of the proposed development with respect to compatibility to the surrounding lands is based on a street townhouse development that has a maximum of ten units. The application has not been evaluated with respect to compatibility for a development with greater than ten street townhouse dwelling units. Therefore, a modification to restrict the maximum number of dwelling units to ten is being included in the site specific By-law.  Therefore, the proposed modification can be supported.

Provision	Required	Requested Amendment	Analysis
Section 15: Residential Multiple "RM2" Zone			
(2) (a) Minimum Lot Area  <i>** Applicant Requested Modification</i>	Minimum Lot Area of 1,850 square metres of total parcel area per dwelling and 280 square metres per dwelling unit.	To require a Minimum Lot Area of 2,600 square metres with no required minimum lot area per dwelling unit.	<p>The proposed 2,600 square metres overall lot area of the townhouse development exceeds the minimum 1,850 square metre required overall lot area for a street townhouse development in the RM2 Zone.</p> <p>A modification respecting lot area is required to facilitate the future Condominium Application. As the overall lot area is 2,600 square metres a total of 10 townhouse dwellings cannot comply with a minimum per unit lot area of 280 square metres per dwelling unit and at most could provide 260 square metres per dwelling unit if the lands were divided up equally. Based on the layout of the lands it is not possible to establish the 10 townhouse dwelling units with an equal share of the lands and furthermore, given that portions of the land are to be utilized as common element areas and given the limited scope of the future condominium units which will be largely restricted to the unit itself, a minimum 260 square metres for each unit cannot be provided.</p> <p>Therefore, a modification to require a minimum overall lot area of 2,600 square metres but to not require a minimum lot area per dwelling unit is recommended and has merit.</p> <p>Therefore, the proposed modification can be supported.</p>

Provision	Required	Requested Amendment	Analysis
Section 15: Residential Multiple "RM2" Zone			
<p>(2) (b) Lot Frontage</p> <p><i>** Applicant Requested Modification</i></p>	<p>Minimum Lot Frontage of 50 metres of total parcel frontage per dwelling and 9 metres per dwelling unit except:</p> <p>A minimum 17 metres for a dwelling end unit adjacent to the flanking street.</p> <p>A minimum 11.5 metre for a dwelling end unit which does not abut a flanking street.</p>	<p>To require a minimum lot frontage of 50 metres of total parcel frontage per dwelling and 6 metres per dwelling unit except:</p> <p>For a dwelling end unit a minimum lot frontage shall be 6.2 metres.</p>	<p>The overall parcel of land has sufficient frontage along the street to comply with the minimum 50 metre lot frontage, the proposed modification is to reduce the minimum lot frontage per dwelling unit to accommodate street townhouse dwellings that are 6.0 metres wide for interior units and 6.2 metres wide for end units.</p> <p>A street townhouse with an interior unit width of 6.0 metres represents an appropriate size width for street townhouses. In addition, while the street townhouse will front onto the public street, the proposed garage for each townhouse dwelling will be located at the rear of the building, and as a result will reduce the visual impact of the reduced unit width along the street.</p> <p>The proposed 6.0 metre wide interior units and 6.2 metre wide end units will be located within two street townhouse buildings that will be approximately 24.7 metres wide along Wilson Street West and approximately 36.5 metres wide along Hamilton Drive. The width of these buildings is consistent with the width of existing townhouse buildings in the area which range in width from approximately 32.0 metres to 55.0 metres in width.</p> <p>Therefore, the proposed modification can be supported.</p>



Provision	Required	Requested Amendment	Analysis
Section 15: Residential Multiple "RM2" Zone			
(2) (e) Front Yard Setback  <i>** Applicant Requested Modification</i>	Minimum Front Yard setback of 7.5 metres plus any applicable distance as specified in Schedule "C".	Minimum Front Yard Setback of 0.8 metres.	<p>The easterly end of the proposed townhouse building along Wilson Street West will have a setback of 11.0 metres from the lot line along Wilson Street West and will be located behind the front façade of the existing single detached dwelling to the east at 352 Wilson Street West. The proposed modification for a 0.8 metre front yard setback is with respect to the north west corner of the unit identified as unit 8 on the concept plan shown on Appendix "D" to Report PED21XXX. The front façade of unit 7 located to the west of unit 8 will be stepped back approximately 6.0 metres and thereby increasing the setback from the Wilson Street West lot line of unit 7. The front façade of the proposed townhouse building along Wilson Street will represent a compatible building line with respect to the existing building to the east.</p> <p>The majority of the building will maintain a sufficient sized front yard depth to provide adequate front yard landscaping, furthermore as all vehicle access and parking is provided from the rear of the building there will be no front yard driveways which would reduce the potential for front yard landscaping. Therefore, while the reduction in the front yard setback for the north west corner of unit 8 will reduce the availability of landscaping in front of this particular unit, it will not negatively impact the ability to provide sufficient landscaping in front of the overall building.</p> <p>Therefore, the proposed modification can be supported.</p>

Provision	Required	Requested Amendment	Analysis
Section 15: Residential Multiple "RM2" Zone			
(2) (f) Side Yard Setback	Minimum Side Yard setback of 2.5 metres for a dwelling end unit which does not abut a flanking street and 7.5 metres plus any applicable distance as specified in Schedule "C" for a dwelling end unit abutting a flanking street.	<p>Minimum Side Yard setback of 2.5 metres for a dwelling end unit which does not abut a flanking street.</p> <p>Minimum Side Yard setback of 2.5 metres for a dwelling unit abutting a flanking street except:</p> <p>Minimum Side Yard setback of 3.0 metres for a dwelling end unit abutting a flanking street.</p> <p>Minimum Side Yard setback of 2.3m for the westerly end unit of the building along Wilson Street West from the flanking street line measuring 20.3 metre.</p>	<p>No modification is proposed with respect to the existing requirement for a 2.5 metre side yard setback that does not abut a flanking.</p> <p>A modification is proposed to reduce the side yard setback for a dwelling unit abutting a flanking street. The proposed modification is for 2.5 metre setback for interior townhouse dwelling units and 3.0 metres for end townhouse dwelling units. The proposed building along Hamilton Drive is setback approximately 5.5 metres for the interior units and 6.0 metres for the end units from the existing Hamilton Drive street line but are being reduced to 2.5 metres and 3.0 metres respectively due to the requirement to dedicate an approximately 3.0 metres wide road widening dedication. The front façade of the proposed townhouse building along Hamilton Drive while projecting slightly in front of the existing building located to the south at 285 Hamilton Drive but will represent a façade that is generally consistent with the existing building line along Hamilton Drive located to the south. In addition, the building along Hamilton Drive will be setback 8.4 metres from the southerly lot line with the end unit have a slightly increased setback, which will provide an appropriate transition between the setback of the building to the south and the proposed building along Hamilton Drive.</p>

Provision	Required	Requested Amendment	Analysis
Section 15: Residential Multiple "RM2" Zone			
(2) (f) Side Yard Setback <b>Continued</b>			<p>The terraces proposed at the front of the units along Hamilton Drive have been limited in scope to maximize the amount of space available for front yard landscaping. In addition, as all vehicle access and parking is to be provided from the rear of the building there will be no front yard driveway which would reduce the potential for landscaping in front of the units along Hamilton Drive. Therefore, the proposed reduction in the setback of a building from a flanking street will not negatively impact the ability to provide sufficient landscaping between the building and the flanking street.</p> <p>The proposed minimum 2.3 metres setback for the westerly end unit of the building along Wilson Street West is to permit the north west corner of the end unit to be 2.3 metres from the street line which is curved to accommodate the roundabout at the intersection of Wilson Street West and Hamilton Drive. The balance of the end unit will maintain a setback greater than 3.0 metres and given the location and design of the end unit a reduced setback from this lot line will not negatively impact streetscape character and transition from the adjacent lands and will be sufficient to ensure the end unit is adequately distinctive from that of the interior units.</p> <p>Therefore, the proposed modification can be supported.</p>

Provision	Required	Requested Amendment	Analysis
Section 15: Residential Multiple "RM2" Zone			
<p>(2) (j) Planting Strip</p> <p><i>** Applicant Requested Modification</i></p>	<p>A planting strip with a minimum width of 3.0 metres along the boundary of lands zoned Existing Residential "ER" or Residential "R1", "R2", or "R3".</p>	<p>A planting strip with a minimum width of 2.5 metres along the easterly side lot line.</p> <p>A planting strip with a minimum width of 1.4 metres along the southerly rear lot line.</p> <p>Bicycle Parking shall be permitted within the 1.4 metre wide planting strip along the southerly rear lot line.</p>	<p>The proposed modification for a 2.5 metre wide planting strip along the easterly side lot line is only for the portion of the site containing the proposed townhouse building along Wilson Street West for the balance of the easterly side lot line a planting strip of 3.0 metres or larger will be provided. The 2.5 metre wide planting strip will provide an adequate buffer between the proposed development and the adjacent lands to the east.</p> <p>The proposed modification for a 1.4 metre wide planting strip along the southerly rear lot line is to facilitate the establishment of an access driveway that maintains the greatest distance from the roundabout at the intersection of Wilson Street West and Hamilton Drive while maintain a planting strip of an adequate width to provide a buffer between the proposed development and the adjacent land to the south.</p> <p>The proposed modification to permit the short term bicycle parking area to encroach into the required 1.4 metre wide planting strip represent an encroachment that impacts a small area of the overall rear planting strip and is not expect to negatively impact the function of the planting strip to serve as a buffer between the proposed development and the adjacent land to the south.</p> <p>Therefore, the proposed modification can be supported.</p>

Provision	Required	Requested Amendment	Analysis
Section 15: Residential Multiple "RM2" Zone			
(2) (k) (ii) Dwelling Unit Placement  <i>** Applicant Requested Modification</i>	Not more than four attached dwelling units shall be erected in a row without offsetting or staggering the front face or wall of the dwelling a minimum of 1.0 metres or without varying the exterior design and materials of the front face or wall of the dwelling.	Not more than four attached dwelling unit shall be erected in a row without offsetting or staggering the front face or wall of the dwelling a minimum of 0.5 metres or without varying the exterior design and materials of the front face or wall or the dwelling.	<p>The By-law provision to require that for townhouse row greater than four units in length to be staggered or include variations in design and material is to break up large buildings. The proposal modification to reduce the minimum depth of staggering the front face 0.5 metres instead of 1.0 metres. The end units of the proposed building along Hamilton Drive are proposed to be staggered back 0.5 metres in addition to changes in colour of the proposed brick material. The proposed 0.5 metre staggered end units and the change in material, and colour adequately frame the ends of the proposed building along Hamilton Drive and help to break up the building mass.</p> <p>Therefore, the proposed modification can be supported.</p>

## Appendix "F" to Report PED22004 Page 1 of 24

The screenshot shows an Outlook email window. The title bar reads "[\*\*\*\*POSSIBLE SPAM] UHOPA – 20 – 009 and ZAC – 20 – 014, 281 Hamilton Drive and 356 Wilson Street, Ancaster - Mess...". The ribbon includes "File", "Message", and "Help". The "Message" ribbon is active, showing options like Ignore, Delete, Archive, Reply, Forward, Meeting, IM, More, Move, OneNote, Actions, Mark Unread, Categorize, Follow Up, Translate, Select, Read Aloud, Zoom, and Phish Alert. The email content is as follows:

Tue 2/11/20 12:12 AM

**AP** [\*\*\*\*POSSIBLE SPAM] UHOPA – 20 – 009 and ZAC – 20 – 014, 281 Hamilton Drive and 356 Wilson Street, Ancaster

To: Barnett, Daniel  
Cc: Ferguson, Lloyd

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**City of Hamilton**

RE: UHOPA – 20 – 009 and ZAC – 20 – 014, 281 Hamilton Drive and 356 Wilson Street, Ancaster.

I am writing you today with our opposition to the above mentioned Urban Hamilton Official Plan Amendment and Zoning By-Law Amendment that backs onto our property at : . . . . . in Ancaster. We are opposing the application to re-zone the one residential lot and the one commercial lot.

This proposal to have these two properties re-zoned to a multi dwelling property with eleven, three storey townhouses will not fit in with the existing residential structures. Just the height of this will eliminate the privacy of all existing homes backing onto this property as well any natural sunlight from the sun. The private road will be entering into the rear of our property with all vehicle headlights casting onto all homes.

Where there were only 2 lots, this request will incur the use of 22 plus vehicles and visitors as well as the increase of extra occupancy. To us who have owned this property for 29 years and been bordered by single residency lots, this application is unacceptable. This will greatly increase the traffic noise, as well as the general volume of neighbourhood noise levels. The private road will diminish the privacy of my rear yard and that of my neighbours. This means having a lighted parking lot will cast unnecessary lights into all backyards and windows. Not to mention the shading of our backyards as these tall structures will block any sunlight onto the neighbouring properties. The height of the proposed properties will tower over all existing residential homes in the area and it is not acceptable. A three-storey elevation is higher than the current level in the general area which has 2 storey and bungalow style homes. To build a 3 storey high development does not suit the established neighbourhood. And the private road will be in behind the proposed dwellings and not off the main road, so this means that there will be increased vehicles coming and going into our backyards with increased noise, garbage and pollution.

We are against this proposal and zoning amendment.

Please keep my personal information private. Do not publish my name or address on your public website and please keep me informed on all decisions and meetings regarding this proposal.

Thank you,

# Appendix "F" to Report PED22004

## Page 2 of 24

The screenshot shows the top portion of an email client window. The title bar reads "Attachment Tools" and "Objection to Rezoning Hamilton Dr and Wilson St Ancaster - Message (HTML)". The ribbon is set to "Attachments" and includes the following options: Open, Quick Print, Remove Attachment, Save As, Save All Attachments, Upload, Upload All Attachments, Select All, Copy, and Show Message. Below the ribbon, the email header shows the sender's initials "AP" and the subject "Objection to Rezoning Hamilton Dr and Wilson St Ancaster". The recipients are listed as "To: Barnett, Daniel", "Cc: Ferguson, Lloyd; Bishop, Kathy". An attachment is visible: "letter of objection .docx" (a .docx File).

Mr. Barnett,

Please find attached my letter of objection with regards to the re-zoning application of the properties situated at Hamilton Dr and Wilson St W Ancaster.

Can you please acknowledge receipt of this email with my attached letter.

Mr. Ferguson, and Mrs. Bishop,

Please be advised that I have had communication with Mr. Barnett and now have formally made my concerns known by the attached letter regarding the re-zoning application of the properties situated at Hamilton Dr and Wilson St W Ancaster.

I am strongly opposed to this request, as noted in my letter and objections.

Please respect my request for confidentiality of my personal information.

Sincerely,

.....

**Appendix "F" to Report PED22004**  
**Page 3 of 24**

February 10, 2020

File: UHOPA-20-009  
ZAC-20-014

Dear Mr. Daniel Barnett

I am writing to express my **objection** to the two applications for Official Plan Amendment and Zoning By-Law Amendment for Lands located at 281 Hamilton Drive and 356 Wilson Street West, Ancaster. I request that the City of Hamilton remove any of my personal information from any public publication, website or other form of communication that may provide my name, address, and phone number to ensure my privacy, due to my occupation. Thank you.

As I have expressed, and I am in **objection** to the two noted applications for rezoning of the stated properties.

I have been a physical resident at \_\_\_\_\_, Ancaster since December 1992, having purchased a lot in 1991 and with my family built a custom dream home at this location. For 29 years I have had a vested interest in the development of my Ancaster community. In 1991 to the west of my property there existed a car garage/gas station at 356 Wilson St. W, and a single family residential home at 281 Hamilton Drive. Over time, the garage and residence were demolished and someone purchased the properties on investment speculation leaving it as a vacant green space for a number of years. I am not in objection to a positive development of two residential properties on the properties that fit in with the existing neighbourhood that has been developed since the early 1990s.

My objections and concerns are the following:

1. to the dwelling heights being proposed and the lack of privacy being imposed by this height. There will be 11 terraces, patio doors, 22 bedroom windows that will be overlooking my backyard, which will result in a loss of any privacy to my rear yard, which is unacceptable. The height of the proposed townhouses, are not in characteristic of the neighbourhood, will also have an impact on the landscape of Wilson Street and Hamilton Drive.
2. to the configuration of the townhouse complex with concerns with respect to the running of a road along fence and property lines of existing established residences –there are no other currently existing developments in Ancaster with a road of this nature.



**Appendix "F" to Report PED22004****Page 4 of 24**

3. to the area of congregation of common mailboxes, vehicle parking and visitor parking to an already congested complex at the rear backyards of existing residences.
4. to with the lighting intensity and number of lights to the private road that will be provided for public safety, such lighting will fill my backyard and my existing neighbours. These lights will be a permanent structure that will always be 'on' to ensure visibility to the complex.
5. to the increased noise pollution that this proposed rezoning to a higher density than what has been permitted for this land, adding 11 units with various numbers of occupancy and vehicles will tax the noise pollution of this established community.
6. to with maintenance of the townhouse road, in particular garbage pick up, snow removal and residence discarded trash in common areas.
7. to the volume of vehicular traffic that will strain the infrastructure with the increased traffic flow directly onto Hamilton Drive, which will stream into the 40km zone or into the roundabout which already does not accommodate for pedestrian traffic, and at any given time is already overburdened by the detour of the Hwy403 EDR.
8. to the zoning development not in keeping with the existing established characteristics of single family residential area.

Please include my concern and objections from the above eight points in your staff report for Council consideration, and I will also be forwarding my concerns and objection to Mr. L Ferguson, that this request for rezoning would fundamentally alter the characteristics of my neighbourhood, changing the height and density it is essentially like placing a monster townhouse complex in a preexisting single family residential zone that already has an existing problem with speed and congestion.

Sincerely,

**Appendix “F” to Report PED22004**  
**Page 5 of 24**

Reference: UHOPA-20-009 and ZAC-20-014

One of the attractions of living in the Town of Ancaster is the unique aspect of the community. The City of Hamilton recognized and attempted to preserve this uniqueness by developing the “Ancaster: Wilson Street Secondary Plan Area; Urban Design Guidelines” in February 2012. Section 1.3 ‘Goals and Objectives’, states that *“The overriding strategy is to preserve the unique identity of Ancaster through the application of “local” character-based design guidelines that ensure a compatible built form, an enhanced public realm and promote sustainability.”*

The plan identifies five specific and different areas along the Wilson Street corridor including the Gateway Residential which begins at the Meadowbrook/Hamilton Dr. traffic circle and continues down Wilson St. to about Todd St. Analysis of the Gateway Residential states on page eight that *“The Gateway Residential Character Area’s low density form of residential development is the primary character that should be preserved.”* The plan further states on page eleven that *“As a continuous promenade, the West Greenway enhances arrival to Ancaster from Highway 403 and promotes the “green” landscape character of Gateway Residential Design District”*

In Section 3.1.1 the plan states *“The Residential Gateway Design District defines arrival to Ancaster from the west. The area is characterized by single family homes setback from the street and located on large lots. In some locations, fenced rear yards front Wilson Street West. **There is a strong green quality to the corridor that is created by large street trees and well landscaped residential properties.** The corridor is surrounded by residential neighborhoods to the north and south. A recently developed traffic circle at Meadowbrook Drive creates a sense of arrival to Ancaster.”*

It further states *“The intent of these design guidelines is to preserve the residential scale and “green” character of Wilson Street West, while enhancing the “gateway” function the corridor currently fulfills. Primary elements of the guidelines that achieve this include:*

- *Building design is flexible and accommodates/promotes individual expression*
- *Building heights are limited to 3 storeys with pitched rooflines*
- ***Building masses are setback from the street with front yard landscaping***
- *A strong linear parkway for pedestrian and bicycle circulation enhances connections and the green quality of the street”*

The two lots (281 Hamilton Dr. and 356 Wilson St.) which are the subject of the rezoning application are located in the Residential Gateway Area directly at the traffic circle. It would appear that the proponent was either unaware of, or chose to deliberately ignore the Wilson St. Secondary plan in developing the application for rezoning. How else could one explain a plan that consists of a massive building

**Appendix “F” to Report PED22004**  
**Page 6 of 24**

approximately 30 m long by 12.8 m high, set back from the Wilson St. lot line a mere 0.42 m and another building approximately 30 m long by 12.8 m high, set back from the Hamilton Dr. lot line by 1.2 m. To suggest that this development satisfies the intent of the secondary plan for Wilson St. stretches the imagination to the breaking point.

The proponent has asked for major variances from virtually all of the requirements in the Ancaster Zoning By-Law for Residential Multiple “RM2” Zone including

- Minimum front yard setback – 0.425 m vs 7.5 m
- Minimum flanking setback – 1.2 m vs 7.0 m
- Minimum side yard – 2.0 m vs 3.0 m
- Area per unit – delete 280 sq m per unit completely (280 x 11 units = 3080 sq m, lot is only 2678 sq m)
- Maximum height – 12.8 m vs 10.5 m

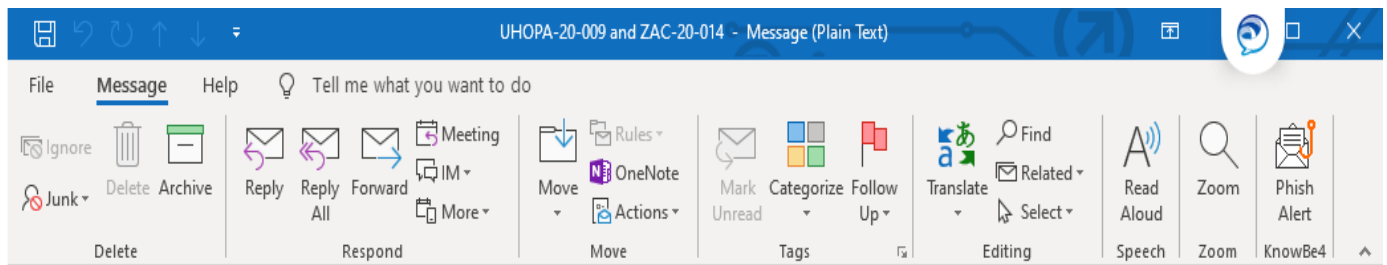
One has only to drive down Wilson St. to Todd St. and it becomes blatantly apparent there are no other developments within this Residential Gateway Area that even remotely resemble what is proposed by the proponent.

It is understood that RM2 zoning does not include a specific requirement for visitor parking however, experience of the residents in the existing townhouse complex on the opposite side of Hamilton Dr. suggests that four spaces in the proposed plan are inadequate and the overflow will simply park in the visitor’s lots of 286 or 320 Hamilton Dr. Street townhouses typically rely on street parking to accommodate overflow but the traffic situation on Hamilton Dr. is becoming extremely congested and dangerous at times. The situation at the traffic circle and on Hamilton Dr. will be further impacted by the additional traffic from the proposed development.

Apart from the ugliness of the proposed structure and the disregard for maintaining the unique character of Ancaster, another major concern of the local residents is that this proposal is not necessarily what the developer really wants but is just a way to establish an unrealistic high bar for future negotiations with the city. One scenario is that if the planning department rejects these variances, the developer comes back and offers to reduce the number of units to eight or nine, increase setbacks to 3 or 4 m, maybe lower the height from 12.8 to 12 m and then suggests that since he has been so accommodating in lowering his demands the city should do likewise and allow the new variances. If the city accepts this approach, we the residents, are still left with a totally inappropriate building complex that dominates the appearance of the Gateway to Ancaster in total non-compliance with the intent of the secondary plan.

If the city is serious about implementing the Wilson St. Secondary Plan to preserve the uniqueness of Ancaster, they should reject this application in totality and make it known that plans which do not address this plan and conform, in principle, to the Ancaster Zoning By-Law are unacceptable.

## Appendix "F" to Report PED2004 Page 7 of 24



Daniel Barnett  
 Planning and Economic Development Department Development Planning, Heritage and Design - Suburban Team  
 71 Main Street West, 5th Floor, Hamilton L8P 4Y5

Dear Mr. Barnett:

RE: Urban Hamilton Official Plan Amendment (File No. UHOA-20-009)  
 Zoning By-Law Amendment (File No. ZAC-20-014)

We are property owners in this neighbourhood for over 34 years and have the following concerns and we do not accept these plans for development as proposed.

- The property noted C4-228 (356) was once a gas station and our concern is the soil testing, results and the soil disposal.
- The request to have 11, three-storey townhouses is not conducive to our neighbourhood. We are surrounded by two-storey townhouses, bungalows and two-storey homes.  
 The proposed development will look too dense and too high in height. This project will add to the already busy Hamilton Drive roundabout.

- Will the dwelling on 281 Hamilton Drive at be demolished in favour of these amendments?
- Where exactly would the private entrance be located?
- What will be the set back from the sidewalks?
- Would these homes be backing up to Wilson and Hamilton Drive or facing the road?

We feel more discussion and planning should take place.

**Appendix "F" to Report PED22004**  
**Page 8 of 24**

7<sup>th</sup> February, 2020

Files: UHOPA-20-009  
ZAC-20-014

Legislative Coordinator,  
Planning Committee,  
City of Hamilton,  
71 Main Street West, 1<sup>st</sup> Floor,  
Hamilton, ON, L8P4Y5

I would like to be notified of:

the decision of the City of Hamilton on the proposed Official Plan Amendment, for the Lands Located at 281 Hamilton Drive and 356 Wilson Street, Ancaster (Ward 12), and

the decision of the City of Hamilton on the proposed Zoning by-law Amendment for the Lands Located at 281 Hamilton Drive and 356 Wilson Street, Ancaster (Ward 12).

Yours,

**Appendix “F” to Report PED22004  
Page 9 of 24**File: UHOPA-20-009  
ZAC-20-014

To the attention of:  
Daniel Barnett  
City of Hamilton  
Planning and Economic Delepment Department  
Development Planning, Heritage and Desing – Suburban Team  
71 Main Street West, 5<sup>th</sup> Floor, Hamilton, ON, L8P 4Y5.

Re: Notice of Complete Applicant and Preliminary Circulation for Applications by Official Plan Amendment and Zoning By-law Amendment for Official Plan Amendment and Zoning By-law Amendment for Lands Located at 281 Hamilton Drive and 356 Wilson Street, Ancaster (Ward 12).

**I specifically request that the city remove my personal information from any entry on the City's website based on my comments and opinions, herein.**

**Comments and Opinions** on the proposal for the zoning designation change required to allow the construction of up to eleven three-storey townhouse units accessed from an internal road.

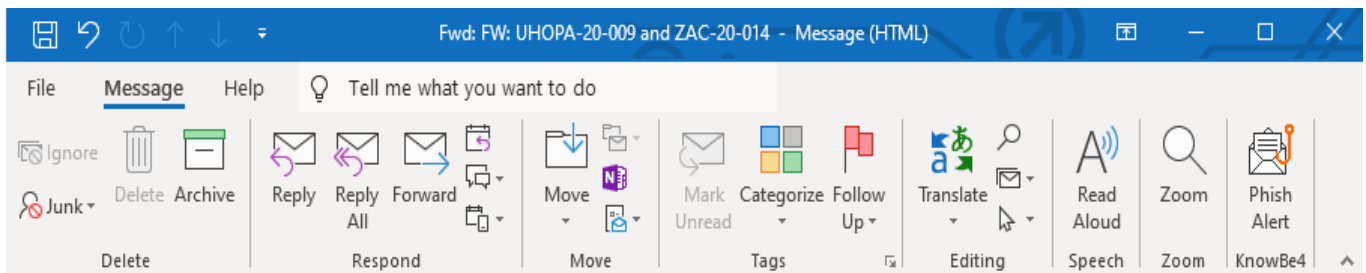
Three-storey units (the maximum height is not stated) would not be in keeping with the existing structures in the immediate area, which are a maximum of two-storey. They would significantly change the character of the area.

The site is adjacent to a single-lane roundabout with it's pedestrian cross-walks. This is a busy roundabout, perhaps the busiest single-lane roundabout in Ancaster. It is part of a general route to and from the 403 highway – two exits and two entrance ramps to the highway. Although the number of units is not large, the additional traffic caused by them could increase congestion at the roundabout; the location of the access road to the units, would be important in this regard.


I am told that the site was once the location of a gas station. I understand that there are specific requirements for land that previously had a gas station and gas storage tanks, but I am not aware of the details. I have some concern over the digging and construction of footings and foundations for three-storey units in this, presumably, contaminated ground.

**I specifically request that the city remove my personal information from any entry on the City's website based on my comments and opinions, herein.**

**Appendix "F" to Report PED2004**  
**Page 10 of 24**



Fri 2/14/20 8:11 PM

 **Fwd: FW: UHOA-20-009 and ZAC-20-014**

To:  Barnett, Daniel

Re : UPHOA-20-009  
ZAC- 20-014

Dear Mr. Barnett,

I reside at [redacted], Ancaster ON, which unit is part of the same condo. complex as [redacted].

Due to ongoing health issues in our household I have not been able to respond to the proposed development sooner but trust that the fact that I met the February 12th deadline you will accept my comments as well.

Please be advised that I endorse completely the comments of my neighbours [redacted] but would add a precautionary note that subject property ( 281 Hamilton Drive / 356 Wilson Street ) was, I believe, at one time a gas bar hence the likelihood of soil contamination may be very real. I put forward this information as an extension of the final sentence of para. 3 of [redacted] e-mail of 5:22 PM February 13th 2020.

Thank you for considering all of our comments. We trust they will be helpful.

Sincerely,

----- Forwarded message -----

From: [redacted]  
Date: Thu, Feb 13, 2020 at 10:24 PM  
Subject: FW: UHOA-20-009 and ZAC-20-014  
To: [redacted]

If you don't have the proposed plans contact me .

**Appendix “F” to Report PED22004**  
**Page 11 of 24**

File
FW: UHOPA-20-009 and ZAC-20-014 - Message (HTML)

File Message Help Tell me what you want to do

Ignore Delete Archive

Reply Reply All Forward

Move

Mark Unread Categorize Follow Up

Translate Read Aloud Zoom

Phish Alert

Thu 2/13/20 5:22 PM

E

**FW: UHOPA-20-009 and ZAC-20-014**

To Barnett, Daniel

Cc

---

**To Mr. Barnett:**

I have had a chance to also look at the information provided in my mailbox and have similar concerns in regards to the proposed development across the street. The last thing anyone wants in this area is increased traffic and gridlock around the traffic circle mentioned in the letter; there are already significant backups leading right back to the highway (403) ramps at Wilson St., during busier times like rush hour, etc. This will only add to the congestion. Of great concern here to me, is the fact that the Fire Hall (which would be across from this new development) would be negatively impacted in the event of emergency deployment of trucks; seconds might make all the difference, and at the very least it should be specified clearly (along with studies being made of the current congestion and what would be the projected impact of so many new units using the circle) what impacts this would have on the Fire Hall's ability to deploy quickly. Surely, the only impacts here would be negative, as more and more vehicles would be using the circle.

As also mentioned in the letter, a house or two (semi-detached or two smaller single homes) would only mean one or two more sets of vehicles etc. – how many units are being initially proposed here, and how many will actually be built when ground breaks?

Along the same lines, I would be less concerned from an aesthetic point of view, if approved buildings were limited not only in the amount of units, but also the projected height; there is nothing else in the immediate area that exceeds two stories. Is there a reason these are projected for three (are these proposed units not going to have basements)? If so, why not? Are there concerns about the stability of the ground? Further, is the soil quality suitable or are there issues with this, that could affect the health of future owners there?

I do implore you to look into all of these issues; over the past year Hamilton Drive has been negatively impacted by poor planning, which resulted in increased traffic flow, reduced access to Hamilton Drive from our own driveway, and huge backlogs of traffic along the Drive. One only needs to be reminded of the decisions made when roadwork was being done along Garner Road, in between Hamilton Drive and Shaver Road in 2019....drivers were ignoring the signage suggesting local traffic only, and using Hamilton Drive as a throughway to get to the 403 ramps. The result was months of traffic jams and delays. Now, you in the City are considering approving this development, and one further south as Hamilton Drive makes a turn (as mentioned in the letter below). Surely all this increased traffic will mean more issues, accidents, delays.

Landowners do have the right to ask for changes to zoning, in attempts to increase potential financial gain, but in my opinion, not to the detriment of the surrounding area, other landowners and essential services such as fire prevention efficiency, in so many ways. Please consider the opinions of those from whom you have sought out this input, before making your decision.

Respectfully,



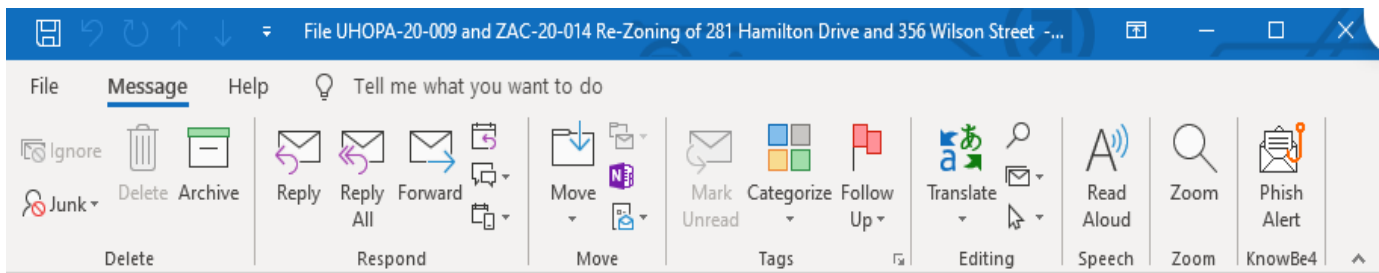
**Appendix "F" to Report PED22004**  
**Page 12 of 24**

Re: File UHOPA-20-009 and ZAC-20-014

The following comments are from [REDACTED]

1. It is difficult to assess the impact of the proposed townhouse development on the area since the attached location plan is inaccurate. It does not show either the traffic circle at Wilson St. and Hamilton Dr., nor the location of the entrance to the "internal private road". This is concerning since the traffic circle has been in existence for at least ten years.
2. An exit from the proposed multi-unit development onto either Hamilton Dr. or Wilson St. will essentially have to be right at the traffic circle, which is already extremely busy and will have a significant impact on the local traffic situation. This problem will be further aggravated by the increased traffic from the proposed development further south on the east side of Hamilton Dr.
3. It is difficult to understand what the fundamental purposes of the Urban Hamilton Official Plan or the Zoning By-Law are. The lands in question are designated as Low Density Residential and zoned as Deferred Development. One would assume there was a reason for this designation in the official plan. What valid reason is there now to change this designation other than to allow the land owner to build 11 residential units as opposed to 2 single family homes and increase the profit from the site?
4. There is a serious concern in Hamilton that initial zoning changes and in fact, initial approvals for construction, are merely a "foot in the door" and once that initial approval is in place, the developers can then move forward to apply for more amendments until they achieve what they really wanted in the first place. Based on ongoing controversies in downtown Hamilton it would appear that there is no guarantee that if the proponent in this case was granted the amendment, he could not turn around and apply for an amendment to allow for the construction of a 4-story apartment condominium with 50 or 60 units.

## Appendix “F” to Report PED2004 Page 13 of 24



Thu 2/27/20 6:33 PM



### File UHOPA-20-009 and ZAC-20-014 Re-Zoning of 281 Hamilton Drive and 356 Wilson Street

To Barnett, Daniel  
Cc Ferguson, Lloyd

Comments from

One of the attractions of living in the Town of Ancaster is the unique aspect of the community. The City of Hamilton recognized and attempted to preserve this uniqueness by developing the “Ancaster: Wilson Street Secondary Plan Area; Urban Design Guidelines” in February 2012. Section 1.3 ‘Goals and Objectives’, states that *“The overriding strategy is to preserve the unique identity of Ancaster through the application of “local” character-based design guidelines that ensure a compatible built form, an enhanced public realm and promote sustainability.”*

The plan identifies five specific and different areas along the Wilson Street corridor including the Gateway Residential which begins at the Meadowbrook/Hamilton Dr. traffic circle and continues down Wilson St. to about Todd St. Analysis of the Gateway Residential states on page eight that *“The Gateway Residential Character Area’s low density form of residential development is the primary character that should be preserved.”* The plan further states on page eleven that *“As a continuous promenade, the West Greenway enhances arrival to Ancaster from Highway 403 and promotes the “green” landscape character of Gateway Residential Design District”*

In Section 3.1.1 the plan states *“The Residential Gateway Design District defines arrival to Ancaster from the west. The area is characterized by single family homes setback from the street and located on large lots. In some locations, fenced rear yards front Wilson Street West. **There is a strong green quality to the corridor that is created by large street trees and well landscaped residential properties.** The corridor is surrounded by residential neighborhoods to the north and south. A recently developed traffic circle at Meadowbrook Drive creates a sense of arrival to Ancaster.”*

It further states *“The intent of these design guidelines is to preserve the residential scale and “green” character of Wilson Street West, while enhancing the “gateway” function the corridor currently fulfills. Primary elements of the guidelines that achieve this include:*

- *Building design is flexible and accommodates/ promotes individual expression*
- *Building heights are limited to 3 storeys with pitched rooflines*
- ***Building masses are setback from the street with front yard landscaping***
- *A strong linear parkway for pedestrian and bicycle circulation enhances connections and the green quality of the street”*

The two lots (281 Hamilton Dr. and 356 Wilson St.) which are the subject of the rezoning application are located in the Residential Gateway Area directly at the traffic circle. It would appear that the proponent was either unaware of, or chose to deliberately ignore the Wilson St. Secondary plan in developing the application for rezoning. How else could one explain a plan that consists of two buildings, one approximately 30 m long by 12.8 m high, set back from the Wilson St. lot line a mere 0.42 m and the second, approximately 30 m long by 12.8 m high, set back from the Hamilton Dr. lot line by 1.2 m, which together, completely dominate the traffic circle. To suggest that this development satisfies the intent of the secondary plan for Wilson St. stretches the imagination to the breaking point.

**Appendix “F” to Report PED22004**  
**Page 14 of 24**

The proponent has asked for major variances from virtually all of the requirements in the Ancaster Zoning By-Law for Residential Multiple “RM2” Zone including

- Minimum front yard setback – 0.425 m vs 7.5 m
- Minimum flanking setback – 1.2 m vs 7.0 m
- Minimum side yard – 2.0 m vs 3.0 m
- Area per unit – delete 280 sq m per unit completely (280 x 11 units = 3080 sq m, lot is only 2678 sq m)
- Maximum height – 12.8 m vs 10.5 m

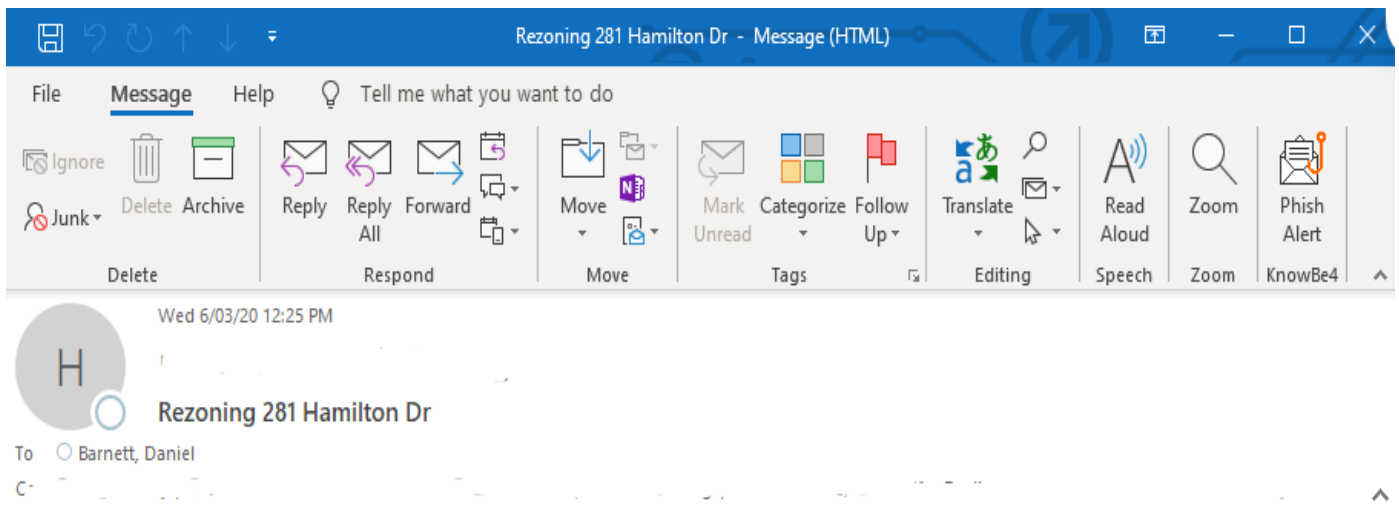
One has only to drive down Wilson St. to Todd St. and it becomes blatantly apparent there are no other developments within this Residential Gateway Area that even remotely resemble what is proposed by the proponent.

It is understood that RM2 zoning does not include a specific requirement for visitor parking however, experience of the residents in the existing townhouse complex on the opposite side of Hamilton Dr. suggests that four spaces in the proposed plan are inadequate and the overflow will simply park in the visitor’s lots of 286 or 320 Hamilton Dr. Street townhouses typically rely on street parking to accommodate overflow but the traffic situation on Hamilton Dr. is becoming extremely congested and dangerous at times. The situation at the traffic circle and on Hamilton Dr. will be further impacted by the additional traffic from the proposed development.

Apart from the ugliness of the proposed structure and the disregard for maintaining the unique character of Ancaster, another major concern of the local residents is that this proposal is not necessarily what the developer really wants but is just a way to establish an unrealistic high bar for future negotiations with the city. One scenario is that if the planning department rejects these variances, the developer comes back and offers to reduce the number of units to eight or nine, increase setbacks to 3 or 4 m, maybe lower the height from 12.8 to 12 m and then suggests that since he has been so accommodating in lowering his demands the city should do likewise and allow the new variances. If the city accepts this approach, we the residents, are still left with a totally inappropriate building complex that dominates the appearance of the Gateway to Ancaster in total non-compliance with the intent of the secondary plan.

If the city is serious about implementing the Wilson St. Secondary Plan to preserve the uniqueness of Ancaster, they should reject this application in totality and make it known that plans which do not address this plan and conform, in principle, to the Ancaster Zoning By-Law are unacceptable.

## Appendix "F" to Report PED22004 Page 15 of 24



Hi Daniel:

Thanks for the update on the latest concept plan for 281 Hamilton Drive. Although you did not specifically say, I assume the applicant is still pursuing an "RM2" Zone modified and this is the basis of my comments.

The changes in the amended plan do not address the primary issue in my previous letter in that the size, density and placement of the proposed development is NOT consistent with the intent of the "Ancaster: Wilson Street Secondary Plan Area: Urban Design Guidelines" nor are there any similar developments within this Residential Gateway Area. This is not an anti-development position; it is simply one of "appropriate" development which could be satisfied with two single family residences which would be consistent with the secondary plan.

If this densification project is going to be forced on the residents of Ancaster, it would seem that the City should, as a minimum, insist that the developer comply with all of the regulations for RM2 Zoning. RM2 requires 280 sq m per unit which requires a total area of 2800 sq m for 10 units while the property is only 2678.5 sq m. There is simply not enough area for this many units. The net result is that while RM2 zoning requires minimum front yard setbacks of 7.5 m, in the existing plan one terrace actually touches the property line, one is set back 0.53 m, the corner of one unit is set back 0.83 m and only the most eastern unit in Block B actually achieves the 7.5 m setback. Maintaining the minimum area per unit would reduce the number of units and provide space to reorient the buildings such that the required setbacks could be achieved.

RM2 Zoning is classified as Street Condos and there is no minimum requirement for visitor parking in the complex as it is assumed that street parking will be used to accommodate visitors. If this project goes ahead in the current form there will be no street parking on Hamilton Drive or Wilson Ave and there are no other residential streets in close proximity. The inevitable outcome will be that visitor parking will overflow into the visitor lots in the condos at 286 and 320 Hamilton Dr. If the project was classified as Block Condos the minimum number of visitor spaces would be 0.67 per unit or 7 spaces. There is not enough parking within the project given the lack of other alternatives.

To date, I have not heard any discussion of how the City Traffic Department intends to deal with additional traffic entering Hamilton Dr in close proximity to the traffic circle and directly opposite to the existing exit from 286 Hamilton Dr.

In summary, the "Ancaster: Wilson Street Secondary Plan" was developed for a number of reasons; some of them intangible but all of them related to the desirability of living in that area. To forfeit those qualities simply to maximize the economic payback to one developer makes the whole planning process appear pointless, when economic development of the property could easily be done within the constraints of the Wilson Street Plan by rezoning to two single family residences.

Sincerely,

**Appendix “F” to Report PED2004**  
**Page 16 of 24**

The screenshot shows an email client window titled "UHOPA-20-009 and ZAC-20-014 - Message (HTML)". The interface includes a ribbon with "File", "Message", and "Help" tabs. Below the ribbon is a toolbar with various actions: Ignore, Delete, Archive, Reply, Reply All, Forward, Move, Mark Unread, Categorize, Follow Up, Translate, Read Aloud, Zoom, and Phish Alert. The email content shows a sender profile for "HR" with a circular profile picture, dated "Mon 2/10/20 12:27 PM". The subject is "UHOPA-20-009 and ZAC-20-014". The recipient is "Barnett, Daniel". A status bar at the bottom indicates "You replied to this message on 2/11/20 3:08 PM."

Hello Mr Barnett

First, we are expressly requesting that all personal information be removed if our comments below are made available to the public or appear on the City's website. Thank you

Ancaster

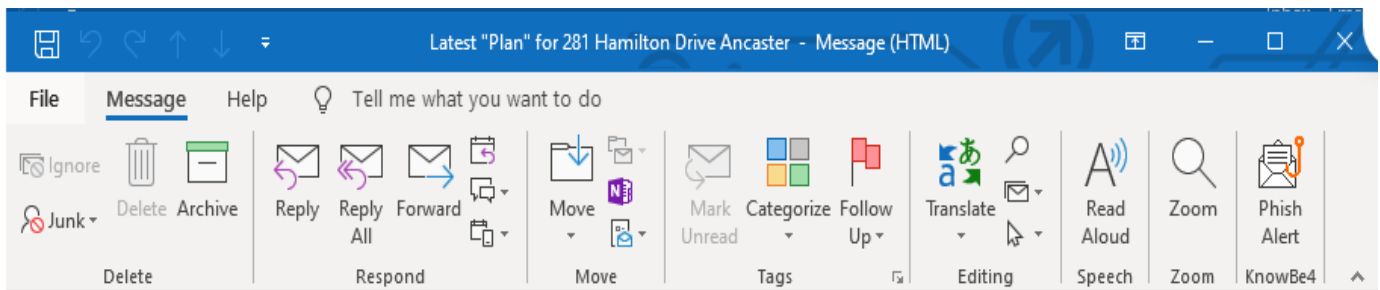
**Regarding the applications for Urban Hamilton Official Plan Amendment (File No. UHOPA-20-009) and Zoning By-law Amendment (File No. ZAC-20-014)**

While we do not have objection to townhouses per se on the land at 281 Hamilton Drive and 356 Wilson Street, we do have objection to 3 storey townhouses. Within the immediate vicinity, all residences, both single detached and townhouses are either one or two stories. There are no 3 storey buildings within a 1 kilometer radius of the proposed site. A large 3 storey building on that corner would be very much out of place and not in keeping with the general neighbourhood. ...just like the monster homes in other parts of Ancaster.

Since there is no information yet about the actual buildings or site plan we reserve opinion regarded the density but wonder how eleven units will fit without the loss of all the existing trees around the edge of the properties.. It should be noted that existing townhouse complexes on two of the other corners and even the fire station on the third corner are buffered from the road by trees, grass/greenery covered berms and some fencing. Will there be room for this kind of neighbourhood friendly, ascetically pleasant aspect or is the proposal for a 3 storey wall of brick and windows near the edge of the sidewalk. Or perhaps just more pavement next to the sidewalk for the private driveway and parking? In these scenarios we would be very strongly opposed.

....

## Appendix "F" to Report PED2004 Page 17 of 24



Wed 6/03/20 4:56 PM



Latest "Plan" for 281 Hamilton Drive Ancaster

To: Barnett, Daniel  
Cc: Ferguson, Lloyd

Hi Daniel and Lloyd

I just saw the latest "concept plan" for 281 Hamilton Drive development and re-zoning - forwarded to me by my neighbour ... He made quite a few points that I know you will take into consideration. I would however like to make some comments.

First, I do not consider this to be either a second plan or a compromise. The so called first plan was so over the top, contravening so many zoning regulations by wide margins that any reasonable person could only conclude it was a tactic by the developer to be able to appear flexible when making "concessions" on a second submission. The initial submission in my opinion indicated a complete lack of respect for the city, for local zoning, for local residents and for the entire neighborhood.

I'm sure this is not the first time the city has seen this kind of cynical behaviour by a developer. I ask that you and the city please review this request for re-zoning very, very carefully. Is RM2 appropriate for this location - on the traffic circle with no real street parking available? Is this density appropriate for this parcel of land at this particular location? I also don't consider the revised concept plan as flexibility on the part of the developer because the first submission was so unreasonable it was hard to take seriously.

Please be assured, I am not anti-development and I am not against some increased density per se. There are many good developers who add to a community in a positive, constructive manner while at the same time earning a fair and deserved profit.

We all know about the travesty that just recently occurred with the demolition of Brandon House at the corner of Wilson and Rousseaux. Please consider carefully what is in the best interests of the entire town when it comes to developing this parcel of land at the other end of Wilson Street, because once it's done there is no going back. I only ask for thoughtful and creative development on this parcel of land at "The Gateway to Ancaster",

Thanks

....

**Appendix "F" to Report PED2004**  
**Page 18 of 24**

The screenshot shows an email client window titled "UHOPA-20-014 - Message (Plain Text)". The interface includes a menu bar with "File", "Message", and "Help". Below the menu is a ribbon with various actions: "Delete" (Ignore, Delete, Archive), "Respond" (Reply, Reply All, Forward), "Move" (Move), "Tags" (Mark Unread, Categorize, Follow Up), "Editing" (Translate), "Speech" (Read Aloud), "Zoom" (Zoom), and "KnowBe4" (Phish Alert). The message header shows a profile picture with the initials "LG", the name "UHOPA-20-014", and the recipient "To: Barnett, Daniel". The message content is as follows:

We are writing in response to the notice received regarding zoning change applications for 281 Hamilton Drive and 356 Wilson Street.

We have concerns about this plan:

- land remediation that has occurred / soil safety
- additional traffic impact at a busy roundabout as well as the impact of this increase for traffic on Wilson, especially at the corner of Wilson and Amberley, where it is near impossible to make a safe left turn anymore
- height of the townhouses planned; these fit in better in newer surveys with similar buildings and would appear an eyesore in the given surroundings
- lack of consideration of age friendly housing (bungalofs, condos or 2 storey homes would be more appropriate)

We are interested in further information and would oppose reasoning until concerns are addressed.

Please remove all of our personal information when sharing / posting these comments on the City website.

Thank you,

Appendix "F" to Report PED22004  
Page 19 of 24

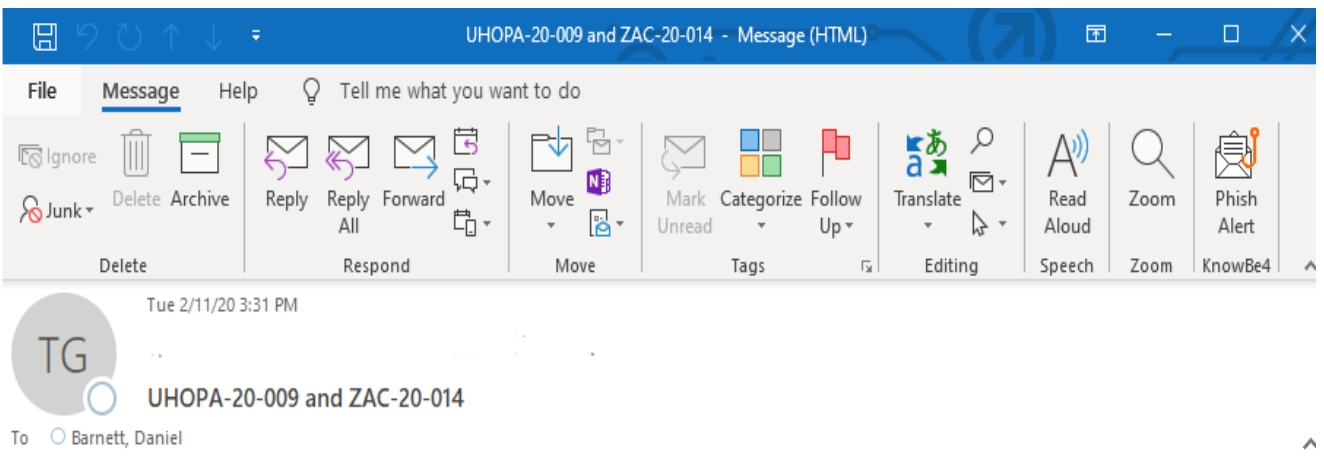
Pg 2

- (i) as a pedestrian walking to and from Resurrection Cemetery and Wal Mart, it is an extremely hazard crossing the traffic circle with speeding / volume of cars that do not yield.
- (j) parking on Hamilton Drive with its narrowness is dangerous due to speed and volume

As stated in paragraph 1 (one), page 2 (two) and in paragraph 2 (two) page 3 (three), I do not want my personal information published anywhere.

cc Mr. L. Ferguson  
Councillor Ward 12.



**Appendix "F" to Report PED22004**  
**Page 20 of 24**

Hello Mr Barnett

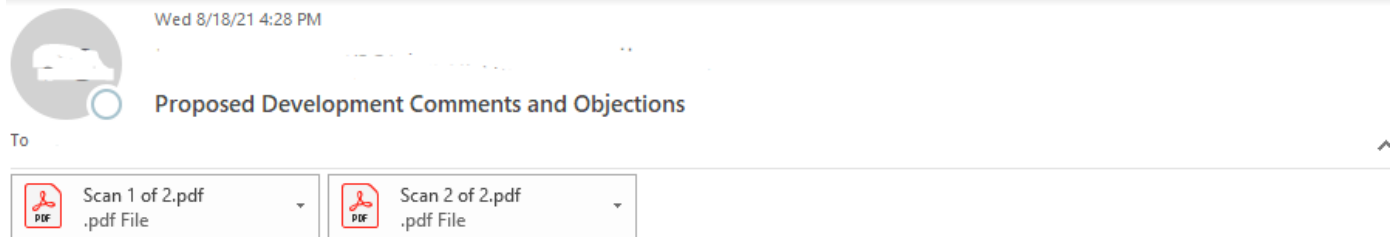
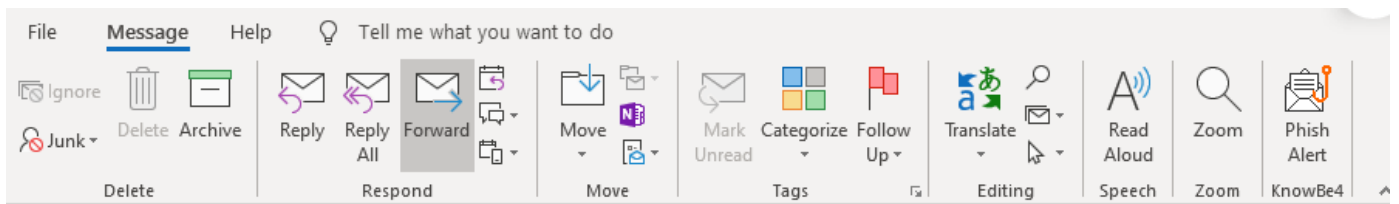
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Since there is no information yet about the actual buildings or site plan we reserve opinion regarding the density but wonder how eleven units will fit without the loss of all the existing trees around the edge of the properties.. It should be noted that existing townhouse complexes on two of the other corners and even the fire station on the third corner are buffered from the road by trees, grass/greenery covered berms and some fencing. Will there be room for this kind of neighbourhood friendly, aesthetically pleasant aspect or is the proposal for a 3 storey wall of brick and windows near the edge of the sidewalk. Or perhaps just more pavement next to the sidewalk for the private driveway and parking? In these scenarios we would be very strongly opposed.

**Appendix "F" to Report PED22004**  
**Page 21 of 24**



Sincere greeting,

On Thursday August 12<sup>th</sup> I received a letter, which I believe everyone in our immediate community received, from a Miles Weekes who represents A.J. Clarke & Associates, the planners, surveyors and engineers in relation to the "*proposed development*" to be built on the empty lot across the street from the entrance to 286 Hamilton Dr. The letter contains the proposed site plan and requests comments.

I have included the contents of the letter as two attachments.

These people represent, and are acting in the best interests of the developer. As such, I believe myself and my community may be better served to write or email our comments and any objections we may have, to yourself.

I personally object to the proposed rezoning and proposed site plan.

Here are my reasons:

**The single entry/exit to the proposed development is slightly north of the entry/exit to the residences located at 286 Hamilton Dr. This is a safety hazard:**

**1-The probability of car accidents will be much greater;**

The majority of people work during the day.

Vehicles exiting 286 Hamilton Dr. to travel north to the roundabout, and vehicles exiting the proposed development to travel south on Hamilton Dr., will have to cross over each other's lanes in very close proximity to each other.

Further, traffic travelling on to Hamilton Dr. from the roundabout, and north on Hamilton Dr to enter the roundabout will have to stop during this process which will cause stoppage of traffic in the roundabout and on Hamilton Dr.

**2-The proposed development, due to its proposed density, proposes only one entrance/exit.** This directs all traffic to and from the proposed development site on to Hamilton Drive. The site plan eliminates the 2<sup>nd</sup> entry/exit presently located on the south side of Wilson St., at the north-east corner of the proposed development site. This 2<sup>nd</sup> entry/exit could allow vehicles in the proposed development a 2<sup>nd</sup> exit from the proposed development site to travel eastbound on Wilson St., by simply turning right onto Wilson St. eastbound when exiting the proposed development. It could also potentially allow for a second entry point into the proposed development. Instead, with the proposed development site plan, this 2<sup>nd</sup> exit/entry is eliminated (ironically, due to the density) and all vehicles exiting from this proposed development, must exit on to Hamilton Dr.

**Appendix "F" to Report PED22004  
Page 22 of 24**

**3-The probability that parking will be eliminated on Hamilton Dr. is almost 100% due to the proposed development having the only one exit on to Hamilton Dr.**

ALL the residents currently living on Hamilton Dr. require the parking that is presently available on Hamilton Dr. There simply aren't enough parking spaces for visitors. This proposed development proposes 7 visitor parking spaces of which 1 parking space is reserved for disabled parking, and rightly so. But that does not even accommodate 1 visitor per household unless the residents of the proposed development do not have 2 cars/household. We all know that there is never enough visitor parking so visitors park on Hamilton Dr.

**4-The probability of pedestrians being hit by cars increases.** Based on #'s 1, 2 and 3 above.

**5-The density of the proposed development (that consists of 10 townhomes) does not conform with the density of the immediate community.** This includes our townhome residences (286 and 320 Hamilton Dr.) located directly across the street from the proposed development.

**The east side of Hamilton Dr. has always consisted of single family dwellings.** The east side of Hamilton Dr. should remain as such, if residences are built.

**The present zoning should remain the same.** The present zoning allows low density residential and/or commercial development and there is no reason to change the present zoning.

Sincerely,

**Appendix "F" to Report PED22004  
Page 23 of 24**

File **Message** Help Tell me what you want to do

Delete Archive Reply Reply All Forward Move Mark Unread Categorize Follow Up Translate Read Aloud Zoom Phish Alert

Fri 8/20/21 12:13 PM

**Proposed Development Across from Hamilton Dr.**

To Barnett, Daniel

We removed extra line breaks from this message.

Daniel Barnett,

I personally object to the proposed rezoning and proposed site plan.

Here are my reasons:

The single entry/exit to proposed development is slightly north of the entry/exit to the residence located at 286 Hamilton Dr. This is a safety hazard:

- 1-The probability of car accidents will be much greater; The majority of people work during the day. Vehicles exiting 286 Hamilton Dr. to travel north to the roundabout, and vehicles exiting the proposed development to travel south on Hamilton Dr., will have to cross over each other's lanes in very close proximity to each other. Further,, traffic travelling on to Hamilton Dr. from the roundabout, and north on Hamilton Dr. to enter the roundabout will have to stop during this process which will cause stoppage of traffic in the roundabout and on Hamilton Drive.
- 2-The proposed development, due to with proposed density, proposes only one entrance/exit. This directs all traffic to and from the proposed development side onto Hamilton Drive. The site plan eliminates the 2nd entry/exit presently located on the south side of Wilson St., at the north-east corner of the proposed development site. This 2nd entry/exit could allow vehicles in the proposed development a second exit from the proposed development site to travel eastbound on Wilson St., by simply turning right onto Wilson St. eastbound when exiting the proposed development. It could also potentially allow for a second entry point into the proposed development. Instead, with the proposed development site plan, this second exit entry is eliminated (ironically, due to the density) and all vehicles exiting from this proposed development, must exit onto Hamilton Dr.
- 3-The probability that parking will be eliminated on Hamilton Dr. is almost 100% due to the proposed development having the only one exit onto Hamilton Dr. ALL the residents currently living on Hamilton Dr. require the parking that is presently available on Hamilton Dr. There's simply aren't enough parking spaces for visitors. This proposed development proposes 7 visitor parking spaces which 1 parking space is reserved for disabled parking, and rightly so. But that does not even accommodate 1 visitor per household unless the residence of the proposed development do not have two cars/household. We all know that there is never enough visitor parking so visitors park on Hamilton Dr.
- 4-The probability of pedestrians being hit by car increases. Based on #'s 1, 2 and 3 above.
- 5-The density of the proposed development ( that consists of 10 townhouses) does not conform with the density of the immediate community. This includes our townhouse residence ( ) located directly across the street from the proposed development.

The east side of Hamilton Dr. has always consisted of single-family dwellings. The east side of Hamilton Dr. should remain as such, if residences are built.

The present zoning should remain the same. The present zoning allows low density residential and or commercial development and there's no reason to change the present zoning.

Sincerely,

## Appendix "F" to Report PED22004 Page 24 of 24

File Message Help Tell me what you want to do

Delete Archive

Reply Reply All Forward

Archive 1 To Manager Team Email

Move

Mark Unread Categorize Follow Up

Translate Read Aloud Zoom Phish Alert

Mon 8/16/21 6:33 AM

FL

**Ferguson, Lloyd**

**RE: 281 Hamilton Drive & 356 Wilson Street West, Ancaster. Public Information & Feedback (ZAC-20-014 & UHOPA-20-009)**

To: Tausha Adair; Steve Fraser; Barnett, Daniel

Daniel can you please reply to the

Councillor Lloyd Ferguson CET, CIM, GSC  
Ward 12 | Ancaster  
905-546-2704  
<http://www.hamilton.ca>

-----Original Message-----  
From: Lloyd Ferguson  
Sent: Sunday, August 15, 2021 6:55 PM  
To: tausha.adair <[tausha.adair@ajclarke.com](mailto:tausha.adair@ajclarke.com)>; steve.fraser <[steve.fraser@ajclarke.com](mailto:steve.fraser@ajclarke.com)>  
Cc: Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>  
Subject: 281 Hamilton Drive & 356 Wilson Street West, Ancaster. Public Information & Feedback (ZAC-20-014 & UHOPA-20-009)

August 16, 2021

TO: Tausha Adair, Planner  
J. Clarke and Associates, Ltd.,

Steve Fraser, Principal, Planner  
J. Clarke and Associates, Ltd.,

Re: 281 Hamilton Drive and 356 Wilson Street West, Ancaster  
(ZAC-20-014 & UHOPA-20-009)

We already sent our comments and feedback regarding the by-law amendment on February 6, 2020 of last year to Daniel Barnett at the City of Hamilton, Planning and Economic Development Department, and Lloyd Ferguson, Hamilton City Council, as of yet we have not received any feedback from any parties.

In my email and letter we stated:

"We are property owners in this neighbourhood for over 34 years and have the following concerns and do not accept these plans for development as proposed.

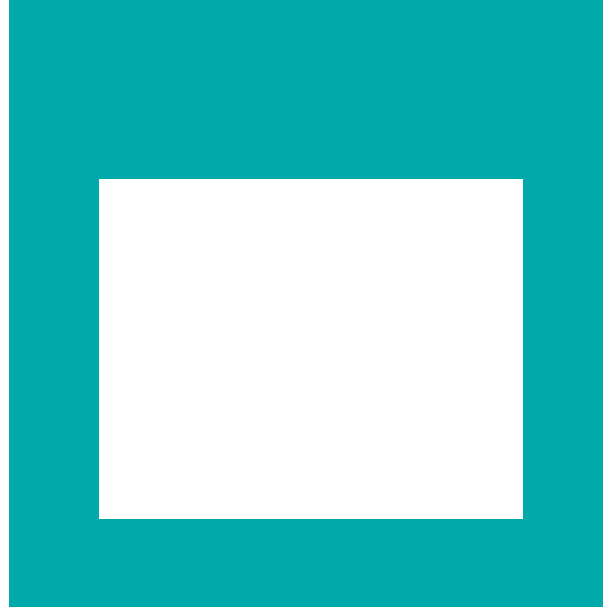
The property on Wilson Street was once a gas station and our concern is the soil testing and results and the soil disposal."

Originally, the request was to have 11, 3 story townhouses built in this space.  
The new amendment has been reduced to 10, 2 story townhouses. However we still feel it is not conducive to our neighbourhood.

"The proposed development will look too dense and built up for an already busy Hamilton Drive roundabout."

We await your prompt response.

cc: Lloyd Ferguson, Hamilton City Councillor



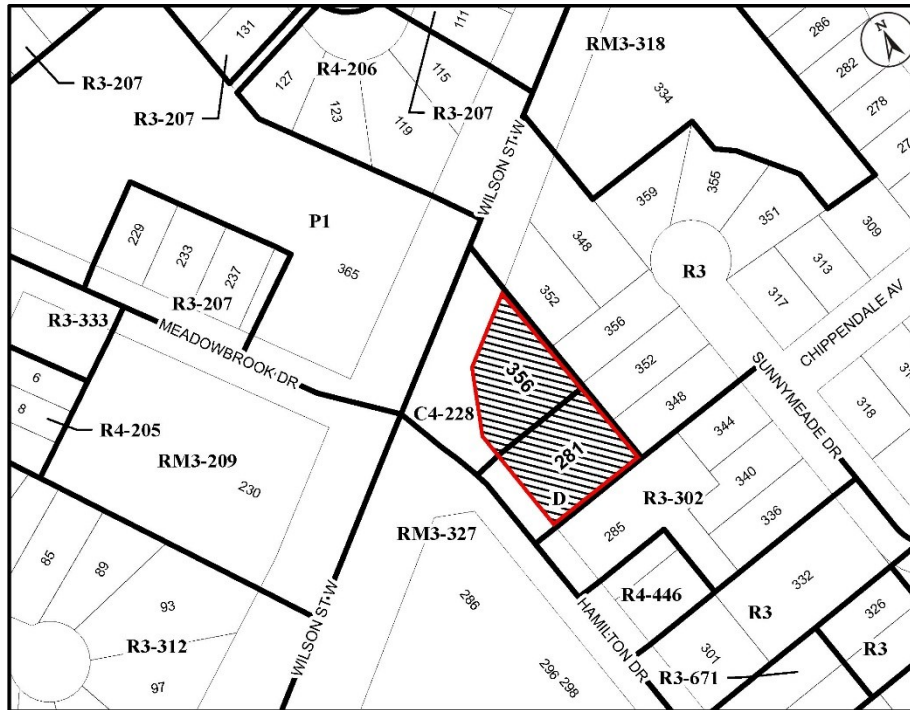
WELCOME TO THE CITY OF HAMILTON  
**PLANNING COMMITTEE**

January 11, 2022

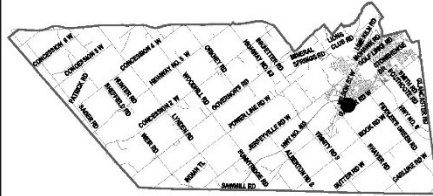
# PED22004– (ZAC-20-014 & UHOPA-20-009)

Applications for Official Plan Amendment and Zoning By-law Amendment for Lands Located at 281 Hamilton Drive and 356 Wilson Street West, Ancaster.

Presented by: Daniel Barnett



● Site Location



Key Map - Ward 12

### Location Map



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:  
ZAC-20-014/UHOPA-20-009

Date:  
July 21, 2021


Appendix "A"

Scale:  
N.T.S

Planner/Technician:  
DB/NB

**Subject Property**

281 Hamilton Drive and 356 Wilson Street West, Ancaster (Ward 12)

 Change in zoning from the Deferred Development "D" Zone and the Urban Commercial "C4-288" Zone to a site specific Residential Multiple "RM2" (RM2-713) Zone, Modified

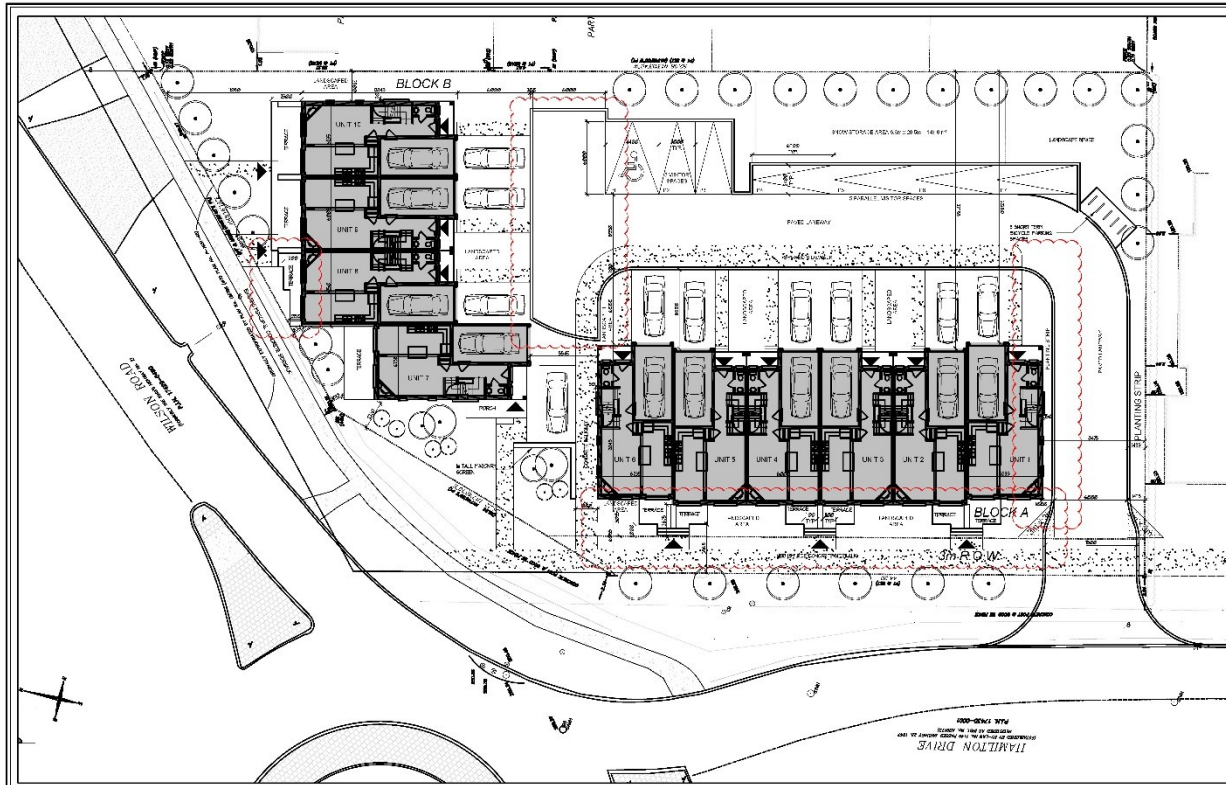




**SUBJECT PROPERTY**



**281 Hamilton Drive and 356 Wilson Street West, Ancaster**



SITE STATISTICS		
EXISTING ZONING: TD AND GARAGE		
ZONING BY-LAW: 02-200		
LEGAL DESCRIPTION		
P.L. 2003-2		
LOC. 304 CONDEMNATION 3		
(CONDOMINIUM TOWNSHIP (R. ANGLIS-R))		
NOW TLE		
CITY OF HAMILTON		
OFFICIAL MAP # 4001-1-2-001-8		
KEY PLAN		
SITE STATISTICS		AREA (SQ.M.)
SITE AREA		2550.4 S.M.
BUILDING COVERAGE		747.3 S.M. (29.28%)
BUILDING A		445.6
BUILDING B		300.7
BUILDING GFA		1,320 S.M.
DECKS		3.88
LANDSCAPING (INCL. HARDSCAPE)		1,363.5 S.M. (53.6%)
HARDSCAPE		556.3 S.M.
SOFTSCAPE		807.0 S.M.
PAVING*		648.6 S.M. (25.4%)
PAVING (EXCLUDING DRIVEWAYS)		
LOT WIDTH		41.465m
LOT DEPTH		82.084m
BUILDING HEIGHT		5.30m
PARKING		RATIO PROVIDED
TOWNHOUSE		2 per UNIT
TOTAL TOWNHOUSE PARKING SPACES:		20
TOTAL VISITOR PARKING SPACES:		7
TOTAL SITE PARKING SPACES:		27
No. OF WHICH ARE BARRIER FREE STALLS		1
YARD SETBACKS:		PROVIDED
MIN. REAR (100' 000')		0.03 m
MIN. SIDE (50' 000')		2.16 m
MIN. FRONT (300' 000')		0.72 m
MIN. FRONT (100' 000')		3.05 m

**LINTACK ARCHITECTS**  
 INCORPORATED  
 1000 BAYVIEW AVE. SUITE 100  
 SCARBOROUGH, ONTARIO M1B 2Y1  
 TEL: (416) 291-1111  
 FAX: (416) 291-1112  
 WWW.LINTACKARCHITECTS.COM

FOR SITE PLAN APPROVAL

NEW DEVELOPMENT  
 HAMILTON DRIVE TOWNS  
 KEN SANGKA  
 283 HAMILTON DRIVE  
 HAMILTON, ON

DATE: 19.01.12  
 DRAWN BY: CP  
 CHECKED BY: AS NOTED  
 DATE: 2019.12.16  
**SITE PLAN**  
 SCALE: A1.0

1 SITE PLAN  
 SCALE: 1:100



DISCLAIMER: GOOGLE EARTH INSERT - DOES NOT REPRESENT EXACT APPEARANCE OR SCALE - FOR CONTEXT REFERENCE ONLY

**12** BLOCK A PERSPECTIVE - SOUTH WEST

**11** BLOCK A & B PERSPECTIVE - NORTH EAST

**10** BLOCK B - NORTH FACADE

**9** BLOCK A & B - REAR FACADES - SOUTH EAST

**8** BLOCK A - WEST ELEVATION  
SCALE: 1/8" = 1'-0"

**4** BLOCK A - SOUTH ELEVATION  
SCALE: 1/8" = 1'-0"

**7** BLOCK A - EAST ELEVATION  
SCALE: 1/8" = 1'-0"

**3** BLOCK A - NORTH ELEVATION  
SCALE: 1/8" = 1'-0"

**6** BLOCK B - NORTH ELEVATION  
SCALE: 1/8" = 1'-0"

**2** BLOCK B - EAST ELEVATION  
SCALE: 1/8" = 1'-0"

**5** BLOCK B - SOUTH ELEVATION  
SCALE: 1/8" = 1'-0"

**1** BLOCK B - WEST ELEVATION  
SCALE: 1/8" = 1'-0"

**LEGEND:**

- 1. EXTERIOR WALLS
- 2. INTERIOR WALLS
- 3. FLOOR SLABS
- 4. ROOF SLABS
- 5. FOUNDATION
- 6. FINISH FLOOR
- 7. FINISH CEILING
- 8. FINISH WALL
- 9. FINISH ROOF
- 10. FINISH DRIVE
- 11. FINISH DRIVE
- 12. FINISH DRIVE

**LINTACK ARCHITECTS INCORPORATED**  
 1000 W. 10TH ST., SUITE 100, HAMILTON, ONT. L8N 2Y1  
 TEL: (905) 571-1111 FAX: (905) 571-1112

FOR SITE PLAN APPROVAL

DATE: 02/12/12

NEW DEVELOPMENT  
**HAMILTON DRIVE TOWNS**  
**KEN SANGKA**  
 1000 W. 10TH DRIVE  
 HAMILTON, ONT.

19.012

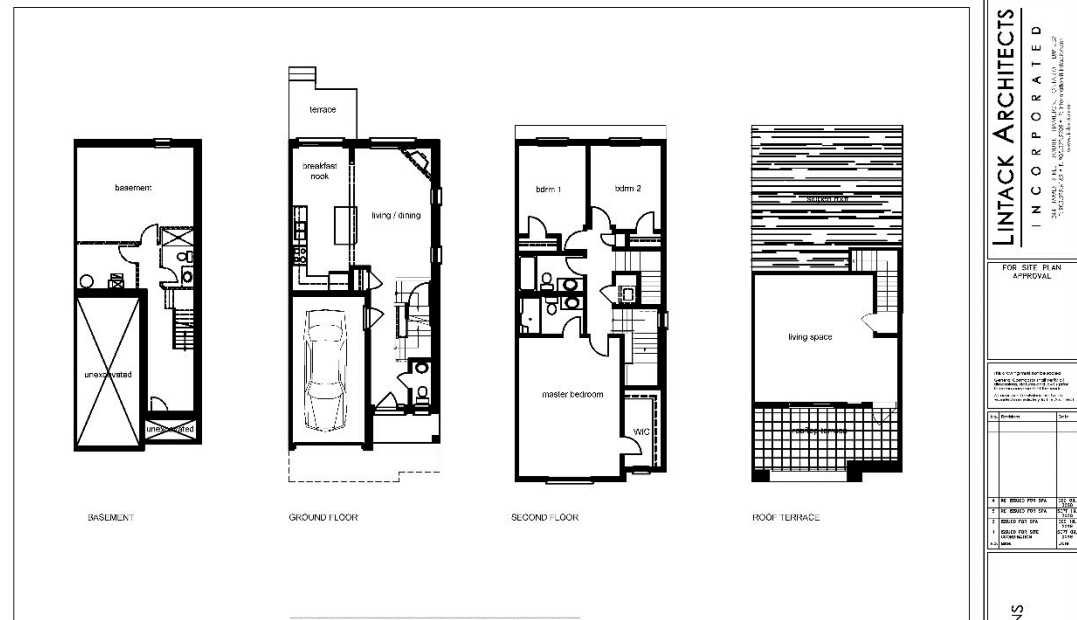
19.012

AS NOTED

2012/12/18

ELEVATIONS

A1.2



1 TYPICAL FLOOR PLANS  
 1:1

**LINTACK ARCHITECTS INCORPORATED**  
 1100 EAST 10TH AVENUE, SUITE 200, DENVER, CO 80218  
 TEL: 303.733.1100 FAX: 303.733.1101

FOR SITE PLAN APPROVAL

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NO.	REVISION	DATE
1	REVISED PER S&P	10/12/10
2	REVISED PER S&P	10/12/10
3	REVISED PER S&P	10/12/10
4	REVISED PER S&P	10/12/10
5	REVISED PER S&P	10/12/10

NEW DEVELOPMENT  
**HAMILTON DRIVE TOWNS**  
**KEN SANGKA**  
 HAMILTON DRIVE  
 HAMILTON, CO

proj. no. 19.012

desig. file

draw. by CM

scale: AS NOTED

date: 2012.12.18

sheet title  
**TYPICAL FLOOR PLANS**

dwg. A1.3



Photo of the subject property, as seen from Wilson Street West looking south



Photo of the subject property, as seen from Hamilton Drive looking north east



Photo of the subject property, as seen from Hamilton Drive looking east



Photo of the property at 352 Wilson Street West located to the east of the subject property, as seen from Wilson Street West looking south east





Photo of the fire hall at 365 Wilson Street West located across the street from the subject property to the north, as seen from Wilson Street West looking north



Photo of the existing turning circle at the intersection of Wilson Street West and Hamilton Drive, as seen from Hamilton Drive looking north west



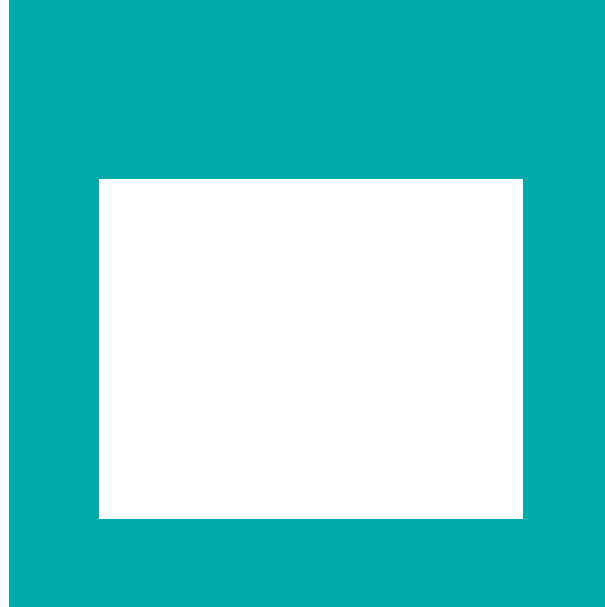
Photo of the existing townhouse development at 286 Hamilton Drive located to the west of the subject property, as seen from Hamilton Drive looking west



Photo of the existing townhouse development at 286 Hamilton Drive located to the west of the subject property, as seen from Hamilton Drive looking west



Photo of the property at 285 Hamilton Drive located to the south of the subject property, as seen from Hamilton Drive looking east



# THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE

**From:** Kati Sackett  
**Sent:** Wednesday, December 22, 2021 8:45 AM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca);  
**Subject:** Zoning By-law Amendment (File No ZAC-20-014)

Good morning

We have received notice of the above noted Zoning amendment, and would like to make comments as residents of ## Hamilton Drive, Ancaster, ON.

Should the zoning amendment be approved, our concerns are as follows:

- The access to our residence will be restricted due to construction vehicles which will no doubt be lined up along Hamilton Drive during construction.
- Access to the new residences will be restrictive as both Hamilton Drive and Wilson Street are busy streets particularly coming into and out of a traffic circle. The proposed driveway/private access road will restrict traffic and cause much congestion at this corner.
- Ten 2.5 story houses on this lot seems excessive and will potentially effect utilities into and out of our already existing residences. Utilities at our complex are frequently interrupted (cable, internet, hydro, etc.) and connecting 10 more houses into this stream would potentially cause further interruptions.
- In the current state of pandemic, the possibility of infection would be higher as the virus has been proven to be airborne and we are adding more people into the immediate area causing higher risk of infection. How are we to be assured that the workers will be tested, isolation protocols be followed?

Further, there is no notation on the documentation as to when the construction would potentially begin or how long it would take to completion.

We would absolutely appreciate being notified of the decision of the City of Hamilton on the proposed Official Plan Amendment.

Thank you for your consideration in this matter.

Regards  
Kathleen and Andrew Sackett

**From:** Len Reddick  
**Sent:** Saturday, January 1, 2022 1:52 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Zoning By-law Amendment (File No ZAC-20-014)

We objection to the construction of Townhouse units at the proposed site because it would make a traffic situation worse and more dangerous.

The townhouse units would be located at the around about which has traffic going east and west on Wilson St. which has exits on and off for the 403 east and west near by. If there is an accident on 403, Wilson St. is used as a by-past. To make matters worst, Wilson St is only a two lane st. plus there is a high volume of traffic on Hamilton Drive and Meadowbrook Dr. because of power centers located close by.

Yours truly,

Valerie Chevannes  
Leonard Reddick



**From:** Nancy Hurst  
**Sent:** Friday, January 7, 2022 9:56 PM  
**To:** Kelsey, Lisa <Lisa.Kelsey@hamilton.ca>  
**Subject:** Support for 281 Hamilton Dr. and 356 Wilson St. W Ancaster

Regarding agenda item 9.1- Applications for Official Plan Amendment and Zoning By-law Amendment for Lands Located at 281 Hamilton Drive and 356 Wilson Street West, Ancaster (PED22004) (Ward 12) - File No ZAC-20-014

Good afternoon Lisa,

If it's not too late and you're the right person, please include my letter on the agenda for the planning meeting on Jan 11, 2022 for item 9.1 or let me know the correct person to email.

I am writing to express my **support** for the townhouse project proposed for this site. I am an Ancaster resident and am in full support of building more housing within our urban boundary. Ancaster is famously lacking in density and I would welcome having more residents in this part of Hamilton. Although I appreciate the neighbours' concerns as this would be a new type of development for their neighbourhood, I hope to allay some fears with my letter. I myself am the owner of a townhome in a recently built community in Ancaster and I wish to reassure the committee (and neighbours) of the following:

-the vehicle lights of my neighbours do not cause a disturbance at night.

-although I have literally dozens and dozens of neighbours all around me in this dense community, very rarely do I ever meet another vehicle on the roads within the complex

-again dozens of neighbours live here but I rarely bump into one at the communal mailbox so 'congregating' in that area is not a concern.

-the garbage and recycling in my townhouse complex is picked up efficiently and tidily by a private firm.

-I believe that the "character" of Ancaster is to be found in the small area making up the quaint village area but besides that, Ancaster is much like any other residential neighbourhood in Hamilton. The carbon copy standard Walmart and Canadian Tire just down the street is a case in point.

If we are to preserve our farmland, wetlands and habitat on the mountain, we must end our fixation with single family zoning. Mixed use and higher densities are needed to mitigate the effects of the changing climate, keep our taxes in check, and make better use of existing infrastructure and underutilized space in the urban boundary. We must build within our urban footprint and these townhomes fit the bill. They are tastefully designed and will fit nicely into that empty space.

Thank you  
Nancy Hurst  
Ancaster

From: Anka Cassar  
Sent: Sunday, January 9, 2022 12:28 PM  
To: Kelsey, Lisa <Lisa.Kelsey@hamilton.ca>  
Subject: Regarding agenda item 9.1- Applications for Official Plan Amendment and Zoning By-law Amendment for Lands Located at 281 Hamilton Drive and 356 Wilson Street West, Ancaster (PED22004) (Ward 12) - File No ZAC-20-014

Hello Lisa,

I was informed that you might be the right person to contact regarding submitting a letter on the agenda for the planning meeting on Jan 11, 2022 for item 9.1. If this is incorrect can you please direct this to the correct person?

I am a resident of Ancaster and I support the proposed building of the townhouse complex on this site. I believe that it is crucial for any new development to be within our urban boundary if we are to circumvent climate change and we need to save all of our natural areas, farmlands and wetlands.

I understand that residents will present some concerns with this development regarding the inconveniences it will bring them but these are short sighted and short term. People need affordable homes and single detached homes have become too expensive for the average family to afford. Residents need to look at the long term gains of intensifying our community. We can build beautiful, thriving, walkable communities with a variety of housing options rivalling the beautiful cities and towns people love to visit in Europe. This idea of growing our cities with sprawl consisting of only single detached homes has been ingrained in our brains but only creates unaffordable homes, higher taxes, more cars, higher traffic, and it eats away at crucial farmland and natural features. This is not sustainable, the supply of land is not infinite. People are afraid of change but we cannot repeat history by continuing to create urban sprawl. Eating away and paving over our environmentally significant resources will create negative long term affects for our fight against Climate change and ultimately our own health and well being.

One of the biggest concerns I hear from residents is the fear that there will be increased traffic especially in the core of the town. When I went to McMaster University I lived on Main St W just before the border with Ancaster. I lived in one of the many apartment buildings that lined the street. Some were very tall like mine but they came in various heights and the street was dotted with some retail buildings and food establishments all on the edge of a suburb. There was never any traffic even at the busiest times of the day. Plus I was able to walk to get groceries and a bite to eat and due to the densification of the area the bus came often and regularly. Densification does not mean more traffic.

Densifying Ancaster is the solution to our housing shortage and solving our Climate Crisis and building these townhouses is a step in the right direction.

Thank you,

Anka Cassar

**From:** Craig Cassar  
**Sent:** Sunday, January 9, 2022 9:05 PM  
**To:** Kelsey, Lisa <Lisa.Kelsey@hamilton.ca>  
**Subject:** Jan 11, 2022 Meeting - Agenda Item 9.1

Hello Lisa,

I am writing regarding agenda item 9.1- Applications for Official Plan Amendment and Zoning By-law Amendment for Lands Located at 281 Hamilton Drive and 356 Wilson Street West, Ancaster (PED22004) (Ward 12) - File No ZAC-20-014.

If still possible, I'd like my input to be included on the January 11 agenda.

I would like to express my support of the proposal to build townhouses on the empty lot at the intersection of Hamilton Dr and Wilson St. This is exactly the kind of development we need to pursue so we can accommodate a growing population without continuing to sprawl. Since Council voted in November 2021 to freeze the urban boundary development, new housing like what is being proposed in agenda item 9.1 is critical.

Some residents will object because of increased traffic, but this should not be a concern. The amount of traffic from a small number of new residents will be negligible and have next to zero impact on the neighborhood. I would suggest that the City look for ways to help residents address such fears by taking the time to share knowledge and experience. Using data from previous development of this nature to demonstrate that their fears are unfounded would be good for all parties involved.

It's natural for people to be averse to change, but the only constant is change itself. If we are all to pull together and build a liveable, resilient community over the coming years and decades, change management will be an important and necessary tool. We can't have residents unnecessarily fearful of change, and at the same time we cannot slow down or stop the work that needs to be done because some are afraid of what change will bring.

Thank you  
Craig Cassar  
Resident Ward 12 - Ancaster

**From:** Herb  
**Sent:** Saturday, January 8, 2022 3:12 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Urban Hamilton Official Plan Amendment (File no. UHOPA-20-009)

Please be advised that I wish to be notified of the decision of the City of Hamilton on the proposed zoning by-law amendment and the proposed Official Plan Amendment.

I have reviewed the staff report to Council regarding the proposed changes to the zoning by-law amendment and the Official Plan Amendment. Overall, I am extremely disappointed in the approach that has been taken by the Planning Department. The Developer requests a change in zoning to allow for multiple dwellings i.e., increased profit. In order to allow the number of units requested under RM2, the developer also requests multiple variances from the RM2 criteria. With the exception of reducing the height to the allowable level and reducing the number of units from 11 to 10, the rest of the variances have been dealt with in a manner that can only be described as window dressing. The changes are insignificant, represent no added cost to the developer, provide no additional benefit to the surrounding community and in every single case the staff response is "the proposed modification can be supported". This gives the appearance of the developer being open to change but actually nothing is accomplished and the profit margins are not impacted. Again, this is the typical "bait and switch" approach; ask for something ridiculous and when denied show how flexible you are by agreeing to what you wanted in the first place, even though that is still not consistent with the zoning requirements.

The most egregious example of the planning department being "developer biased" is the absolute lack of rationale for excluding the requirement for any "minimum area per dwelling unit" as specified in RM2 requirements. In Appendix E to Report PED22004, page 52, the issue of minimum lot area is discussed. The analysis states that in the RM2 Zone, a minimum of 280 sq m per unit is required for a total of  $10 \times 280 = 2800$  sq m. Since the area in question consists of only 2600 sq m in total, then 10 units cannot be accommodated under RM2 Zoning. This would result in 260 sq m per unit which is 7% lower than the minimum allowed. The analysis then goes on to state that even the 260 sq m per unit cannot be met because the space cannot be evenly divided between all 10 units due to a variety of issues. The final conclusion is "a minimum of 260 square metres for each unit cannot be provided". Since the 260 is already 7% below the minimum required by RM2, the logical next step would be to conclude that there is not enough room for 10 units but the planning analysis concludes that the way to solve this problem is to simply remove any minimum lot area per dwelling. In effect, the planning department is saying we agree with rezoning to RM2 but we can't meet the requirements of that zone so we will simply ignore those aspects in order to ensure that the developer can still build 10 units. There is zero discussion of the fact that reducing the number of units to 9 would solve all of these issues. In my 48 years of practising civil engineering, I have never seen such convoluted, biased and totally unprofessional logic used to arrive at a predetermined conclusion.

In view of this, I would respectfully request that Council deny this application until the number of units has been reduced to a maximum of 9 so that the planning process can at least appear to have considered both public input and the specifications of our zoning by-laws as approved by Council.

Sincerely,  
H. W. Campbell

**From:** Jane De Zoete  
**Sent:** Sunday, January 9, 2022 6:45 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Cc:** Ferguson, Lloyd <[Lloyd.Ferguson@hamilton.ca](mailto:Lloyd.Ferguson@hamilton.ca)>; Barnett, Daniel <[Daniel.Barnett@hamilton.ca](mailto:Daniel.Barnett@hamilton.ca)>; Steve Fraser  
**Subject:** File: UHOPA-20-009 ZAC-20-014

Good Morning,

We do not agree with the amendments for the proposed development.

Do not the two complexes on the other corners have the height and set back according to the existing zoning by-laws? We see no reason to change this.

The "density" for the proposed development does not allow for adequate parking. There are only 7 proposed visitor parking spots - "4 of which are parallel parking". How realistic is this?

Hamilton Drive is already experiencing traffic congestion due to parking on a 2 lane street from the existing townhouse complex. Hamilton Drive has become a major thoroughfare.

This proposal may look fine on paper but in reality it is 10 more units (20 cars). What is going to happen when the southern end of Hamilton Drive gets developed?

There is no serious traffic calming for this busy street. By the way, where are the workers all going to park for this proposed development?

This is a "crammed" development which is not acceptable to the neighbourhood.

It will definitely not be a "gateway" attribute into Ancaster (this is how the traffic circle was first advertised when being built).

Sincerely,  
Jane and John De Zoete



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Planning Division**

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	January 11, 2022
<b>SUBJECT/REPORT NO:</b>	Application for an Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for the Lands Located at 315 Robert Street and 219, 225 and 247 East Avenue North, Hamilton (PED22007) (Ward 3)
<b>WARD(S) AFFECTED:</b>	Ward 3
<b>PREPARED BY:</b>	Alaina Baldassarra (905) 546-2424 Ext. 7421
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

- (a) That **Urban Hamilton Official Plan Amendment Application UHOPA-21-013, by Indwell Community Homes, Owner**, to add an Urban Site Specific to Volume 3, Chapter C and amend Map 2a – Urban Site Specific Key Map (Lower City) to permit a multiple dwelling with a maximum density of 284 units per hectare, for the lands located at 315 Robert Street and 219, 225 and 247 East Avenue North, as shown on Appendix “A” attached to Report PED22007, be **APPROVED** on the following basis:
- (i) That the draft Official Plan Amendment, attached as Appendix “B” to Report PED22007, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (ii) That the proposed Official Plan Amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended;
- (b) That **Zoning By-law Amendment Application ZAC-21-028, Indwell Community Homes, Owner**, for a change in zoning from the “E/S-881”, “E/S-881a” (Multiple

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Dwellings, Lodges, Clubs, etc.) District, Modified and “D/S-881”, “D/S-881a” (Urban Protected Residential - One and Two Family Dwellings, etc.) District, Modified to the “E/S-1812” (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified the extent and boundaries of which are shown on a plan hereto annexed as Schedule “A” of Appendix “B” attached to Report PED22007 to permit a three storey, 31 unit multiple dwelling, for the lands located at 315 Robert Street and a portion of the lands located at 225 East Avenue, as shown on Appendix “A” attached to Report PED22007, be **APPROVED** on the following basis:

- (i) That the draft By-law, attached as Appendix “C” to Report PED22007, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (ii) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended and will comply with the Urban Hamilton Official Plan upon finalization of the Official Plan Amendment No. XX.

## **EXECUTIVE SUMMARY**

The Owner, Indwell Community Homes has applied for an Urban Hamilton Official Plan Amendment (UHOPA-21-013) and Zoning By-law Amendment (ZAC-21-028). The purpose and effect of the Urban Hamilton Official Plan Amendment Application is to create a Urban Site Specific Policy Area to increase the maximum density on the entire site 315 Robert Street and 219, 225 and 247 East Avenue North for all phases to 284 units per hectare whereas the Urban Hamilton Official Plan (UHOP) currently identifies the maximum density at 200 units per hectare to allow for the comprehensive development of the entire site.

The purpose and effect of the Zoning By-law Amendment is for a change in zoning from the “E/-881”, “E/S-881a” (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified and the “D/S-881” and “D/S-881a” (Urban Protected Residential – One and Two Family Dwellings, etc.) District, Modified to a site specific “E/S-1812” (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified to permit a three storey multiple dwelling with 31 residential units on the southerly portion of the site (see Appendix “C” attached to Report PED22007).



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The subject lands are part of a three phase residential development (see Appendix “E” attached to Report PED22007) which includes demolishing the existing industrial building (Royal Oak Dairy) to accommodate:

- The construction of one, five storey multiple dwelling and one, three storey multiple dwelling (Phase 1);
- The adaptive reuse of the existing stable with a third storey addition to accommodate a multiple dwelling with 13 units (Phase 2); and,
- The construction of a three storey multiple dwelling with 31 residential units (Phase 3).

Phase 1 and 2 of the development were subject to Site Plan Control Application (DA-20-001) which received final approval on January 8, 2021 (Phase 1) and March 26, 2021 (Phase 2).

The proposal has merit and can be supported for the following reasons:

- It is consistent with the Provincial Policy Statement (2020) (PPS);
- It conforms to the Growth Plan for the Greater Golden Horseshoe, 2019, as amended (Growth Plan);
- It complies with the general intent of the Urban Hamilton Official Plan upon adoption of the Official Plan Amendment No. \_\_\_\_; and,
- The proposed development is compatible with existing land uses in the immediate area and represents good planning by, among other things, increasing the supply of housing units, making efficient use of existing infrastructure within the urban boundary, and supporting public transit.

**Alternatives for Consideration – See Page 23**

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: As required by the *Planning Act*, Council shall hold at least one Public Meeting to consider an application for an amendment to the Urban Hamilton Official Plan and Zoning By-law.

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## HISTORICAL BACKGROUND

### Report Fact Sheet

<b>Application Details</b>	
Applicant/Owner:	Indwell Community Homes c/o Graham Cubitt.
File Numbers:	UHOPA-21-013 and ZAC-21-028.
Type of Application:	Urban Hamilton Official Plan Amendment and Zoning By-law Amendment.
Proposal:	<p>The subject lands are part of a multi-phase residential development (see Appendix “E” attached to Report PED22007). Phase 1 and Phase 2 were evaluated through Site Plan Control application (DA-20-001) and received final approval on January 8, 2021 and March 26, 2021.</p> <p>The current proposal represents Phase 3 of the overall development proposal and includes development of the vacant land for a three storey, 31 unit multiple dwelling with seven parking spaces.</p>
<b>Property Details</b>	
Municipal Address:	315 Robert Street and 219, 225 and 247 East Avenue North, Hamilton.
Lot Area:	0.497 hectares (4.972 square metres).
Servicing:	Existing municipal services.
Existing Use:	Vacant.
<b>Documents</b>	
Provincial Policy Statement (PPS):	The proposal is consistent with the PPS.
A Place to Grow:	The proposal conforms with the Growth Plan.
Official Plan Existing:	<ul style="list-style-type: none"> <li>• Schedule “E”: Neighbourhoods; and,</li> <li>• Schedule “E-1”: Neighbourhoods.</li> </ul>
Official Plan Proposed:	To add an Urban Site Specific to Volume 3, Chapter C and to amend Map 2a – Urban Site Specific Key Map (Lower City).

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<b>Property Details</b>	
Zoning:	Phase 1 and Phase 2: "E/S-881" and "E/S-881a" (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified.  Phase 3: "E/S-881" and "E/S-881a" (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified, and "D/S-881" and "D/S-881a" (Urban Protected Residential – One and Two Family Dwellings, etc.) District, Modified.
Modifications Proposed:	<ul style="list-style-type: none"> <li>• To reduce the Minimum Front Yard setback from 3.0 metres to 0 metres;</li> <li>• To reduce the Minimum Side Yard setback from 3.0 metres to 0 metres;</li> <li>• To reduce the Minimum Rear Yard setback from 3.0 metres to 1.5 metres;</li> <li>• To reduce the minimum required number of parking spaces from 1.25 spaces per unit to 0.3 spaces per unit;</li> <li>• Where the application of the parking standards above results in a numeric fraction, fractions shall be rounded down to the nearest whole number;</li> <li>• To reduce the parking stall size from a minimum size of 2.7 metres by 6.0 metres to 2.8 metres by 5.8 metres; and,</li> <li>• To reduce the required loading space from 1 space to 0 spaces.</li> </ul>
<b>Processing Details</b>	
Received:	June 14, 2021.
Deemed Complete:	July 8, 2021.
Notice of Complete Application:	Sent to 198 property owners within 120 metres of the subject property on July 15, 2021.
Public Notice Sign:	Sign posted: July 26, 2021. Sign updated: December 08, 2021.
Notice of Public Meeting:	Sent to 198 property owners within 120 metres of the subject property on December 17, 2021.
Public Comments:	No public comments were received.

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<b>Processing Details</b>	
Processing Time:	211 days.

## **Background**

The subject lands are a part of a multi-phase redevelopment proposal for the former Royal Oak Dairy site and vacant lands (315 Robert Street and 219, 225 and 247 East Avenue North). Phase 1 and 2 were subject to Site Plan Control Application (DA-20-001) and Minor Variance Application (HM/A-19:457).

The Applicants have submitted the Urban Hamilton Official Plan Amendment to address the density of the overall site development. The properties have been merged on title and the proposed amendment will have regard for the site in its entirety, whereas the previous approvals reflected the individual properties. As a result, the overall density needs to be increased from the permitted 200 units per hectare to 284 units per hectare to allow for the comprehensive development of the site.

The Zoning By-law Amendment Application is to allow for the development of a three storey, 31 unit multiple dwelling for Phase 3 being the vacant lands located at 315 Robert Street and a portion of 225 East Avenue North (see Appendix “E” attached to Report PED22007).

Information about the previous Site Plan Control Application for the site can be found in the following table:

<b>Application Number</b>	<b>Proposal</b>	<b>Total Units</b>	<b>Final approval date</b>
DA-20-001 (Phase 1)	One new five storey residential multiple dwelling and one new three storey residential multiple dwelling.	95	January 8, 2021
DA-20-001 (Phase 2)	The adaptive reuse of the existing building to be developed as a three storey multiple dwelling.	13	March 26, 2021

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**Existing Land Use and Zoning:**

	<b>Existing Land Use</b>	<b>Existing Zoning</b>
<b>Subject Property:</b>	Multiple dwellings currently under construction.	“D/S-881” and “D/S-881a” (Urban Protected Residential – One and Two Family Dwellings, etc.) District, Modified, and “E/S-881” and “E/S-881a” (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified.

**Surrounding Land Uses:**

<b>North</b>	Single detached dwellings.	“E” (Multiple Dwellings, Lodges, Clubs, Etc.) District.
<b>East</b>	Single detached dwellings.	“D” (Urban Protected Residential – One and Two Family Dwellings, etc.) District.
<b>South</b>	Single detached dwellings.	“D” (Urban Protected Residential – One and Two Family Dwellings, etc.) District.
<b>West</b>	Single detached dwellings, commercial parking lot and industrial uses.	“D” (Urban Protected Residential – One and Two Family Dwellings, etc.) District and “E/S-881” and “E/S-881a” (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

**Provincial Planning Policy Framework**

The Provincial Planning Policy framework is established through the *Planning Act* (Section 3), the Provincial Policy Statement (PPS) (2020), and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended. The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the

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PPS. The *Places to Grow Act* requires that all municipal land use decisions made under the *Planning Act* conform to the Growth Plan. The following policies amongst others applies:

- “1.1.3.1 Settlement areas shall be the focus of growth and development;
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses:
  - a) Efficiently use land and resources;
  - b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomic expansion;
  - e) Support active transportation; and,
  - f) Are transit-supportive, where transit is planned, exists or may be development;
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”

The proposed development is located within a settlement area and represents a compatible form of intensification that efficiently uses land, existing infrastructure and is supported by existing public transit. The proposed development facilitates intensification and redevelopment and is a compact form of development that is appropriate in scale for the area.

### **Cultural Heritage and Archaeology**

The City of Hamilton Official Plan has not been updated with respect to the cultural heritage policies of the PPS. The following policies, amongst others, of the PPS 2020 apply.

- “2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved;

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- 2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved; and,
- 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.”

The subject property meets two of the ten criteria used by the City of Hamilton and Ministry of Heritage, Sport, Tourism and Culture Industries for determining archaeological potential:

- 1) In areas of pioneer EuroCanadian settlement; and,
- 2) Along historic transportation routes.

These criteria define the property as having archaeological potential. Accordingly, Section 2 (d) of the *Planning Act* and Section 2.6.2 of the Provincial Policy Statement apply to the subject Application. If this site plan is approved, Staff require that a written caution be added to the site plan as follows:

“Caution: Notwithstanding current surface conditions, the property has been determined to be an area of archaeological potential. Although an archaeological assessment is not required by the City of Hamilton, the proponent is cautioned that during development activities, should deeply buried archaeological materials be found on the property the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) should be notified immediately (416-212-8886). In the event that human remains are encountered during construction, the proponent should immediately contact both MHSTCI and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services (416-212-7499).”

The appropriate notes will be incorporated at the Site Plan Control stage.

### **Urban Hamilton Official Plan**

The subject property is identified as “Neighbourhoods” on Schedule “E” – Urban Structure and is designated “Neighbourhoods” on Schedule “E-1” – Urban Land Use Designations of the UHOP. The following policies, among others, apply to the proposal.

### **Residential Uses – General Policies**

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“E.3.3.2 Development or redevelopment adjacent to areas of lower density shall ensure the height, massing, and arrangement of buildings and structures are compatible with existing and future uses in the surrounding area;

**High Density Residential**

E.3.6.4 High density residential uses shall be located within safe and convenient walking distance of existing or planned community facilities/services, including public transit, schools, and active or passive recreational facilities;

E.3.6.6 In high density residential areas, the permitted net residential densities, identified on Appendix G – Boundaries Map shall be:

- b) Greater than 100 units per hectare and not greater than 200 units per hectare in all other Neighbourhoods designation areas.

E.3.6.7 Development within the high density residential category shall be evaluated on the basis of the following criteria:

- a) Development should have direct access to a collector or major or minor arterial road. If direct access to such a road is not possible, the development may be permitted indirect access to a collector or major or minor arterial roads from a local road upon which only a small number of low density residential dwellings are fronting on the local road. (OPA 109);
- d) Development shall:
  - i) Provide adequate landscaping, amenity features, on-site parking, and buffering where required;
  - ii) Be compatible with existing and future uses in the surrounding area in terms of heights, massing, and an arrangement of buildings and structures; and,
  - iii) Provide adequate access to the property, designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets;
- e) In accordance with the policies of Section B.3.3 – Urban Design Policies, development shall contribute to an attractive public realm by minimizing the view of the following elements from the abutting public streets (excluding public alleys):

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- i) Surface parking areas;
- iii) Utility and service structures such as garbage enclosures; and,
- iv) Expanses of blank walls;
- f) The City may require studies, in accordance with Chapter F - Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design and massing of a building or structure shall not unduly overshadow, block light, or result in the loss of privacy of adjacent residential uses;

### **Urban Design Policies**

B.3.3.2.6 Where it has been determined through the policies of this Plan that compatibility with the surrounding areas is desirable, new development and redevelopment should enhance the character of the existing environment by:

- a) Complementing and animating existing surroundings through building design and placement as well as through placement of pedestrian amenities;
- d) Complementing the existing massing patterns, rhythm, character, colour, and surrounding context; and,
- e) Encouraging a harmonious and compatible approach to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm;

B.3.3.3.2 New development shall be designed to minimize impact on neighbouring buildings and public spaces by:

- a) Creating transitions in scale to neighbouring buildings;
- b) Ensuring adequate privacy and sunlight to neighbouring properties; and,
- c) Minimizing the impacts of shadows and wind conditions;

B.3.3.3.3 New development shall be massed to respect existing and planned street proportions;

B.3.3.3.4 New development shall define the street through consistent setbacks and building elevations. Design directions for setbacks and heights are found in Chapter E – Urban Systems and Designations and in the Zoning By-law; and,

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B.3.3.3.5 Built form shall create comfortable pedestrian environments by:

- a) locating principal façades and primary building entrances parallel to and as close to the street as possible; and,
- d) locating surface parking to the sides or rear of sites or buildings, where appropriate.”

The proposed three storey multiple dwelling is located at the periphery of the Lansdale neighbourhood and is close to both Victoria Avenue North, which is identified as a major arterial and Barton Street East, which is identified as a minor arterial. The proposed development will have access to Victoria Avenue North by passing four low density residential developments (Policy E.3.6.7 a)).

As part of the Urban Hamilton Official Plan Amendment and Zoning By-law Amendment submission, the Applicant was required to submit a concept plan, preliminary elevations, preliminary Landscape Plan and Urban Design Brief. The documents were reviewed, and staff are satisfied that the proposed development provides appropriate landscaping, amenity area and on-site parking for the proposed development while minimizing impacts shadow and wind on adjacent residential uses and the public realm (Policy E.3.6.7 f)).

The residential area is characterized by existing single detached dwellings ranging from one to two storeys in height and located close to the street line. As part of previous approvals for the subject lands, a five storey multiple dwelling and three storey multiple dwelling were approved on the north side of the subject lands. The buildings are currently under construction. The proposed residential building, as part of the final phase of the consolidated development, is three storeys (9.2 metres) in height. The proposed building provides transition between the approved five storey building to the north and to the existing low density residential to the south of the subject lands (E.3.3.2 and B.3.3.3.2 a)). The single detached dwellings to the west are separated from the subject lands by an existing public laneway. The development includes a 1.5 metres setback in addition to the laneway width which provides the appropriate distance separation to reduce impacts of privacy, overlook and shadow impacts for a three storey building (Policies B.3.3.3.3, B.3.3.2.6 a) and e), B.3.3.3.2 b) and c) and E.3.6.7 d) ii)).

The proposed three storey (9.2 metre) building maintains the appropriate proportions when considering the 20.0 metre right of way width for both East Avenue North and Robert Street. The proposed building creates a comfortable street wall which includes principle entrances to the units exiting onto a communal exterior staircase along the

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street facing facades, further animating the public realm (Policies B.3.3.3.4, B.3.3.2.6 a) and B.3.3.3.5 a) and d)).

The preliminary elevations have been reviewed which includes windows and door openings along the façade along Robert Street and East Avenue North in order for the façade to not be a blank wall. Minor modifications and final reviews of the proposed elevations (including material and landscaping) will be addressed at the Site Plan Control stage but the preliminary plans are appropriate. The surface parking area is located behind the proposed “L” shaped building and cannot be seen from the sidewalk and the waste enclosure area was previously approved as part of the application (Policy E.3.6.7 e) and B.3.3.3.5 d)).

The subject property is close to Downtown Hamilton and a number of amenities including St Patrick Catholic elementary school, JC Beemer Park and various commercial uses along Barton Street East and Cannon Street East. The proposal includes an outdoor play area on the subject lands at the rear of the building. The outdoor play area is in addition to the landscaping previously approved on-site through the site plan application DA-20-001. The subject property is also serviced by HSR bus route Nos. 2, 3 and 12 (Policy E.3.6.4 and E.3.6.7 d) i)).

The property is not located within Central Hamilton and does not front onto an arterial road. Therefore, the maximum density for the site is 200 units per hectare. The Applicant is proposing 284 units per hectare (Policy E.3.6.6). Therefore, an Official Plan Amendment is required for the proposal.

### **Residential Intensification**

“B.2.4.1.4 Residential intensification developments shall be evaluated based on the following criteria:

- a) A balanced evaluation of the criteria in b) through g), as follows;
- b) The relationship of the proposal to existing neighbourhood character so that it maintains, and where possible, enhances and builds upon desirable established patterns and built form;
- c) The development’s contribution to maintaining and achieving a range of dwelling types and tenures;
- d) The compatible integration of the development with the surrounding area in terms of use, scale, form and character. In this regard, the City

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encourages the use of innovative and creative urban design techniques; and,

- e) The development's contribution to achieving the planned urban structure as described in Section E.2.0 – Urban Structure; f) infrastructure and transportation capacity; and, g) the ability of the development to comply with all applicable policies;

**B.2.4.2.2** When considering an application for a residential intensification development within the Neighbourhoods designation, the following matters shall be evaluated:

- a) The matters listed in Policy B.2.4.1.4;
- b) Compatibility with adjacent land uses including matters such as shadowing, overlook, noise, lighting, traffic, and other nuisance effects;
- c) The relationship of the proposed building(s) with the height, massing, and scale of nearby residential buildings;
- d) The consideration of transitions in height and density to adjacent residential buildings;
- e) The relationship of the proposed lot(s) with the lot pattern and configuration within the neighbourhood;
- f) The provision of amenity space and the relationship to existing patterns of private and public amenity space;
- g) The ability to respect and maintain or enhance the streetscape patterns including block lengths, setbacks and building separations;
- h) The ability to complement the existing functions of the neighbourhood;
- i) The conservation of cultural heritage resources; and,
- j) infrastructure and transportation capacity and impacts.”

The proposed multiple dwelling contributes to the range of dwelling types and tenures and makes efficient use of an underutilized site with an appropriately scaled residential

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building (Policies B.2.4.1.4 b) and c)). The proposal complements the existing function of the neighbourhood by providing a compact, mid-rise built form development in proximity to transit and Downtown Urban Growth Centre (Policy B.2.4.2.2 h)).

As per Policies B.2.4.2.2 c) and d), the proposed three storey multiple dwelling provides a transition between the low rise residential uses to the south of the site and the five storey building (Phase 1) of the subject lands. The proposed three storey building provides a continuous, animated street wall along East Avenue North and Robert Street. The proposed three storey development will not cause negative impacts on the street level wind conditions or adverse shadow impacts on the adjacent residential uses or within the public realm. The development does not directly abut residential amenity areas on adjacent properties minimizing impacts on overlook and privacy (Policy B.2.4.2.2 b)).

Adequate outdoor amenity space has been provided for the entire development including a common playground area and outdoor amenity area. The proposed outdoor amenity will complement the existing public parks within walking distance of the subject site, including Beemer Park located approximately 450 metres to the south (Policy B.2.4.2.2 f)).

The proposed building has been brought up to the street line and incorporates primary entrances at grade to enhance the streetscape (Policy B.2.4.2.2 g)). In addition, the landscaping within the interior of the site will be reviewed at the Site Plan Control stage.

With respect to Policies B.2.4.1.4 f) and B.2.4.2.2 j), the subject site is serviced by municipal water, sewer and stormwater infrastructure. Staff did not request a Transportation Impact Study for the proposal as the size of the development does not raise concerns from a transportation capacity perspective.

With respect to Policy B.2.4.2.2 i) previous approvals for Phase 1 and Phase 2 incorporated the adaptive reuse of an existing stable as a three storey multiple dwelling and a commemorative plaque that was included under previous approvals to recognize the historical significance of the previous Royal Oak Dairy use. Given that this site will be comprehensively developed those measures to protect and memorialize the cultural heritage value of the site will be incorporated into the overall development of the site.

Based on the foregoing, the proposal complies with Policies B.2.4.2.2 and B.2.4.1.4.

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## Noise

“B.3.6.3.7 A noise feasibility study, or detailed noise study, or both, shall be submitted as determined by the City prior to or at the time of application submission, for development of residential or other noise sensitive land uses on lands in the following locations:

- b) 400 metres of a major arterial road, as identified on Schedule C – Functional Road Classification;”

The proposed development is located within 400 metres of a major arterial road (Victoria Avenue). A Noise Impact Study was completed and approved for previous phases of residential development on the subject lands.

The Noise Impact Study identified the following warning clauses for the residential developments:

- “Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasion interfere with some activities of the dwelling occupants as the count levels exceed the sound level limits of the Municipality and the Ministry of Environment, Conservation and Parks;
- This dwelling unit has been supplied with a central air condition system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City of Hamilton and the Ministry of Environment Conservation and Parks; and,
- Purchasers/tenants are advised that due to the proximity of the industrial/commercial facilities nearby, sound from these facilities may at time be audible and the operations may change in the future.”

Staff will request the Applicants to provide an updated Noise Study at the Site Plan Control stage to confirm if there are any additional requirements for the final phase of the residential development.

**SUBJECT: Application for an Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for Lands Located at 315 Robert Street and 315 Robert Street and 219, 225 and 247 East Avenue North, Hamilton (PED22007) (Ward 3) - Page 18 of 25**

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### Neighbourhood Plan

The following policy related to Neighbourhood Plans, amongst others, applies:

"F.1.2.7 Neighbourhood plans are policies adopted by council resolution and do not form part of the Official Plan. Any proposal for development or redevelopment must conform to the designations, and policies in the Neighbourhood Plan; and,

F.1.2.8 Any amendment to the Neighbourhood Plan must be evaluated using the provisions of Policies F.1.1.3 and F.1.1.4 and shall require a formal Council decision to enact the amendment."

### Lansdale Neighbourhood Plan Policies

3. "The nature of residential uses should remain largely in the present state of 1 ow density, and further conversions of existing structures to create more dwelling units shall be prohibited. However, apartment development shall be permitted and encouraged in certain appropriate locations, particularly in the southerly portions of the neighbourhood adjacent to major roads, or in such locations as may facilitate the redevelopment of industrial uses."

A portion of the subject lands fronting onto both Robert Street and East Avenue North are designated "Single and Double" and the balance of the property which only has frontage on East Avenue North are designated "Medium Density Apartment" in the Lansdale Neighbourhood Plan. The Lansdale Neighbourhood Plan also identifies that the subject lands permit a Dairy Office / Storage Use and Ancillary Parking. To recognize the comprehensive development of the site, staff recommend the Neighbourhood Plan be amended to designate the lands "Medium Density Apartments" for the portion of the property currently designated as "Single and Double".

The proposed residential development is located in close proximity to a major arterial road (Victoria Avenue North). As stated above, the Lansdale Neighbourhood Plan identifies locations within the neighborhood where an apartment development shall be permitted and encouraged. Staff have reviewed the policy and are satisfied that the proposed development meets the general intent and location requirements for apartment developments within the Lansdale Neighbourhood Plan.

Based on the foregoing, staff are of the opinion that the proposal complies with the policies of the UHOP.



**SUBJECT: Application for an Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for Lands Located at 315 Robert Street and 315 Robert Street and 219, 225 and 247 East Avenue North, Hamilton (PED22007) (Ward 3) - Page 19 of 25**

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**City of Hamilton Zoning By-law No. 6593**

The subject property is currently zoned “D/S-881” and “D/S-881a” (Urban Protected Residential – One and Two Family Dwellings, etc.) District, Modified and “E/S-881” and “E/S-881a” (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified in Zoning By-law No. 6593 which permits a two family dwelling, a lodging house, multiple dwelling on a portion of the lands, three family dwelling with accommodation for not more than three lodgers, in addition to other uses.

The proposed Zoning By-law Amendment is for a change in zoning from “D/S-881” and “D/S-881a” (Urban Protected Residential – One and Two Family Dwellings, etc.) District, Modified and “E/S-881” and “E/S-881a” (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified to “E/S-1812” (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified. The zoning change only applies to the area identified on a portion of the subject lands identified as Phase 3 on the Concept Plan (See Appendix “E” attached to Report PED22007). Modifications to the zoning boundaries and the “E” (Multiple Dwellings, Lodges, Clubs, etc.) District are also required to facilitate the development and are summarized in the Report Fact Sheet above and discussed in greater detail in Appendix “D” attached to Report PED22007.

**RELEVANT CONSULTATION**

<b>Departments and Agencies</b>		
<b>Department</b>	<b>Comment</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>• CN Railway;</li> <li>• Commercial Districts and Small Business Section, Planning and Economic Development;</li> <li>• Alectra;</li> <li>• Capital Budget Projects;</li> <li>• Trails, Parks, and Open Space;</li> <li>• Canada Post, and,</li> <li>• Real Estate, Planning and Economic Development.</li> </ul>		No Comment.
Development Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department.	The Development Engineering Approvals section is able to support this Application moving forward. The proponent has calculated the wastewater flows in accordance with the City’s Development Guidelines and overcontrolled stormwater discharge to account for the peak sanitary flow generated.	None.

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**SUBJECT: Application for an Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for Lands Located at 315 Robert Street and 315 Robert Street and 219, 225 and 247 East Avenue North, Hamilton (PED22007) (Ward 3) - Page 20 of 25**

Department	Comment	Staff Response
Development Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department <b>Continued</b>	The proponent has sufficiently demonstrated that there will be adequate fire flow available within the municipal system to meet the required fire flow demand for the proposed development after the watermain upgrade identified in the submitted Watermain Hydraulic Analysis by C3 Water Inc. (July 31, 2020) has been constructed.	
Transportation Planning, Planning and Economic Department.	<p>A Traffic Impact Study and Transportation Demand Management Study were not required for the proposed development. Transportation Planning supports the Applications for the development of the subject lands as it will not result in the generation of a substantial amount of traffic. The access for the development was previously approved through Site Plan Control application DA-20-001.</p> <p>A daylight triangle dedication is required at the corner of Robert Street and East Avenue North measuring 4.57 metres by 4.57 metres.</p>	The daylight triangle will be addressed at the Site Plan Control stage.
Capital Budget Project Co-ordination, Public Works Department.	The existing watermain on East Avenue North between Robert Street and Barton Street East will be replaced by the developer.	Noted.
Growth Planning Section, Growth Management Division, Planning and Economic Development Department.	<ul style="list-style-type: none"> <li>It should be noted that the municipal address of 315 Robert Street has been retired as per Growth Planning Section's official address letter dated May 11, 2021 and is no longer in use.</li> </ul>	The daylight triangle dedication requirements, municipal address and any projections onto the municipal right-of-way can be confirmed at the Site Plan Control stage.

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**SUBJECT: Application for an Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for Lands Located at 315 Robert Street and 315 Robert Street and 219, 225 and 247 East Avenue North, Hamilton (PED22007) (Ward 3) - Page 21 of 25**

<p>Growth Planning Section, Growth Management Division, Planning and Economic Development Department <b>Continued.</b></p>	<ul style="list-style-type: none"> <li>• The Owner and Agent will be notified of the proposed addressing for this development once conditional site plan approval has been granted;</li> <li>• It should be determined if an encroachment agreement is required for any projections onto municipal property. Staff defer to Development Planning for further comment;</li> <li>• It should be confirmed if the adjacent laneway is assumed. Staff defer to Development Planning for further comment; and,</li> <li>• It should be determined if any road widenings are required and if the proposed daylight triangle dedication is sufficient. Staff defer to Development Planning and / or Development Engineering Approvals for further comment.</li> </ul>	<p>According to the City records, the alleyway to the west side of the property is a city assumed alleyway.</p>
<p>Forestry and Horticulture, Public Works Department.</p>	<p>Forestry does not have any concerns with the Official plan Amendment and the Zoning By-law Amendment for this proposed development. Forestry will comment on the Tree Protection Plan and Landscape plans on a future circulation.</p>	<p>A Tree Protection Plan and Landscape Plan will be required at the Site Plan Control stage.</p>

## PUBLIC CONSULTATION

In accordance with the provisions of the *Planning Act* and the Council Approved Public Participation Policy, Notice of Complete Application and Preliminary Circulation was sent to residents within 120 metres of the subject lands on July 15, 2021. A Public Notice sign was posted on the property on July 26, 2021 and updated with the Public

**SUBJECT: Application for an Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for Lands Located at 315 Robert Street and 315 Robert Street and 219, 225 and 247 East Avenue North, Hamilton (PED22007) (Ward 3) - Page 22 of 25**

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Meeting date on December 8, 2021. A Notice of Public Meeting was sent to property owners within 120 metres of the site on December 17, 2021, in accordance with the requirements of the *Planning Act*.

### **Public Consultation Strategy**

In addition to the requirements of the *Planning Act*, as part of the Planning Justification Report the Applicant stated that a public newsletter dated June 14, 2021 was delivered to the neighbors within 120 metres to give information of Indwell's Official Plan and Zoning By-law Amendment Applications to facilitate Phase 3 and two community meetings were to be scheduled for Summer and Fall 2021. A Notice was sent advising of a Neighbourhood Meeting on August 5, 2021. The agents advised that there was no neighbourhood interest in the virtual meeting so they did not host the community meeting.

To date, no public submissions have been received in response to the Public Notice.

### **ANALYSIS AND RATIONALE FOR RECOMMENDATIONS**

1. The proposed Urban Hamilton Official Plan Amendment and Zoning By-law Amendment has merit and can be supported for the following reasons:
  - (i) It is consistent with the PPS (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended;
  - (ii) It complies with the UHOP as it provides for a range of housing types within the development area upon finalization of the Official Plan Amendment No. XX; and,
  - (iii) The proposal represents good planning by providing for the development of a complete community, making efficient use of existing infrastructure and supporting public transit.
2. Official Plan Amendment

The subject lands are currently designated as "Neighbourhoods" on Schedule E-1 – Urban Land Use Designations in the UHOP. The requested amendment to the UHOP is to add an Urban Site Specific Policy Area to increase the maximum density of the site from 200 units per hectare to 284 units per hectare. The requested Official Plan Amendment review has been summarized below:

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**SUBJECT: Application for an Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for Lands Located at 315 Robert Street and 315 Robert Street and 219, 225 and 247 East Avenue North, Hamilton (PED22007) (Ward 3) - Page 23 of 25**

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- The proposed development provides an appropriate amount of landscaping, amenity area and on-site parking for the proposed development while minimizing shadow, wind and privacy impacts on adjacent low density residential uses;
- The proposed surface parking spaces are screened from the public realm by locating the parking spaces at the rear of the “L” shaped building;
- The proposed building height is proportionate with the existing right-of-way width of both East Avenue North and Robert Street and establishes an appropriate street wall;
- The proposal activates the public realm by locating primary entrances to the units that exit onto a communal exterior staircase along the street; and,
- The proposed development provides an appropriate transition from the approved five storey building on the north portion of the subject lands to the low density residential uses to the south.

Based on the foregoing, staff are satisfied that the intent of the UHOP has been met and the proposed Official Plan Amendment can be supported.

### 3. Zoning By-law Amendment

The subject lands are zoned “E”, “E/-881”, “E/S-881a” (Multiple Dwellings) District, Modified and “D/S-881”, “D/S-881a” (Urban Protected One and Two Family) District, Modified in Zoning By-law No. 6593 which permits a two family dwelling, a lodging house, multiple dwelling on a portion of the lands, three family dwelling with accommodation for not more than three lodgers, in addition to other uses. The Zoning By-law Amendment application proposes to change the zoning to “E/S-1812” (Multiple Dwellings) District, Modified. Modifications to the Downtown Multiple Residential (D6, 696) Zone are proposed, including:

- To reduce the Minimum Front Yard setback from 3.0 metres to 0 metres;
- To reduce the Minimum Side Yard setback from 3.0 metres to 0 metres;
- To reduce the Minimum Rear Yard setback from 3.0 metres to 1.5 metres;
- To reduce the minimum required number of parking spaces from 1.25 spaces per unit to 0.3 spaces per unit;
- Where the application of the parking standards above results in a numeric fraction, fractions shall be rounded down to the nearest whole number;

**SUBJECT: Application for an Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for Lands Located at 315 Robert Street and 315 Robert Street and 219, 225 and 247 East Avenue North, Hamilton (PED22007) (Ward 3) - Page 24 of 25**

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- To reduce the parking stall size from a minimum size of 2.7 metres by 6.0 metres to 2.8 metres by 5.8 metres; and,
- To reduce the required loading space from 1 space to 0 spaces.

Staff are satisfied the proposal meets the intent of the high density residential Neighbourhood policies and applicable intensification policies in the Urban Hamilton Official Plan upon finalization of the proposed amendment. In addition, the proposed amendments meet the intent of the Zoning By-law. An analysis of the requested modifications is provided in Appendix “E” attached to Report PED22007.

Therefore, staff support the proposed Zoning By-law Amendment.

## **ALTERNATIVES FOR CONSIDERATION**

Should the Urban Hamilton Official Plan Amendment and Zoning By-law Amendment Applications be denied, development could proceed in accordance with the existing development standards and use permission of the “E/S-881” and “E/S-881a” (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified and “D/S-881” and “D/S-881a” (Urban Protected Residential – One and Two Family Dwellings, etc.) District, Modified which permits a two family dwelling, a lodging house, multiple dwelling on a portion of the lands, three family dwelling with accommodation for not more than three lodgers, in addition to other uses.

## **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

### **Community Engagement and Participation**

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

### **Economic Prosperity and Growth**

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

### **Healthy and Safe Communities**

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

### **Built Environment and Infrastructure**

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

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**SUBJECT: Application for an Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for Lands Located at 315 Robert Street and 315 Robert Street and 219, 225 and 247 East Avenue North, Hamilton (PED22007) (Ward 3) - Page 25 of 25**

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**APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" to Report PED22007 – Location Map

Appendix "B" to Report PED22007 – Urban Hamilton Official Plan Amendment

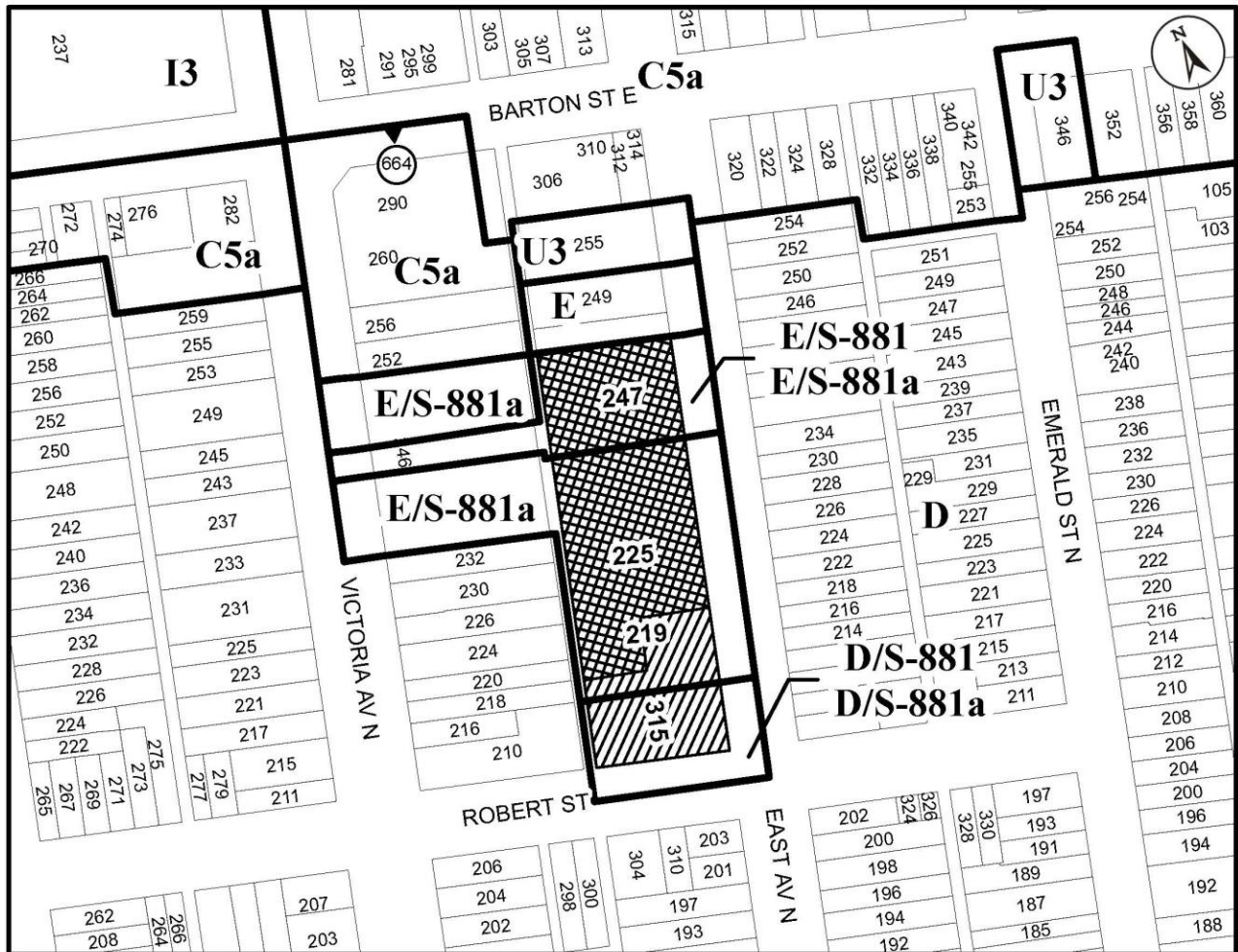
Appendix "C" to Report PED22007 – Hamilton Amendment to Zoning By-law No. 6593

Appendix "D" to Report PED22007 – Zoning Modification Table

Appendix "E" to Report PED22007 – Concept Plan

AB:sd

Appendix "A" to Report PED22007  
Page 1 of 1



● Site Location



Key Map - Ward 3

## Location Map



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:  
ZAC-21-028/UHOPA-21-013

Date:  
November 15, 2021

Appendix "A"

Scale:  
N.T.S

Planner/Technician:  
AB/NB

### Subject Property

315 Robert Street and 219, 225 and 247 East Avenue North, Hamilton (Ward 3)



Block 1 - Change in zoning from the "E/-881", "E/S-881a" (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified and "D/S-881", "D/S-881a" (Urban Protected Residential - One and Two Family Dwellings, etc.) District, Modified to the "E/S-1812" (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified



Block 2 - Other lands subject to the applications



Schedule "1"

## DRAFT Urban Hamilton Official Plan Amendment No. X

The following text, together with Appendix "A" – Volume 3: Map 2a – Urban Site Specific Key Map (Lower City) attached hereto, constitutes Official Plan Amendment No. "X" to the Urban Hamilton Official Plan.

### 1.0 **Purpose and Effect:**

The purpose and effect of this Amendment is to add a new site specific policy to increase the maximum density of high density residential uses to permit the development of multiple dwellings with a density of 284 units per hectare.

### 2.0 **Location:**

The lands affected by this Amendment are known municipally as 219, 225 and 247 East Avenue and 315 Robert Street, in the former City of Hamilton.

### 3.0 **Basis:**

The basis for permitting this Amendment is:

- The proposed development complies with the function, scale and design of the High Density Residential Use category of the Neighbourhoods designation;
- The proposed development implements the Residential Intensification policies of the Urban Hamilton Official Plan; and,
- The Amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the Growth Plan for the Greater Golden Horseshoe, 2019, as amended.

### 4.0 **Actual Changes:**

#### 4.1 **Volume 3 – Special Policy Areas, Area Specific Policies, and Site Specific Policies**

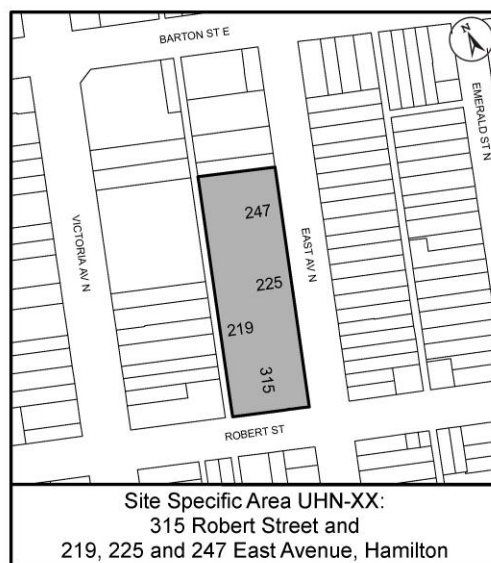
**Text**

4.1.1 Chapter C – Urban Site Specific Policies

- a. That Volume 3: Chapter C – Hamilton Urban Site Specific Policies be amended by adding a new Site Specific Policy, as follows:

**"UHN-XX 315 Robert Street and 219, 225 and 247 East Avenue North, former City of Hamilton**

- 1.0 Notwithstanding, Policy E.3.6.6 b) —of Volume 1, for the lands designated "Neighbourhoods", located at 315 Robert Street and 219, 225 and 247 East Avenue North, the maximum *net residential density* for high density residential uses shall be 284 units per hectare."



**Maps and Appendices**

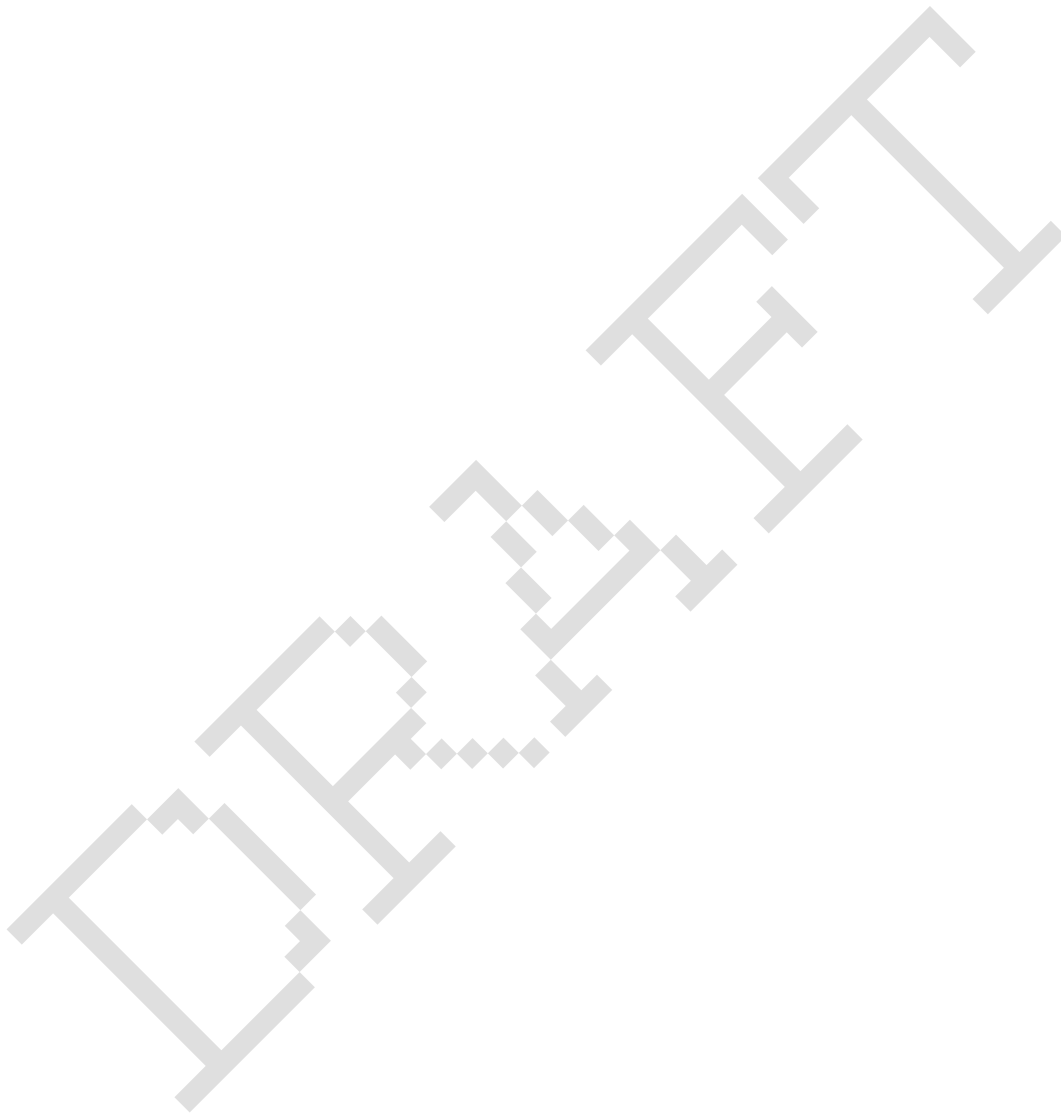
4.1.2 Map

- a. That Volume 3: Map 2a – Urban Site Specific Key Map (Lower City) be amended by identifying the subject lands as UHN-X, as shown on Appendix "A", attached to this Amendment.

**5.0 Implementation:**

An implementing Zoning By-Law Amendment and Site Plan 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 \_\_\_<sup>th</sup> day of \_\_, 2022.



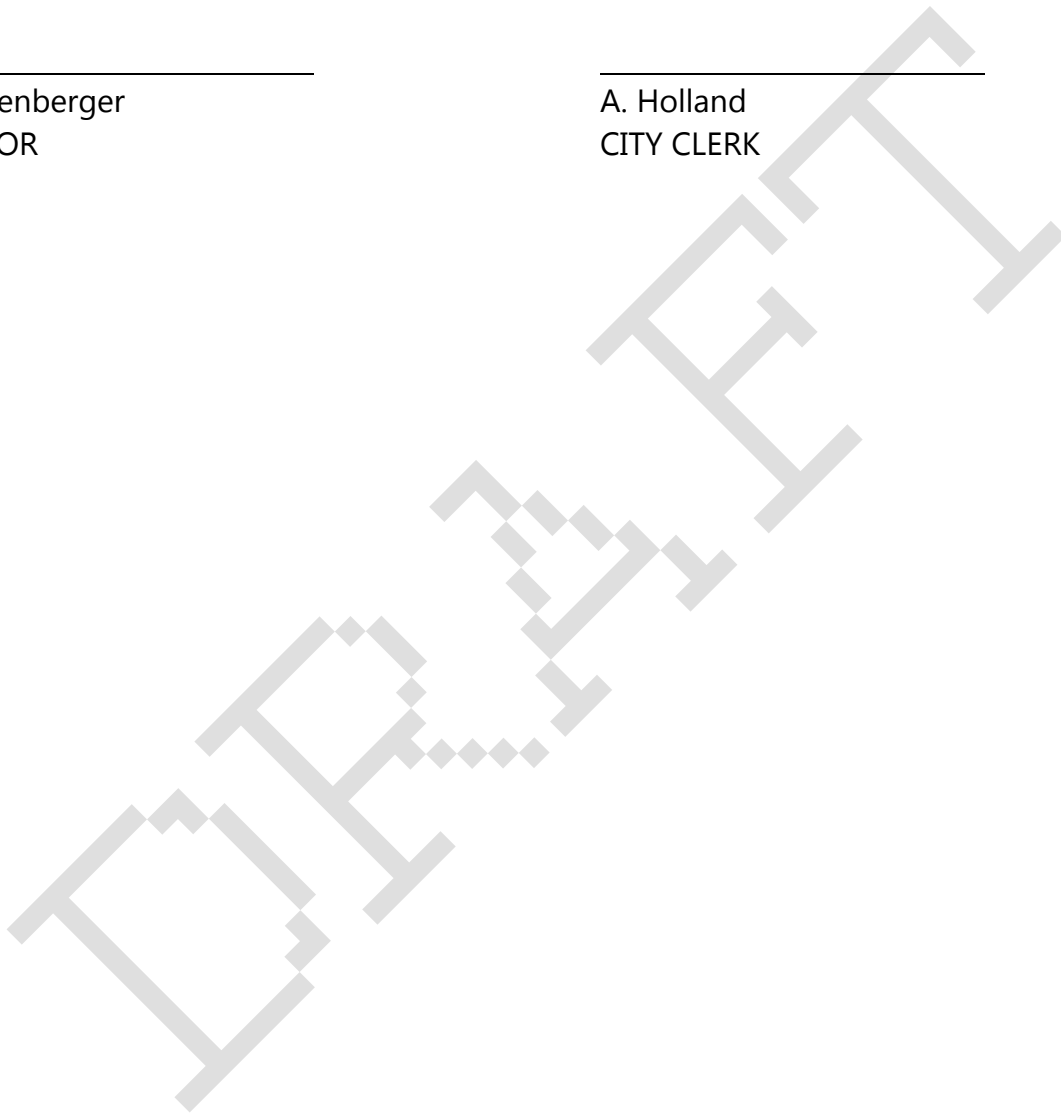
**The  
City of Hamilton**

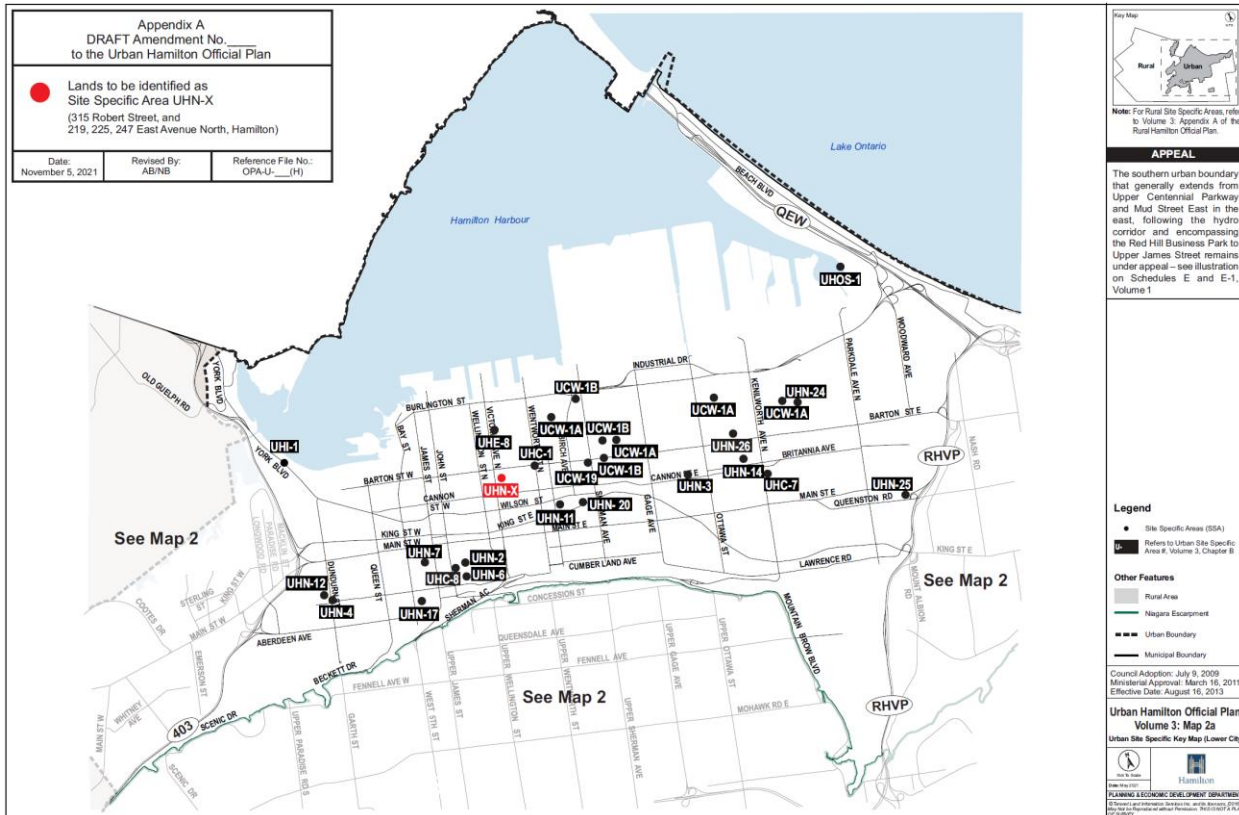
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F. Eisenberger  
MAYOR

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A. Holland  
CITY CLERK





**Appendix "C" to Report PED22007**  
**Page 1 of 5**

Authority: Item ,  
Report PED22xxx  
CM:  
Ward: 3

Bill No. XXX

CITY OF HAMILTON  
BY-LAW NO. 22-XXX

To Amend Zoning By-law No. 6593 (Hamilton) Respecting lands located at 315 Robert Street and Part of 225 East Avenue (Hamilton)

**WHEREAS** the City of Hamilton Act, 1999, Statutes of Ontario, 1999 Chap. 14, Schedule C. did incorporate, as of January 1, 2001, the municipality "City of Hamilton";

**AND WHEREAS** the City of Hamilton is the successor to certain area municipalities, including the former municipality known as the "The Corporation of the City of Hamilton" and is the successor to the former regional municipality, namely, "The Regional Municipality of Hamilton-Wentworth";

**AND WHEREAS** the City of Hamilton Act, 1999 provides that the Zoning By-laws and Official Plans of the former area municipalities and the Official Plan of the former regional municipality continue in full force in the City of Hamilton until subsequently amended or repealed by the Council of the City of Hamilton;

**AND WHEREAS** the Council of The Corporation of the City of Hamilton passed Zoning By-law No. 6593 (Hamilton) on the 25th day of July 1950, which by-law was approved by the Ontario Municipal Board by Order dated the 7th day of December 1951 (File No. P.F.C. 3821);

**AND WHEREAS** the Council of the City of Hamilton, in adopting Item of Report 21 - of the Planning Committee, at its meeting held on the day of , 2021, recommended that Zoning By-law No. 6593 (Hamilton), be amended as hereinafter provided;

**AND WHEREAS** this By-law is in conformity with the City of Hamilton Official Plan upon adoption of the Official Plan Amendment No. \_\_\_\_\_;

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. That Sheet No. E3 of the District Maps, appended to and forming part of Zoning By-law No. 6593 (Hamilton), is amended by changing the zoning from the "E/S-881", "E/S-881a" (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified and "D/S-881", "D/S-881a" (Urban Protected Residential - One and Two Family Dwellings, etc.) District, Modified to "E/S-1812" (Multiple Dwellings, Lodges, Clubs,

**Appendix “C” to Report PED22007**  
**Page 2 of 5**

- etc.) District, Modified the extent and boundaries of which are shown on a plan hereto annexed as Schedule “A”;
2. That the “E” (Multiple Dwellings, Lodges, Clubs, Etc.) District provisions as contained in Section 11 of Zoning By-law No. 6593, applicable to the subject lands, be modified to include the following requirements:
    - a) That notwithstanding Section 11(3)(i)(b), a minimum front yard setback of 0 metres shall be required;
    - b) That notwithstanding Section 11(3)(ii)(b), a minimum side yard setback of 0 metres to Robert Street shall be required;
    - c) That notwithstanding Section 11(3)(ii)(b), a minimum rear yard of 1.5 metres shall be required;
    - d) That notwithstanding Section 18A(6), where the application of the parking standards results in numeric fraction, fractions shall be rounded down to the nearest whole number;
    - e) That notwithstanding Section 18A(7), a parking space shall have dimensions not less than 2.8 metres by 5.8 metres;
    - f) That notwithstanding Section 18A(1)(a), 18A(1)(b), 18A Table 1, and 18A Table 2, multiple dwellings shall require 0.3 spaces per class A dwelling unit; and,
    - g) That notwithstanding Section 18A(1)(c), and 18A Table 3, no loading space shall be required;
  3. That no building or structure shall be erected, altered, extended, or enlarged, nor shall any building or structure or part thereof be used, nor shall any land be used, except in accordance with the “E/S-1812” District provisions, subject to the special requirements in Section 2 of this By-law;
  4. That By-law No 6593 is amended by adding this By-law to Section 19B as Schedule S-1812;
  5. That Sheet No. E3 of the District maps is amended by making the lands referred to in Section 1 of this By-law as Schedule S-1812;
  6. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act*;

**Appendix "C" to Report PED22007**  
**Page 3 of 5**

PASSED and ENACTED this \_\_\_\_\_ day of \_\_\_\_\_, 2022

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F. Eisenberger  
Mayor

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A. Holland  
City Clerk





This is Schedule "A" to By-law No. 21-

Passed the ..... day of ....., 2021

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Mayor

-----  
Clerk

## Schedule "A"

Map forming Part of  
By-law No. 21-\_\_\_\_\_

to Amend By-law No. 6593

### Subject Property

315 Robert Street and 219, 225 and 247 East Avenue North,  
Hamilton (Ward 3)



Block 1 - Change in Zoning from "D/S-881" and "D/S-881a" (Urban Protected Residential - One and Two Family Dwellings, etc.) District, Modified, and "E/S-881" and "E/S-881a" (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified to "E/S-1812" (Multiple Dwellings) District, Modified



Block 2 Other lands owned by applicant

Scale:  
N.T.S

File Name/Number:  
ZAC-21-028 & UHOPA-21-013

Date:  
November 15, 2021

Planner/Technician:  
AB/AL



Hamilton

**Appendix "C" to Report PED22007**  
**Page 5 of 5**

*For Office Use Only, this doesn't appear in the by-law - Clerk's will use this information in the Authority Section of the by-law*

Is this by-law derived from the approval of a Committee Report? Yes

Committee: Chair and Members      Report No.: PED21207      Date:  
Ward(s) or City Wide: Ward 3      (MM/DD/YYYY)

Prepared by: Alaina Baldassarra, Planner I      Phone No: 905-546-2424 ext. 7421  
*For Office Use Only, this doesn't appear in the by-law*

### Site Specific Modifications to “E/S-1812” (Multiple Dwellings, Lodges, Clubs etc.) District, Modified

Regulation	Required	Modification	Analysis
Section 11(3)(i)(b) Front Yard Setback.	3.0 metres.	0 metres.	<p>The requested modification can be supported because the proposed building façade provides a continuous streetscape and the three storey (9.2 metre) multiple dwelling is proportionate with the existing right of way, being 20 metres. In addition, the proposal is compatible in height and setbacks from the street with the existing two storey dwellings located on East Avenue North and will have minimal impacts on shadowing and wind effects on the public realm.</p> <p>Based on the foregoing, the modification can be supported by staff.</p>
Section 11(3)(ii)(b) Side Yard Setback.	3.0 metres.	0 metres.	<p>The requested modification allows for the creation of a continuous streetscape with a building brought up to the street line. The building also incorporates primary entrances along the street line to further animate the streetscape. Additionally, the three storey (9.2 metre) building height is proportionate to the existing 20 metre right of way width and will not cause negative impacts on the public realm as it relates to shadow and wind.</p> <p>Based on the foregoing, the modification can be supported by staff.</p>
Section 11(3)(iii)(b) Rear Yard Setback.	3.0 metres.	1.5 metres.	<p>The intent of the regulation is to ensure that adequate amenity area and special separation are provided. The requested modification can be supported as the existing low density residential dwellings fronting on Victoria Avenue North are separated by the existing 3.5 metre public laneway in addition to the proposed 1.5 metre setback. The rear yard functions more as a side yard in this context and the total 5.0 metre separation is adequate to mitigate issues related to wind, shadow and overlook. Further, amenity area and parking is provided internal to the site.</p> <p>In addition, the applicant is proposing to add some landscaping to the rear of the subject lands which will be finalized at the site plan control stage. The landscaping would act as an additional natural buffer between the two developments.</p> <p>Based on the foregoing, the modification can be supported by staff.</p>

Regulation	Required	Modification	Analysis
Section 18A(1)(a), 18A(1)(b), 18A Table 1, and 18A Table 2, Minimum Number of Parking Spaces.	1.25 spaces per unit.	0.3 spaces per unit.	<p>The modification can be supported because a Transportation Impact Study was submitted through previous applications for earlier phases showing that the anticipated parking demand on the site is 0.22 spaces. As the proposed development forms part of a multi-phase development the parking area will be consolidated and will function together with Phase 1 and Phase 2. The additional eight parking spaces will contribute to the available parking for the whole site.</p> <p>In addition, Staff are satisfied that given the location of the subject site to Downtown Hamilton, the reduction in parking can be supplemented by utilizing public transit and active transportation.</p> <p>Based on the foregoing, the modification can be supported by staff.</p>
Section 18A(6) Modification to Rounding for the number of Parking and Loading Spaces.	Requires that the next higher whole number is taken.	Requires the next lowest whole number is taken.	<p>The modification can be supported as the request aligns with the regulations of Zoning By-law No. 05-200.</p> <p>Based on the foregoing, the modification can be supported by staff.</p>
Section 18A(6) Parking Stall Size.	2.7 metres by 6.0 metres.	2.8 metres by 5.8 metres.	<p>The modification can be supported as the request aligns with the regulations of Zoning By-law No. 05-200.</p> <p>Based on the foregoing, the modification can be supported by staff.</p>
Section 18A(1)(c) Minimum number of Loading Spaces.	1 space.	0 spaces.	<p>The proposed modification can be supported as loading for the comprehensive site was established through Site Plan application DA-20-001 which includes layby spaces in the municipal right-of-way on East Avenue North to accommodate loading activities for entire the site.</p> <p>Based on the foregoing, the modification can be supported by staff.</p>



IN VIZ I O  
 Architects Inc.  
 88 SPADINA STREET  
 TORONTO, ONTARIO  
 M5S 1A5  
 TEL: 416-593-9333  
 FAX: 416-593-9334

PROJECT NAME: ROYAL OAK - PHASE 3  
 PROJECT ADDRESS: 315 ROBERT STREET, HAMILTON, ON  
 PROJECT NO.: 21411  
 DRAWING TITLE: BUILDING ELEVATIONS  
 DRAWN BY: CA  
 CHECKED BY: EC  
 DATE: 06/13/20  
 SCALE: 1" = 100'  
 DRAWING NO.: A5.0

DATE PLOTTED: 10/26/2021 10:32:06 AM



- NOTES**
- E.C.1 BRICK, COLORED TAN
  - E.C.2 BRICK, COLORED GRAY
  - E.C.3 BRICK, COLORED RED TO MATCH HISTORIC CHASE BUILDING
  - E.C.4 FIBER CEMENT PANEL, COLORED WHITE
  - E.C.5 FIBER CEMENT PANEL, COLORED CHARCOAL
  - E.C.6 CONCRETE FINISHING
  - E.C.7 BRICK & GLAZED TERRAZZO TILE FINISHING WITH GRANITE/BLUE GRANITE CHARCOAL TILE
  - E.C.8 FINISHED FIBER CEMENT PANEL, BROWN COLORED CHARCOAL ON DOUBLE GLAZED UNIT.
  - E.C.9 BRICK & GLAZED TERRAZZO TILE FINISHING WITH GRANITE/BLUE GRANITE CHARCOAL TILE
  - E.C.10 BRICK, COLORED TAN
  - E.C.11 MECHANICAL EQUIPMENT
  - E.C.12 GLAZED
  - E.C.13 STEEL BARBERS' FIBER ACCESS RAMP
  - E.C.14 STEEL STAIRCASE & BALUNDS
  - E.C.15 WALL LIGHT FIXTURE, REFER TO ELECTRICAL
  - E.C.16 FINISHED METAL CAP FLASHING

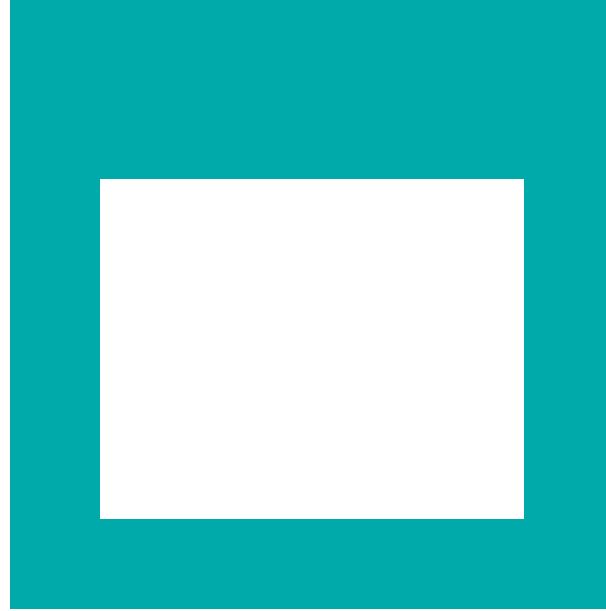
- COLOR LEGEND**
- FACE BRICK, GRAY
  - FACE BRICK, TAN
  - FACE BRICK, RED
  - FIBER CEMENT PANEL, WHITE

IN VIZ IJ  
 Architects Inc.  
 85 SPADINA STREET  
 TORONTO, ONTARIO  
 M5S 1A5  
 TEL: 416.593.8888

DATE: 06/13/20  
 DRAWN BY: CA  
 CHECKED BY: EC  
 SCALE: 1:100  
 DRAWING NO: AS.1

PROJECT NAME: ROYAL OAK - PHASE 3  
 PROJECT ADDRESS: 315 ROBERT STREET, HAMILTON, ON  
 PROJECT NO.: 21411

DATE: 06/13/20  
 DRAWN BY: CA  
 CHECKED BY: EC  
 SCALE: 1:100  
 DRAWING NO: AS.1



WELCOME TO THE CITY OF HAMILTON

# PLANNING COMMITTEE

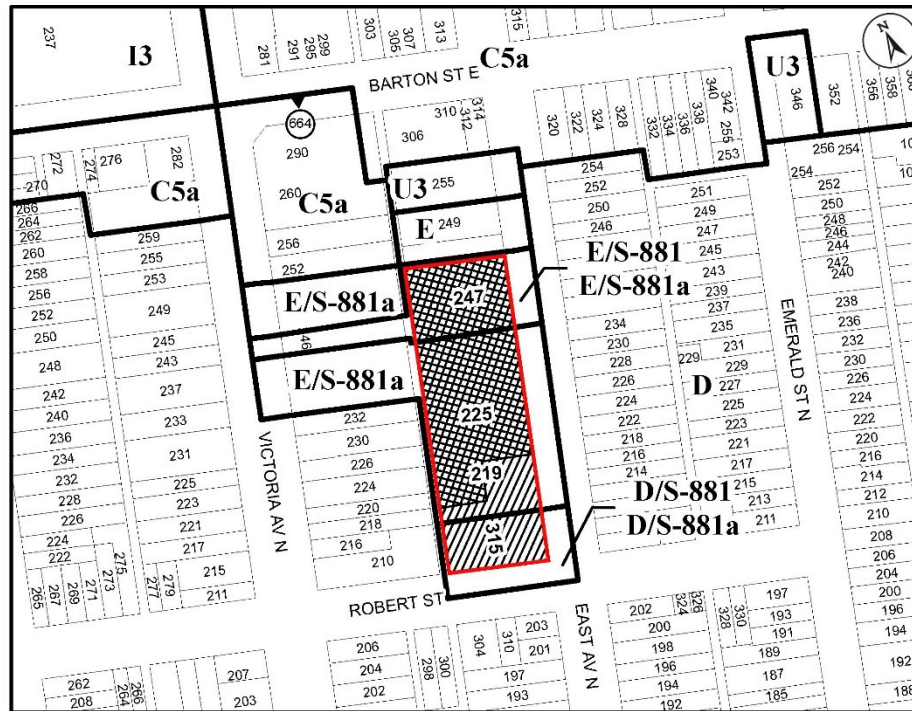
January 11, 2022

## **PED22007– (ZAC-21-028 & UHOPA-21-023)**

Application for an Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for the Lands Located at 315 Robert Street and 219, 225 and 247 East Avenue North, Hamilton.

Presented by: Alaina Baldassarra





● Site Location



Key Map - Ward 3

## Location Map



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:  
ZAC-21-028/UHOPA-21-013

Date:  
November 15, 2021



Appendix "A"

Scale:  
N.T.S.

Planner/Technician:  
AB/NB

### Subject Property

315 Robert Street and 219, 225 and 247 East Avenue North, Hamilton (Ward 3)

-  Block 1 - Change in zoning from the "E/-881", "E/S-881a" (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified and "D/S-881", "D/S-881a" (Urban Protected Residential - One and Two Family Dwellings, etc.) District, Modified to the "E/S-1812" (Multiple Dwellings, Lodges, Clubs, etc.) District, Modified
-  Block 2 - Other lands subject to the applications



SUBJECT PROPERTY



315 Robert Street and 219, 225 and 247 East Avenue North, Hamilton



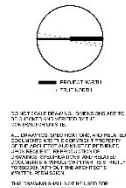
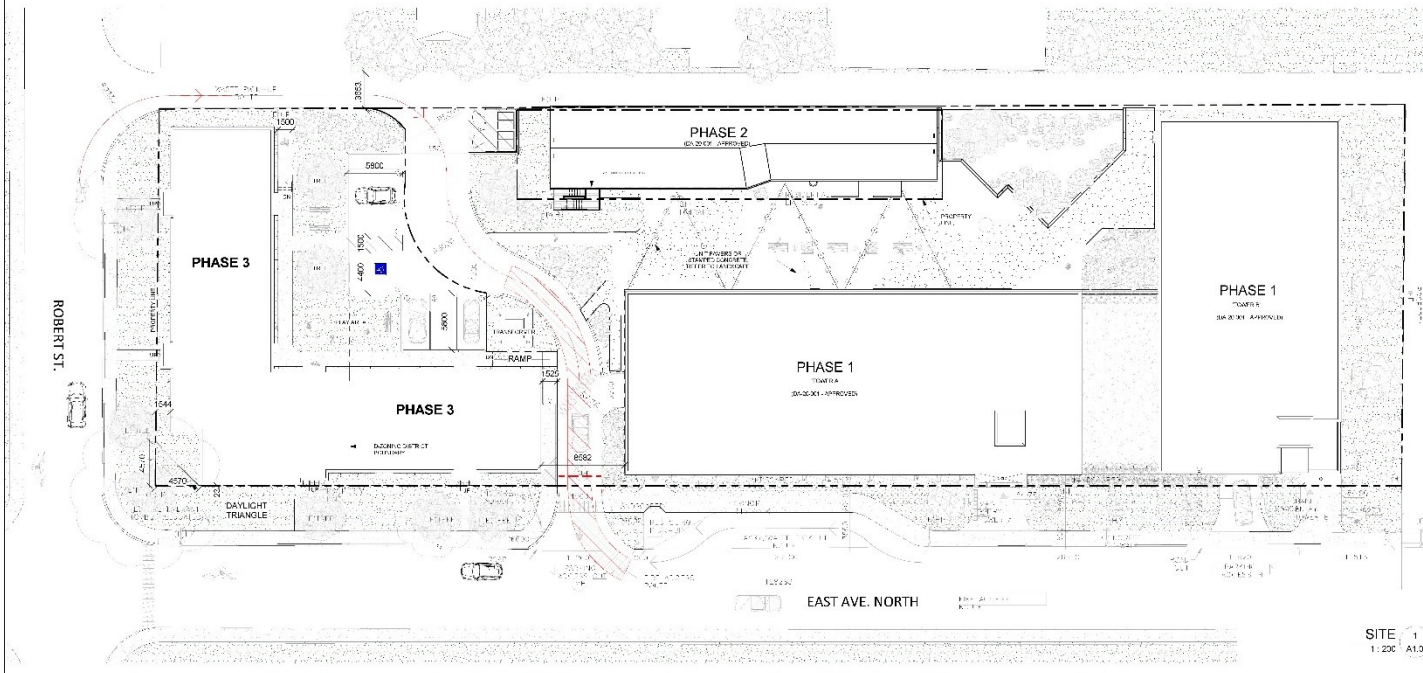
SITE STATISTICS		
AREA(M²)	PERCENTAGE	
<b>SITE AREA (PHASES 1 &amp; 2 &amp; 3)</b>	<b>4,378.0</b>	<b>100%</b>
<b>LOT AREA (PHASE 1 &amp; 2)</b>	<b>5,708.2</b>	<b>128%</b>
<b>USE AREA (PHASE 1 &amp; 2)</b>	<b>7,154.1</b>	<b>163%</b>
<b>FLOOR AREA RATIO</b>		
PHASE 1	1,072.4	24.4%
PHASE 2	21,316.0	487%
PHASE 3	659.7	15%
<b>LAUNDRIES</b>		
PHASE 1 & 2	650.7	15%
PHASE 3	54.4	1%
<b>PARKING</b>		
PHASE 1 & 2	4,884.7	112%
PHASE 3	1,218.3	28%
<b>UNIT COUNT</b>		
PHASE 1	28	
PHASE 2	15	
PHASE 3	26	
PHASE 1	4	
PHASE 2	3	
PHASE 3	4	
<b>MOBILE HOME UNITS</b>	10	
<b>MOBILE HOME SITES</b>	10	
<b>MOBILE HOME UNITS</b>	10	

TOTAL G.A.K. (PHASE 3)			
PROVISIONS	REQUIRED	PROPOSED	COMPLIANCE
WALLS AND PARTS OF WALLS	100%	100%	YES
ROOFS	100%	100%	YES
FOUNDATIONS	100%	100%	YES
WATER SUPPLY	100%	100%	YES
SEWERAGE	100%	100%	YES
HEATING	100%	100%	YES
VENTILATION	100%	100%	YES
AC	100%	100%	YES
DRINKING WATER	100%	100%	YES
ELECTRICAL	100%	100%	YES
TELEPHONE	100%	100%	YES
TELEVISION	100%	100%	YES
TELETYPE	100%	100%	YES
TELEGRAPH	100%	100%	YES
TELEFAX	100%	100%	YES
TELEVISION	100%	100%	YES
TELETYPE	100%	100%	YES
TELEGRAPH	100%	100%	YES
TELEFAX	100%	100%	YES

PARKING SECTION A			
PROVISIONS	REQUIRED	PROPOSED	COMPLIANCE
WALLS AND PARTS OF WALLS	100%	100%	YES
ROOFS	100%	100%	YES
FOUNDATIONS	100%	100%	YES
WATER SUPPLY	100%	100%	YES
SEWERAGE	100%	100%	YES
HEATING	100%	100%	YES
VENTILATION	100%	100%	YES
AC	100%	100%	YES
DRINKING WATER	100%	100%	YES
ELECTRICAL	100%	100%	YES
TELEPHONE	100%	100%	YES
TELEVISION	100%	100%	YES
TELETYPE	100%	100%	YES
TELEGRAPH	100%	100%	YES
TELEFAX	100%	100%	YES

**SITE STATISTICS** 3  
 1:200 A1.0

**ZONING CHART** 4  
 1:200 A1.0



<b>PROJECT NAME</b>	ROYAL OAK - PHASE 3
<b>PROJECT ADDRESS</b>	315 ROBERT STREET HAMILTON, OH
<b>PROJECT NO.</b>	21-311
<b>PREPARED BY</b>	
<b>CONCEPTUAL SITE PLAN</b>	
<b>DESIGNED BY</b>	CA
<b>CHECKED BY</b>	PC
<b>DRAWN BY</b>	03/16/07
<b>DATE</b>	1/200
<b>SCALE</b>	
<b>APP. NO.</b>	

**SITE** 1  
 1:200 A1.0







Image of the subject lands showing the location of the proposed 3 storey building



Image of the previously approved phases on the subject lands



Looking north on Robert Street towards the subject lands





Looking south on Robert Street (the subject lands are to the north)



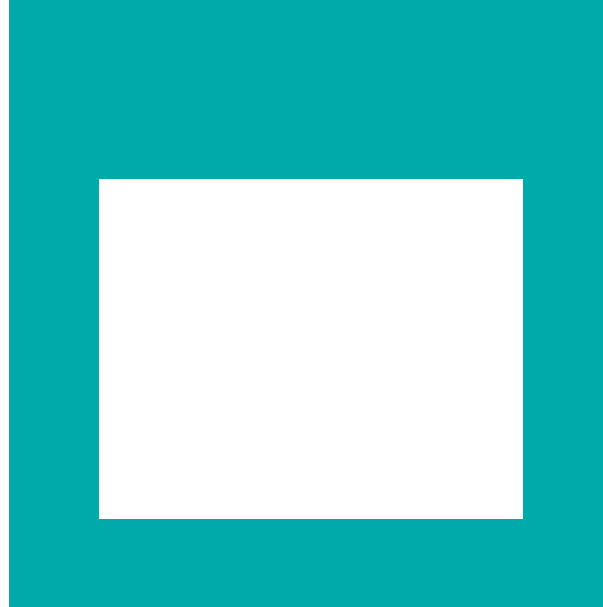
Looking north on East Avenue North (the subject lands are to the west)



Looking south on East Avenue North (the subject lands are to the west)



Looking across the street on the east side of East Avenue North



# THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE

████████████████████  
████████████████████  
December 21, 2021

Legislative Coordinator, Planning Committee

71 main Street West, First Floor

Hamilton, ON, L8P 4Y5

Regarding;

Official Plan Amendment Application UHOPA-21-013 and

Zoning By-law Amendment (File No. ZAC-21-028) and

Applications under the Planning Act variance (HM/A-19:457)

We the undersigned residing less than 60 meters from the subject property, object to the applications, in total. We would also like to present an oral and written submission at the public meeting

The main cause of concern is the lack of parking for the project. The developers have already had a great number of parking spaces lowered for Phase One and Two. For those 108 units, there should have been allotted 152 parking spaces. Instead, 42 spaces have been allowed. The reason argued by the developer was that their clientele, were unlikely to own a car. Now, the developers are requesting the same parking space reduction for the Phase Three units AND using six spaces from the other two Phases. The developers have told local residents, that their clients will have assistance from them in many facets of rehabilitation, physical and mental health, as well as, help in general living. These care workers need somewhere to park. The needs of the 108 units, where common areas are to be used for group meetings and communal gatherings, will require extra staff for training, leadership and cleaning. Assigning this “extra” parking to Phase Three is unacceptable.

In Phase Three, the 31 apartments are one, two and three bedroom units. These units will need a normal amount of parking. They could, possibly, have two working parents and driving age children and would be more prone to having visitors. Further, as no loading areas have been set aside and all the 139 units will require garbage and maintenance, there should be parking and turn around areas for trucks.

Our area already has an enormous demand for street parking which, we assume our city planners know about. It is the combined pressure from workers and visitors going to the General hospital, who do not or cannot afford the City’s and Hamilton Health Science’s exorbitant parking fees. This pressure increased

by the number of illegal multiple unit dwellings, in the neighbourhood, as well as, the Victoria Gardens Nursing Home, with its own workers and visitors.

We would suggest to the committee, that the developers returned to their plans, reduce the number of units for Phase Three and increase the number of parking spaces to meet those required.. A possible solution might, include, a four storey building with parking at ground level.

Sincerely

Jan Hall and Bruce McLeod

**From:** Jaleen Grove  
**Sent:** Friday, January 7, 2022 3:48 PM  
**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)  
**Subject:** Re: UHOPA-21-013 and ZAC-21-028

Jan. 6, 2022

**RE: Files UHOPA-21-013, ZAC-21-028 and HM/A-21:414**

InDwell at Robert + East

Dear Councillors and planners,

It is with dismay that we observe that it seems to be standard procedure to approve a major project such as the InDwell development on East Ave North, and then to nibble away at its integrity with many applications for exceptions to bylaws. This seems an abuse of process, perhaps hoping no one notices incremental changes. Added up, these amendments become quite significant and an abuse of bylaws that were in place for solid reasons. As residents of East Ave, literally facing the proposed next phase of building across the street from our front door, we are alarmed at the gradual erosion of the street's amenities and the impact this development will have – not just on the quality of life for longtime residents but for our new neighbours-to-be as well.

We are not opposed to social housing. It's an appropriate site for it given the city's needs and heritage, and for the greater good.

We ARE opposed to the proposed removal of green space in the form of the "front yard" and "side yard" setbacks from the road and removal of parking spots while simultaneously increasing density. Nor have we been provided an elevation view of the proposed building, which is disappointing and a disservice to inclusivity and public input.

Please remember parking reductions were already asked for in one of the prior amendments in Phase 1 and 2. Now, .3 of 284 unites is 85 parking spots, but the paperwork sent does not clarify where these are to be located. Will the parking spots shown on the included site plan remain? We don't know – since the loading space is to be taken away entirely. How are people, some no doubt disabled, supposed to get deliveries, get in an uber, move in and out, have short-term visitors—given that



parkade use in the other building is awkward and far away and limited? Our street already suffers from lack of parking due to hospital staff and visitors, so people will predictably park and double-park in the street. Please preserve the outdoor parking spots.

To encourage less car dependence, you could add bike racks. We also urge you to wire all parkade spaces and at least one exterior guest space for electric vehicle charging.

Another application—HM/A-21:414, for 315 Robert St—confuses the matter by proposing differing specs for parking spaces and green space. But it too reduces green space.

The front and side yard 3-meter strips, which are to go to zero, are VERY important because that is where the trees are. Currently several trees stand – trees of the perfect age, still young but mature enough to have presence. They are healthy and help make the street liveable. Many studies support the science of the importance of urban forests and the health benefits of trees, not to mention the aesthetics—this is why you have City staff who specialize in that field. All along we have communicated the need for preserving the few trees left (and protest the removal of the others that already occurred), in earlier letters to you and to InDwell. Please preserve the trees and plant more. Additionally, the 3-meter green space should be landscaped with low-maintenance, eco-friendly native plants to support local biodiversity.

This space also would give the street needed breathing room between the new façade (presumably quite flat and blank given the look of Phase 1) and the older residents' front doors and windows. Zero setback brings the walls and windows much closer to the facing houses and creates a streetscape that is more commercial-looking than residential (it would be extremely bleak without trees), not to mention that not lining up with the rest of the development, which has a bit of yard, disrupts the spatial integrity of the design and sightlines up and down the street.

The variance application of January 2021 (HM/A-20:273) mentions that E District is supposed to have 25% landscaping, 50% of which should be unpaved. Please stick to it.

#### Summary:

- Respect the bylaws
- Keep the outdoor parking

- Keep 3 meter yards, with trees intact
- Add native plants, bike racks, electric vehicle station
- Give residents the full specs of the development so we can give our most informed input

Sincerely,

Jaleen Grove and Bryan Gee



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Planning Division**

<b>TO:</b>	Mayor and Members Planning Committee
<b>COMMITTEE DATE:</b>	January 11, 2022
<b>SUBJECT/REPORT NO:</b>	Municipal Comprehensive Review / Official Plan Review – Proposed Amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan (PED21067(a)) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Delia McPhail (905) 546-2424 Ext. 6663
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	<div style="display: flex; align-items: center;"> <div style="margin-right: 20px;"> <p style="font-size: 24pt; margin: 0;"><b>Steve</b></p> <p style="font-size: 24pt; margin: 0;"><b>Robichaud</b></p> </div> <div> <p>Digitally signed by Steve Robichaud Date: 2022.01.06 12:08:57 -05'00'</p> </div> </div>

## RECOMMENDATION

- (a) That the proposed amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan be received and that Planning staff be directed and authorized to engage in public consultation with Indigenous communities, stakeholders, and residents on the proposed amendments to the Urban Hamilton Official Plan Amendment and Rural Hamilton Official Plan, attached as Appendices “A” and “B” to Report PED21067(a);
- (b) That Planning staff be directed and authorized to submit the proposed Urban Hamilton Official Plan Amendment, attached as Appendix “A” to Report PED21067(a), to the Minister of Municipal Affairs and Housing for review and comment, in accordance with the requirements of the *Planning Act*;
- (c) That Planning staff be directed and authorized to submit the proposed Rural Hamilton Official Plan Amendment, attached as Appendix “B” to Report PED21067(a), to the Minister of Municipal Affairs and Housing for review and comment, in accordance with the requirements of the *Planning Act*;

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OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Municipal Comprehensive Review / Official Plan Review – Proposed Amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan (PED21067(a)) (City Wide) - Page 2 of 20**

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- (d) That Planning staff be authorized to prepare the necessary implementing Zoning By-law Amendments to the Zoning By-laws of the Former Communities, for lands outside of Secondary Plan areas, as well as for low density residential areas within Secondary Plan Areas, to give effect to the proposed Urban Hamilton Official Plan Amendment and that Planning staff present the proposed Zoning By-law Amendments at the statutory public meeting to consider the proposed Official Plan Amendments;
- (e) That Planning staff be directed and authorized to:
- (i) Schedule and give notice of a statutory public meeting to consider the draft Official Plan Amendment(s) and Zoning By-law Amendments, in accordance with the *Planning Act*;
  - (ii) Report back on the results of the consultation and any proposed changes to the draft Official Plan Amendment(s) and Zoning By-law Amendments, based on feedback, at the statutory public meeting;
  - (iii) Provide a Communications Update to Council upon receipt of the comments from the Minister of Municipal Affairs and Housing on the proposed amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan;
  - (iv) That the statutory public meeting be held no later than May 3, 2022.

## **EXECUTIVE SUMMARY**

A Municipal Comprehensive Review (MCR) is a requirement of the Growth Plan for the Greater Golden Horseshoe to comprehensively apply the policies of the plan and implement any required revisions through the necessary amendments to the City's Official Plans. Revisions to the Urban Hamilton Official Plan (UHOP) and Rural Hamilton Official Plan (RHOP) are also required to implement recent changes to the Provincial Policy Statement, as well as updates to the Niagara Escarpment Plan and Greenbelt Plan, following the "Co-ordinated Provincial Plan Review" in 2017. Staff have conducted a detailed review of the current provincial policy framework and have identified a series of updates to the City's Official Plans.

The GRIDS 2 process is the City's long term growth strategy to manage and plan for forecasted population and employment growth to the year 2051. A population of 820,000 people and employment of 360,000 jobs by the year 2051 is forecast for Hamilton.

**SUBJECT: Municipal Comprehensive Review / Official Plan Review – Proposed Amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan (PED21067(a)) (City Wide) - Page 3 of 20**

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In November 2021, Council approved a No Urban Boundary Expansion growth option to accommodate the City's forecasted population and employment growth within the existing urban area to the year 2051. Council also directed staff to: prepare a draft Official Plan Amendment (OPA) which implements the Council direction for No Urban Boundary Expansion; to present and seek approval of the draft OPA to Council by no later than January 2022; and, to send the draft OPA to the Province for review, as required by the *Planning Act*.

Several amendments to the Urban and Rural Hamilton Official Plans are proposed in this report. These amendments address the following matters:

- Urban Hamilton Official Plan Conformity Review – These amendments identify existing Official Plan Policies that do not fully reflect the breadth of provincial policies or conflict with new provincial policies. The proposed UHOP Amendment (Conformity Amendment) is attached as Appendix “A” to Report PED21067(a); and,
- No Urban Boundary Expansion – Changes to the Urban and Rural Hamilton Official Plans are required to implement the Council direction for the No Urban Boundary Expansion growth option, as part of the GRIDS 2 process and the Council decision to accommodate all forecasted growth within the existing urban area. The focus of these changes is to remove the current policies and mapping that would allow for consideration of an urban boundary expansion as part of this Municipal Comprehensive Review. Therefore, proposed UHOP Amendment, attached as Appendix “A” to Report PED21067(a), and proposed RHOP Amendment, attached as Appendix “B” to Report PED21067(a), would provide for the implementation of Council direction to plan for and manage growth within the existing urban area.

The Minister of Municipal Affairs and Housing is the approval authority for these Official Plan Amendments. It is a requirement of the *Planning Act* to provide the Province with draft Official Plan Amendments 90 days prior to the statutory open house and public meeting to provide the Province with sufficient time to review and provide comments on the proposed Official Plan Amendments and to ensure the requirements of provincial plans and policy are met. Recommendations (b) and (c) of Report PED21067(a) direct staff to submit the draft Urban Hamilton OPA and Rural Hamilton OPA to the Province for its review and comment, in accordance with this 90 day review requirement. The submission deadline for approval of the MCR Official Plan Amendment to the Province is July 1, 2022.

Based on the approved workplan for the MCR/GRIDS2, it is proposed to schedule a statutory public meeting of the Planning Committee to consider the proposed

**SUBJECT: Municipal Comprehensive Review / Official Plan Review – Proposed Amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan (PED21067(a)) (City Wide) - Page 4 of 20**

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amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan in May 2022. This will enable staff and Council with an opportunity to engage with the broader community in advance of the July 1, 2022 deadline and make any changes to the proposed OPAs based on stakeholder feedback.

Furthermore, as the zoning by-law is the primary mechanism for the implementation of the Official Plan, it is proposed to present the necessary changes to the Zoning By-laws of the former Communities to implement Council's growth management strategy predicated on promoting intensification and redevelopment and maintaining the existing urban boundary at the same May/June 2022 statutory meeting.

Staff are requesting approval to consult with Indigenous communities, stakeholders and residents to obtain feedback and public input on the proposed Official Plan amendments prior to the May/June 2022 statutory open house, public meeting and to submit the draft Official Plan Amendments to the Province for its review and comment, in accordance with the 90 day review requirement.

**Alternatives for Consideration – See Page 18**

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: In the preparation of an Official Plan Amendment to implement a Municipal Comprehensive Review, Section 17 of the *Planning Act* requires municipalities to consult with the approval authority (i.e. the Ministry of Municipal Affairs and Housing) and to provide the draft official plan amendment, supporting documentation and any other prescribed materials to the approval authority for review and comment at least 90 days prior to the giving of notice of the statutory open houses and/or public meeting to consider the amendment.

**HISTORICAL BACKGROUND**

**1.0 Planning Act Requirements and Provincial Plan Updates**

Provincial requirements and good land use planning practice dictate that municipalities review their Official Plans on a regular basis to ensure they remain up-to-date, reflect current provincial policy and represent the long term vision of the municipality. Section 26 of the *Planning Act* requires that municipalities undertake and review of Official Plan

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**SUBJECT: Municipal Comprehensive Review / Official Plan Review – Proposed Amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan (PED21067(a)) (City Wide) - Page 5 of 20**

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at least every 10 years and make the necessary amendments to ensure that the Official Plan conforms or does not conflict with current provincial plans, matters of provincial interest and the Provincial Policy Statement (PPS). Following the Co-ordinated Provincial Plan Review in 2016-17, revisions to the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Niagara Escarpment Plan, on May 16, 2017. Subsequently, the Growth Plan for the Greater Golden Horseshoe was revised in May 2019 and August 2020. The current PPS came into effect on May 1, 2020.

The Official Plan review is being conducted in phases. This report is part of the first phase of the City's review, which is the Municipal Comprehensive Review Conformity Review to ensure the UHOP is updated to reflect the PPS, the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, and the Niagara Escarpment Plan.

## **2.0 GRIDS 2 / MCR**

GRIDS 2 is the update to the City's Growth Related Integrated Development Strategy (GRIDS) to plan for the City's population and employment growth forecasts to the year 2051. This review is being undertaken concurrently with the MCR.

The No Urban Boundary Expansion growth option has been adopted by Council. This option plans for all forecasted population (236,000 people) and employment (122,000 jobs) growth to the year 2051 to be accommodated within the current urban boundary. The proposed UHOP Amendment, attached as Appendix "A" to Report PED2067(a) and the proposed RHOP Amendment, attached as Appendix "B" to Report PED21067(a), have been prepared to implement Council's direction regarding no urban boundary expansion.

## **3.0 Official Plan Amendments – Requirements and Schedule**

Under Section 26 of the *Planning Act*, MCR amendments to Official Plans are approved by the Minister of Municipal Affairs and Housing. The Province has set July 1, 2022 as the date by which municipalities must submit to the Minister of Municipal Affairs and Housing the necessary Official Plan Amendment(s) that address conformity matters as part of the MCR.

It is also a requirement to provide the Province with draft Official Plan Amendments 90 days prior to Council adoption to provide the Province with sufficient opportunity to review and provide comment on the proposed Official Plan Amendment(s).

**SUBJECT: Municipal Comprehensive Review / Official Plan Review – Proposed Amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan (PED21067(a)) (City Wide) - Page 6 of 20**

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### 3.1 MCR / Official Plan Review OPA Schedule (Topic Based)

Staff has taken a topic-based approach to the identification of policy and mapping updates to the review of the Urban and Rural Hamilton Official Plans, resulting from provincial land use policy changes and the implementation of the Council direction. The following table presents a revised timeline of when and how Urban Hamilton Official Plan Amendments (UHOPA) and Rural Hamilton Official Plan Amendments (RHOPA) will be addressed.

#### **Municipal Comprehensive Review (MCR) / Official Plan (OP) Review – List / Phasing of Official Plan Amendments (UHOPA/RHOPA)**

<b>OPA</b>	<b>Topic Areas</b>	<b>Timing</b>
Phase 1: MCR UHOPA and RHOPA	<p>MCR UHOPA: All UHOP conformity matters related to the Provincial Policy Statement, Growth Plan, Greenbelt Plan, and Niagara Escarpment Plan:</p> <ul style="list-style-type: none"> <li>• Firm Urban Boundary and removal of Urban Boundary Expansion policies (implementation of Council direction);</li> <li>• Growth Management (Forecasts, Targets);</li> <li>• Cultural Heritage;</li> <li>• Employment (including implementation of Employment Land Review recommendations);</li> <li>• Infrastructure;</li> <li>• Climate-Related;</li> <li>• Housing;</li> <li>• Transportation;</li> <li>• Neighbourhoods – Residential Densities; and,</li> <li>• Glossary.</li> </ul> <p>RHOPA: RHOP matters related to implementation of Council direction:</p> <ul style="list-style-type: none"> <li>• RHOP policy update regarding the removal / redesignation of Agriculture / Rural lands to implement Council direction of No Urban Boundary Expansion:</li> <li>• Removal of Special Policy Area – B from Volume 3 text and mapping.</li> </ul>	<p>January 2022 – Draft UHOPA – Conformity Amendment and RHOPA – Firm Urban Boundary Amendment to MMAH</p> <p>May 2022 – June 2022 – Statutory public meeting and Final Council-Adopted UHOPA / RHOPA to MMAH</p>

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<b>OPA</b>	<b>Topic Areas</b>	<b>Timing</b>
Phase 2: MCR – RHOPA – Conformity Amendment	All RHOP conformity matters related to the Provincial Policy Statement, Niagara Escarpment Plan, Growth Plan, and Greenbelt Plan: <ul style="list-style-type: none"> <li>• Agricultural System Mapping refinements;</li> <li>• Natural Heritage Mapping refinements;</li> <li>• Prime Agriculture and Open Space Policy updates; and,</li> <li>• Complementary RHOP updates, as per UHOP updates above.</li> </ul>	Q1 2023
Phase 3: Local Context OPA (OP Review) – RHOPA and UHOPA	All matters not related to Provincial Conformity (local community updates): <ul style="list-style-type: none"> <li>• Parks and Recreation, Urban Design, Waste Management, Neighbourhoods, etc.;</li> <li>• Updates tied to the Residential Zoning Project and implementation of No Urban Boundary Expansion growth strategy, including updates to Secondary Plans; and,</li> <li>• May be combined with Major Transit Station Area (MTSA) OPA depending on timing of Light Rail Transit work.</li> </ul>	Q2 2023
Phase 4: MTSA UHOPA	<ul style="list-style-type: none"> <li>• Delineation of all Major Transit Station Areas (MTSAs);</li> <li>• Density Targets – MTSAs along Priority Transit Corridor (B-Line); and,</li> <li>• Possibility of Inclusionary Zoning policies.</li> </ul>	Q2 2023

As indicated above, the first phase of the implementing Official Plan Amendments focus on the broader strategic issues related to growth management, followed by the second phase that will include a review of the RHOP to reflect the changes to the PPS, Greenbelt Plan, and Niagara Escarpment Plan that have come into force since the adoption and approval of the RHOP. The third phase will address local community issues and a detailed review of policies and designations to facilitate residential intensification. The fourth and final phase will focus on Major Transit Station Areas (MTSAs) and the Light Rail Transit (LRT) Corridor.

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## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

### **1.0 Provincial Policy Framework**

#### *1.1 Provincial Policy Statement (2020)*

The Provincial Planning Policy Framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (PPS 2020). Notable revisions to the Provincial Policy Statement that pertain to the UHOP include: the addition of policies concerning settlement area boundary adjustments outside a comprehensive review; compatibility between employment and sensitive uses; provincially significant employment zones; transit-supportive development and the optimization of transit investments; the introduction of policies concerning green infrastructure; preparing for impacts due to a changing climate; and, a shift from consultation to engagement with Indigenous communities.

Appendices “C” to “C8”, “D” and “E” attached to Report PED21067(a) identify required policy, glossary and mapping updates to the UHOP to address the PPS, 2020 requirements.

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

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides an additional layer of provincial policy to which the UHOP must conform. Like the PPS, changes to the Growth Plan that impact the UHOP include: revised population and employment forecasts; revised minimum intensification and density targets; the introduction of provincially significant employment zones; land use compatibility between employment and sensitive land uses; settlement area boundary adjustments / expansions in advance of a comprehensive review; and, enhanced policies to coordinate planning processes with the engagement of Indigenous communities.

Appendices “C” to “C8”, “D” and “E” attached to Report PED21067(a) identify required policy, glossary and mapping updates to the UHOP to address the Growth Plan.

#### *1.3 Niagara Escarpment Plan (2017)*

The Niagara Escarpment transects the urban area and the Niagara Escarpment Plan (NEP) provides a landscape approach to land use planning within its jurisdiction. Most lands within the UHOP that are subject to the NEP are designated “Urban Area” and are subject to the policies of municipal official plans. One proposed UHOP policy change that is present in the draft UHOPA is the addition of a new policy (C.5.1.3) which

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prohibits the extension of municipal water and wastewater services to lands within the NEP Area that are designated “Escarpment Natural Area” and “Escarpment Protection Area”, included in Appendix “C3” attached to Report PED21067(a).

As indicated above, the bulk of the natural heritage system topic area review will take place in the next phase of the MCR, and additional policy changes to the Rural Hamilton Official Plan are anticipated to be reflective of changes to the NEP.

#### *1.4 Greenbelt Plan (2017)*

The Greenbelt Plan, together with the Niagara Escarpment Plan and the Growth Plan, establishes a land use planning framework for the Greater Golden Horseshoe by identifying where urban growth can and cannot occur. In 2017, the mapping of the Greenbelt Protected Countryside was revised to remove lands already within the urban area within Stoney Creek that were subject to Area Specific Policy Area – Area H of the Fruitland-Winona Secondary Plan. In order to ensure the UHOP’s conformity with the Greenbelt Plan, text and mapping changes are required to reflect the removal of these lands from the Greenbelt Plan Protected Countryside, as identified in Appendices “C3” and “E” attached to PED21067(a).

All other conformity matters pertaining to the Greenbelt will be addressed through the future MCR conformity amendment to the RHOP.

## **RELEVANT CONSULTATION**

### **City Staff**

The proposed changes have been circulated to relevant City staff to provide input on the proposed changes. A detailed breakdown of Departments circulated by thematic area is contained within Appendix “F” attached to Report PED21067(a).

### **Indigenous Communities**

Staff have circulated the proposed Cultural Heritage Topic Area updates to 11 Indigenous community contacts, including the Mississaugas of the Credit First Nation, Six Nations Haudenosaunee Confederacy Chiefs Council, Haudenosaunee Development Institute, Six Nations of the Grand River Territory, Huron-Wendat, and Metis Nation of Ontario. The circulation was expanded to an additional 15 Indigenous communities based on advice from the Province. In addition, local Hamilton organizations serving the Indigenous community were also circulated.

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The Mississaugas of the Credit First Nation requested additional information and materials associated with the proposed updates and provided contact information for Planning staff to engage with further.

Six Nations of the Grand River acknowledged receipt of the correspondence but has not provided a formal response as of the date of the writing of this report.

The Huron-Wendat Nation Council had indicated they had no objections or issues with the proposed updates to Cultural Heritage policies and the inclusion of the Land Acknowledgement.

Other Indigenous communities did not respond to either the original circulation or follow up email correspondence.

It is noted that many Indigenous communities included on the Province’s list responded by directing Planning staff to Indigenous communities possessing Treaty Rights within the municipal boundary, and staff ensured that these communities were on the original consultation list of Indigenous communities.

Additional engagement with Indigenous communities will occur, as well as consultation with stakeholders and the public, as outlined in the proposed Public Consultation Strategy below.

## **ANALYSIS AND RATIONALE FOR RECOMMENDATION**

### **1.0 Topic-Based Approach**

Staff incorporated a topic-based approach to reviewing the Provincial Policy Statement, 2020 and Growth Plan for the Greater Golden Horseshoe, 2019 (as Amended), identifying UHOP policies that are in conformity with provincial policies and those UHOP policies that require updating to conform to provincial policies. UHOP policies requiring updating to conform to the Niagara Escarpment Plan were identified by Niagara Escarpment Commission staff directly. Key changes to UHOP policies to implement the revised provincial policies are identified by topic area, below.

<b>Topic Area</b>	<b>Key Changes to Provincial Policies</b>
Growth Management	<ul style="list-style-type: none"> <li>• Updated references to Our Future Hamilton community vision and GRIDS 2 10 Directions;</li> <li>• Updated population and employment growth targets as per Growth Plan Schedule 3;</li> <li>• Addition of a new policy to address Growth Plan policy 2.2.8.4 which permits adjustments to the</li> </ul>

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Topic Area	Key Changes to Provincial Policies
Growth Management (continued)	<p>urban boundary provided there is no net increase in land area within the urban boundary, only at the time of a municipal comprehensive review;</p> <ul style="list-style-type: none"> <li>• Addition of a new policy to clarify that expansions to the urban boundary in accordance with Growth Plan policies 2.2.8.5 and 2.2.8.6 will not be permitted;</li> <li>• Updated annual intensification target to 80%; and,</li> <li>• Updated density targets (employment areas, designated greenfield areas, urban growth centre, sub-regional and community nodes).</li> </ul>
Employment	<ul style="list-style-type: none"> <li>• Provincially Significant Employment Zone policies and associated mapping;</li> <li>• Identification of minimum Employment Density targets;</li> <li>• Compatibility policies between employment and sensitive land uses;</li> <li>• Policies to encourage intensification of employment areas; and,</li> <li>• Reduction in minimum size threshold for 'Major Office' to 4,000 sq m (from 10,000 sq m).</li> </ul>
Cultural Heritage	<ul style="list-style-type: none"> <li>• Inclusion of land acknowledgement within UHOP;</li> <li>• Engagement with Indigenous communities, when identifying, protecting and managing cultural heritage and archaeological resources; and,</li> <li>• Spiritual aspect of cultural heritage landscapes.</li> </ul>
Provincial Plans	<ul style="list-style-type: none"> <li>• Updated references to PPS, 2020 and Niagara Escarpment Plan; and,</li> <li>• Growth Plan, 2019, as Amended, added.</li> </ul>
Housing	<ul style="list-style-type: none"> <li>• Housing policies and targets for rental and affordable housing to be consistent with City's Housing and Homelessness Action Plan; and,</li> <li>• Intensification criteria needed to address access to public service facilities, access to active transportation.</li> <li>• Multiple dwellings to provide a mix of unit sizes (e.g., number of bedrooms).</li> </ul>
Climate-Related	<ul style="list-style-type: none"> <li>• Preparing for the impacts of a changing climate;</li> <li>• Assessment of infrastructure risks, vulnerabilities, and impacts of extreme weather;</li> <li>• Reducing greenhouse gas emissions;</li> </ul>

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Topic Area	Key Changes to Provincial Policies
Climate-Related (continued)	<ul style="list-style-type: none"> <li>• Energy conservation of municipally owned facilities;</li> <li>• Low impact development techniques;</li> <li>• Hazardous Forest Types for Wildland Fires; and,</li> <li>• Updated targets for Greenhouse Gas Emission reductions.</li> </ul>
Urban Structure	<ul style="list-style-type: none"> <li>• Introduction of Major Transit Station Areas as new Urban Structure element (further MTSA policy updates to be added through future amendment);</li> <li>• Intensification, redevelopment and compact form encouraged throughout the urban area in accordance with appropriate development standards to implement No Urban Boundary Expansion growth model;</li> <li>• Added permission for multiple dwellings to a maximum of six units within low density residential areas; and,</li> <li>• Clarity that maximum density permissions for residential uses in Neighbourhoods designation are for the purpose of Secondary Plans / Master Plans only.</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>• New green infrastructure policies;</li> <li>• Optimizing existing infrastructure and community services/facilities and promoting their adaptive reuse; and,</li> <li>• Prohibition of extension of municipal water and wastewater services to certain lands within the NEP.</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>• Active transportation encompassing more modes; and,</li> <li>• Complete streets approach to safety of all users.</li> </ul>
Glossary	<ul style="list-style-type: none"> <li>• Definitions and legislative references updated;</li> <li>• New definitions to be added include (amongst others): <ul style="list-style-type: none"> <li>- Agri-food network;</li> <li>- Complete streets;</li> <li>- Green infrastructure;</li> <li>- Hazardous forest types;</li> <li>- Impacts of a changing climate;</li> <li>- Low impact development, and,</li> <li>- Priority transit corridor.</li> </ul> </li> </ul>

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## **2.0 Conformity Update to UHOP**

Proposed updates to the UHOP, identified in Appendices “C” to “C8”, “D” and “E” attached to Report PED21067(a), are focussed on policy, glossary, and mapping revisions required to ensure the UHOP is brought into conformity with the PPS, Growth Plan, NEP and Greenbelt Plan. Future amendments to the UHOP are anticipated to address local community matters, including potential policy updates aligned with the new Residential Zoning project, and more robust policy updates respecting Major Transit Station Areas in association with LRT construction.

In advance of the Residential Zoning project completion, staff will be undertaking an evaluation of the existing Zoning By-laws to align permissions with the proposed Urban Hamilton Official Plan Amendment, attached as Appendix “A” to Report PED21067(a), as it relates to Low Density Residential uses. The proposed Zoning Amendments will align with the intent to provide more opportunities for intensification in the City’s low density areas, by allowing a wider range of permitted uses, including semi-detached dwellings, triplexes, fourplexes and street townhouse dwellings, in addition to single detached dwellings. Allowing greater diversification of building forms in low density residential areas will contribute to small scale intensification opportunities; make use of existing infrastructure and services, by accommodating the conversion of existing structures; and, will implement more sustainable infill opportunities throughout the Neighbourhoods designation.

The scope of the amendments to Hamilton Zoning By-law No. 6593, Ancaster Zoning By-law No. 87-57, Dundas Zoning By-law No. 3581-86, Glanbrook Zoning By-law No. 464, and Stoney Creek Zoning By-law No. 3692-92 have been identified in Appendix “I” attached to Report PED21067(a) and will be fully evaluated through the proposed consultation strategy. Staff will bring forward draft Zoning By-law Amendments for Council consideration in conjunction with the draft Amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan. The initial scope of the proposed zoning by-law amendments will be on all lands designated Neighbourhoods and/or Low Density Residential and lands that comply with the Medium Density and High Density performance stands not within a Secondary Plan area (eg on or in near proximity to an arterial road). This is because many of the Secondary Plans have neighbourhood specific density provisions that were developed after extensive community consultation and engagement. It is proposed that these designations and policies will be reviewed as part of the broader City-wide residential intensification review.

The proposed Urban Hamilton Official Plan Amendment, attached as Appendix “A” to Report PED21067(a), has been prepared to address the necessary conformity updates as identified by staff.

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### 3.0 Growth Management Strategy Update

Council's decision to accommodate the planned population and household growth within the existing urban area and not to expand the urban boundary translates into the need for policy updates to the Urban Hamilton Official Plan to ensure that there is alignment between the Official Plan and Council's direction on how to manage growth to 2051. Policy changes to implement the No Urban Boundary Expansion growth management strategy include:

- Policy changes to Section B.2 of Volume 1 direct that the City shall maintain a firm urban boundary, with all planned growth to 2051 being accommodated through development of the City's existing designated *greenfield area* and intensification throughout the *Urban Area*, and a limited amount of infill development within *Rural Hamilton*;
- Existing policies in Section B.2 which identify criteria to be considered prior to the expansion of the urban boundary are proposed to be deleted;
- New policies are proposed to be added which clarify that applications to expand the urban boundary will not be permitted in advance of a municipal comprehensive review; and,
- Updated intensification and density targets in keeping with the No Urban Boundary Expansion growth management strategy.

Corresponding changes to the Rural Hamilton Official Plan include:

- Reference to a firm urban boundary in Policy B.2.1 a) of Volume 1;
- Prohibiting the redesignation of Specialty Crop and Rural lands for non-agricultural uses; and,
- The removal of Special Policy Area B (Elfrida growth area) from Volume 3.

The proposed updates to the RHOP are included in Appendices "G" and "H" attached to Report PED21067(a).

### 4.0 Proposed Consultation Strategy

#### 4.1 Statutory and Non-Statutory Engagement and Timing of Consultation

Planning staff propose the commencement of 'non-statutory' engagement regarding the draft OPAs and proposed Zoning By-law Amendments during the months of February and March 2022 simultaneous with the review of the proposed OPAs by the Province. This will allow staff to receive initial feedback and concerns from Indigenous communities, the public and stakeholders, which may be addressed prior to the 'statutory' engagement.



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Following the Province’s 90-day review period of the OPAs, Planning staff will undertake the ‘statutory’ engagement for the draft OPAs, including the formal open house and public meeting, as per the *Planning Act*. These statutory engagements are expected to occur in Q1, 2022 and Q2, 2022.

Section 17 of the *Planning Act* requires municipalities to provide adequate information and material, including a copy of the draft official plan amendment, to the public at least 20 days prior to the statutory public meeting, and that the public is given an opportunity to make representations in respect of the proposed amendment at the statutory public meeting.

As noted above, Planning staff will continue to correspond with Indigenous communities and will continue to engage in further dialogue, as a component of the public consultation strategy with Indigenous communities.

To ensure that all stakeholders have full and complete information, and to ensure transparency of process, it is proposed that Planning staff be directed to prepare and release a Communications Update upon receipt of comments from the Province of Ontario on the proposed Official Plan Amendments. Based on the proposed timing, it is anticipated that these comments will be received a minimum of two weeks in advance of the Statutory public meeting on the proposed Official Plan Amendments.

#### 4.2 *Format of Public Consultation*

Due to COVID-19 restrictions, staff propose a consultation strategy that relies on virtual consultation and engagement processes, including the posting of the project on the Engage Hamilton portal, email correspondence, and virtual open houses (should public health restrictions change and in person engagement be permitted, staff will revise the public consultation strategy accordingly). Focused virtual stakeholder meetings will also be held. Information will be presented in a user-friendly manner, likely in the format of topic-based approach, and will focus on policy changes to align the UHOP with provincial policies. Since proposed updates directly relate to provincial conformity matters, staff anticipate the consultation will be targeted and informative.

Opportunities for involvement will include:

- Open Houses;
- Website updates with interactive content;
- Social media releases;
- Infographics and maps;
- Stakeholder consultation; and,
- Engagement with Indigenous communities.

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The following table/graphic summarizes the proposed consultation strategy, which aims to extend beyond those individuals and / or groups that traditionally engage in the planning process:

Consultation/Engagement Method	Targeted Audience
City of Hamilton Webpages: GRIDS 2 / MCR, OP Review, banner on Homepage	Residents, developers, environmental groups, community interest groups, stakeholders, neighbourhood associations, business owners, Home Builders Association, Chambers of Commerce, Business Improvement Areas, etc.
Engage Hamilton Page	Residents, developers, environmental groups, community interest groups, stakeholders, neighbourhood associations, business owners, Home Builders Association, Chambers of Commerce, Business Improvement Areas, etc.
Virtual Open Houses	Residents, developers, environmental groups, community interest groups, stakeholders, neighbourhood associations, business owners, Home Builders Association, Chambers of Commerce, Business Improvement Areas, etc.
Instagram, LinkedIn, Facebook (Meta)	Youth, tech-savvy individuals, professionals
Email blasts to GRIDS 2 / MCR email distribution list	Residents, developers, environmental groups, community interest groups, stakeholders, neighbourhood associations, business owners, Home Builders Association, Chambers of Commerce, Business Improvement Areas, etc.
Targeted meetings	Indigenous communities, stakeholders

Based on the consultation and engagement methods identified above, additional technical and graphic support will be required from the City's Creative Services Team.

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## **5.0 Outstanding Matters – Employment Land Review and Waterdown 5 ha Expansion Evaluation**

There are two outstanding matters that must be addressed through the GRIDS 2 / MCR process prior to the finalization of the draft OPAs. These matters include recommendations on deferred employment land conversion requests through the Employment Land Review, and urban boundary expansion requests in the vicinity of Waterdown.

Council directed staff to report back with a final recommendation regarding the six remaining Employment Land conversion requests which were deferred at the August 4, 2021 General Issues Committee meeting. The six deferred employment conversion requests total an area of approximately 101.8 ha. Following a final decision from Council on the deferred requests for conversion, there will be a requirement to confirm the Employment Area land need calculations to ensure that the City maintains the appropriate supply of employment land over the course of the planning horizon to 2051. A report to GIC regarding the deferred employment conversion requests and confirmation of the Employment Area land need will be presented in early 2022 prior to the statutory public meeting on the draft OPAs.

Council directed staff to evaluate urban boundary expansion requests concerning lands in the vicinity of Waterdown (up to a maximum of 5 ha, of which 50% may be for residential uses), using the Screening Criteria and Evaluation Tool (Waterdown) which was presented in August 2021 through Report PED17010(I). Staff are to report back with the results of the evaluation analysis and the results of this analysis will be included in the statutory public meeting.

## **6.0 Next Steps**

Following the submission of the proposed OPAs to the Province and with Council's approval, Planning staff will commence the public consultation strategy to inform and engage the public on the proposed updates to the UHOP, RHOP and Zoning By-laws for the Former Communities. The statutory open house and public meeting will be held in late April and early May 2022, with Council adoption targeted for late May / early June 2022, followed by the final Conformity Amendment submission to the Minister of Municipal Affairs and Housing prior to the July 1, 2022 deadline. The following table presents key dates in the consultation strategy:

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<b>Action / Item</b>	<b>Date</b>
Council endorsement of consultation on proposed Urban Hamilton Official Plan Amendment and Rural Hamilton Official Plan Amendment and Consultation Strategy	January 19, 2022
Proposed Official Plan Amendments and Supplementary Materials sent to MMAH	January 19, 2022
Open Houses/Non-Statutory Public Consultation	February – March 2022
End of Ministerial 90-Day Review Period / Provide Notice of Open House and Statutory Public Meeting	April 19, 2022
Statutory Open House	Late April, 2022
Statutory Public Meeting (Planning Committee)	Early May, 2022
Submission of Adopted Urban Hamilton Official Plan Amendment to MMAH for Approval	Late May / Early June 2022

## **ALTERNATIVES FOR CONSIDERATION**

Council could choose not to endorse releasing the Draft Urban Hamilton Official Plan Amendment and / or Rural Hamilton Official Plan Amendment for consultation. This alternative is not recommended as it

would result in the risk of delaying the GRIDS 2 / MCR process and failure to meet the provincial timelines set out in the *Planning Act*.

Council could direct staff not to proceed with the proposed zoning by-law changes and instead require proponents to make either an application for a rezoning or for a Minor Variance which would result in increased cost, timelines and uncertainty for proponents attempting to advance residential intensification projects resulting in a lower rate of growth.

## **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

### **Community Engagement and Participation**

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community

### **Economic Prosperity and Growth**

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

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**Healthy and Safe Communities**

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

**Clean and Green**

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.

**Built Environment and Infrastructure**

Hamilton is supported by state-of-the-art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

**Culture and Diversity**

Hamilton is a thriving, vibrant place for arts, culture, and heritage where diversity and inclusivity are embraced and celebrated.

**Our People and Performance**

Hamiltonians have a high level of trust and confidence in their City government.

**APPENDICES AND SCHEDULES ATTACHED**

- Appendix “A” - Proposed Urban Hamilton Official Plan Amendment
- Appendix “B” - Proposed Rural Hamilton Official Plan Amendment
- Appendix “C” - Table of Proposed Amendments to the Urban Hamilton Official Plan Text - Growth Management Topic Area
- Appendix “C1” - Table of Proposed Amendments to the Urban Hamilton Official Plan Text - Employment Topic Area
- Appendix “C2” - Table of Proposed Amendments to the Urban Hamilton Official Plan Text - Cultural Heritage Topic Area
- Appendix “C3” - Table of Proposed Amendments to the Urban Hamilton Official Plan Text - Provincial Plans Topic Area
- Appendix “C4” - Table of Proposed Amendments to the Urban Hamilton Official Plan Text - Housing Topic Area
- Appendix “C5” - Table of Proposed Amendments to the Urban Hamilton Official Plan Text - Climate Related Topic Area
- Appendix “C6” - Table of Proposed Amendments to the Urban Hamilton Official Plan Text - Urban Structure Topic Area
- Appendix “C7” - Table of Proposed Amendments to the Urban Hamilton Official Plan Text - Infrastructure Topic Area
- Appendix “C8” - Table of Proposed Amendments to the Urban Hamilton Official Plan Text - Transportation Topic Area

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- Appendix “D” - Table of Proposed Amendments to Urban Hamilton Official Plan Glossary Terms
- Appendix “E” - Table of Proposed Amendments to Urban Hamilton Official Plan Schedules, Appendices and Maps
- Appendix “F” - Table of Departments Circulated by Topic Area
- Appendix “G” - Table of Proposed Amendments to the Rural Hamilton Official Plan
- Appendix “H” - Table of Proposed Amendments to Rural Hamilton Official Plan Schedules, Appendices and Maps
- Appendix “I” - Table of Proposed Amendments to Zoning By-laws for the Former Communities
- Appendix “J” - MCR/GRIDS2 Workplan

**Schedule “1”**

## **PROPOSED Urban Hamilton Official Plan Amendment No. X**

The following text, together with:

**Volume 1**

Appendix “A”	Chapter A - Introduction
Appendix “B”	Chapter B – Communities
Appendix “C”	Chapter C – City Wide Systems and Designations
Appendix “D”	Chapter E – Urban Systems and Designations
Appendix “E”	Chapter F – Implementation
Appendix “F”	Chapter G – Glossary
Appendix “G”	Schedule A – Provincial Plans
Appendix “H”	Schedule E – Urban Structure
Appendix “I”	Schedule E-1 – Urban Land Use Designations
Appendix “J”	Schedule “X” – Provincially Significant Employment Zones (New)
Appendix “K”	Appendix B – Major Transportation Facilities and Routes

**Volume 2**

Appendix “L”	Chapter B – Secondary Plans
Appendix “M”	Map B.6.7-1 – Centennial Neighbourhoods Secondary Plan – Land Use Plan
Appendix “N”	Map B.6.7-2 – Centennial Neighbourhoods Secondary Plan – Maximum Building Heights in the Node
Appendix “O”	Map B.6.7-3 – Centennial Neighbourhoods Secondary Plan – Transportation and Connections
Appendix “P”	Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas
Appendix “Q”	Appendix A – Centennial Neighbourhoods Secondary Plan – Transition Areas
Appendix “R”	Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan

**Volume 3**

Appendix “S”	Chapter B – Urban Area Specific Policies
Appendix “T”	Chapter C – Urban Site Specific Policies
Appendix “U”	Map 1 – Area Specific Policies Key Map
Appendix “V”	Map H-1 – Hamilton Area Specific Policies
Appendix “W”	Map H-“X” – Hamilton Area Specific Policies (New)
Appendix “X”	Map H-“Y” – Hamilton Area Specific Policies (New)
Appendix “Y”	Map H-“Z” – Hamilton Area Specific Policies (New)
Appendix “Z”	Map 2 – Urban Site Specific Key Map
Appendix “AA”	Map 2a – Urban Site Specific Key Map (Lower City)

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

**1.0 Purpose and Effect:**

The purpose and effect of this Amendment is to amend, add, and delete policies and definitions to reflect the updated provincial policy framework and to implement Council direction for the No Urban Boundary Expansion growth strategy to accommodate population and job growth to the year 2051, as part of the City of Hamilton’s Municipal Comprehensive Review.

**2.0 Location:**

The lands affected by this Amendment are located within the Urban Area of the City of Hamilton.

**3.0 Basis:**

The basis for permitting this Amendment is:

- To update the Urban Hamilton Official Plan to conform to the Provincial Policy Statement, 2020, the Growth Plan for the Greater Golden Horseshoe, 2019, as amended, the Greenbelt Plan, 2017, and the Niagara Escarpment Plan, 2017.
- To update the Urban Hamilton Official Plan and Rural Hamilton Official Plan to implement Council direction for the No Urban Boundary Expansion growth management strategy.

**4.0 Actual Changes:**

**4.1 Volume 1 – Parent Plan**

***Text***

**4.1.1 Chapter A – Introduction**

a. That the following policies of Volume 1: Chapter A – Introduction be amended, added or deleted, as outlined in Appendix “A”, attached to this Amendment:

- |                |                      |                        |           |
|----------------|----------------------|------------------------|-----------|
| • Introduction | • A.2.1              | • A.2.3.3.1 (Existing) | • A.2.4   |
| • A.1.1        | • A.2.3              | • A.2.3.3.2            | • A.2.5.1 |
| • A.1.2        | • A.2.3.1            | • A.2.3.3.3 (Existing) | • A.2.5.2 |
| • A.1.3        | • A.2.3.2 (New)      | • A.2.3.3.4 (Existing) | • A.2.5.5 |
| • A.1.4        | • A.2.3.2 (Existing) | • A.2.3.3.5 (New)      |           |
| • A.1.6        |                      |                        |           |



4.1.2 Chapter B – Communities

a. That the following policies of Volume 1: Chapter B – Communities be amended, added or deleted, as outlined in Appendix “B”, attached to this Amendment:

- |                               |                 |                   |                         |
|-------------------------------|-----------------|-------------------|-------------------------|
| • B.1.0                       | • B.3.2.2       | • B.3.4.2.14      | • B.3.6.2               |
| • B.2.1.1                     | • B.3.2.2.1     | (Existing)        | • B.3.6.2.2             |
| • B.2.2.2 (Existing)          | • B.3.2.4.1     | • B.3.4.2.14      | • B.3.6.2.4             |
| • B.2.2.3 (Existing)          | • B.3.2.4.2     | (New)             | • B.3.6.2.6             |
| • B.2.2.4 (Existing)          | • B.3.2.4.7     | • B.3.4.4.2 (New) | • B.3.6.2.7             |
| • B.2.3 Heading<br>(Existing) | • B.3.2.4.8     | • B.3.4.4.5       | • B.3.6.5.9             |
| • B.2.3.1                     | • B.3.2.4.9     | • B.3.4.4.6       | • B.3.6.5.16<br>(New)   |
| • B.2.3.2                     | • B.3.2.4.10    | • B.3.4.4.9       | • B.3.6.5.17<br>(New)   |
| • B.2.3.3                     | • B.3.3.1.6     | • B.3.4.4.10      | • B.3.6.5.18<br>(New)   |
| • B.2.1.4.4                   | • B.3.3.2.5     | • B.3.4.5.2       | • B.3.7                 |
| • B.2.4.1.2                   | • B.3.3.2.8     | • B.3.4.5.5       | • B.3.7.1               |
| • B.2.4.1.2                   | • B.3.3.2.9     | • B.3.5.2.2 (New) | • B.3.7.2               |
| • B.2.4.1.3                   | • B.3.3.2.10    | • B.3.5.2.5       | • B.3.7.3 (New)         |
| • B.2.4.2.1                   | • B.3.3.9.6     | • B.3.5.2.12      | • B.3.7.3<br>(Existing) |
| • B.3.0                       | • B.3.3.10.8    | • B.3.5.2.13      | • B.3.7.4<br>(Existing) |
| • B.3.1                       | • B.3.4         | • B.3.5.2.14      | • B.3.7.7               |
| • B.3.1.2                     | • B.3.4.1.3     | (New)             | • B.3.7.8 (New)         |
| • B.3.1.15                    | • B.3.4.2.1 j)  | • B.3.5.2.16      |                         |
| • B.3.2.1.7                   | (New) B.3.4.2.7 | • B.3.5.3.10      |                         |
|                               | • B.3.4.2.8     | • B.3.5.6.1       |                         |
|                               | • B.3.4.2.9     |                   |                         |
|                               | • B.3.4.2.10    |                   |                         |

4.1.3 Chapter C – City Wide Systems and Designations

a. That the following policies of Volume 1: Chapter C – City Wide Systems and Designations be amended, added or deleted, as outlined in Appendix “C”, attached to this Amendment:

- |                  |                      |                       |                  |
|------------------|----------------------|-----------------------|------------------|
| • C.1.0          | • C.4.2.7            | • C.4.4.7             | • C.5.0          |
| • C.1.11         | • C.4.2.8            | • C.4.4.8             | • C.5.3.3 (New)  |
| • C.1.3.1        | • C.4.2.9 (New)      | • C.4.4.9             | • C.5.3.9        |
| • C.1.4          | • C.4.2.9 (Existing) | • C.4.4.10            | • C.5.3.10 (New) |
| • C.1.4.1 (New)  | • C.4.2.10           | • C.4.4.11            | • C.5.3.11       |
| • C.2.5.1        | • C.4.2.15           | • C.4.4.12            | • C.5.3.17 (New) |
| • C.2.8.3 (New)  | • C.4.2.16           | • C.4.4.13 (New)      | • C.5.4.1 (New)  |
| • C.2.11.5 (New) | • C.4.3              | • C.4.4.13 (Existing) | • C.5.4.9 (New)  |
| • C.2.13.4 (New) | • C.4.3.3            | • C.4.4.15            | • C.5.4.10 (New) |

- C.4.0
- C.4.1.1
- C.4.1.2
- C.4.1.3
- C.4.1.5
- C.4.1.6
- C.4.1.8 (New)
- C.4.2.1
- C.4.2.2 (New)
- C.4.2.4.1
- C.4.3.4
- C.4.3.5
- C.4.3.6 (New)
- C.4.4
- C.4.4.1
- C.4.2.2 (New)
- C.4.2.2 (Existing)
- C.4.4.5
- C.4.5.4
- C.4.5.6.5
- C.4.6.5
- C.4.5.6.7
- C.4.6
- C.4.6.1
- C.4.6.2
- C.4.6.3
- C.4.6.5
- C.5.5.6 (New)
- C.5.5.9 (New)
- C.5.6 (New)
- C.5.6.1 (New)
- C.5.7 (New Section)
- C.5.7.1 (New)
- C.5.7.2 (New)

**4.1.4 Chapter E – Urban Systems and Designations**

a. That the following policies of Volume 1: Chapter E – Urban Systems and Designations be amended, added or deleted, as outlined in Appendix “D”, attached to this Amendment:

- E.1.0 c), g) and h)
- E.2.1 a) and e)
- E.2.2.1
- E.2.2.1 c) (New)
- E.2.2.5 (New)
- E.2.2.6 (New)
- E.2.3.1.4
- E.2.3.1.9
- E.2.3.1.10
- E.2.3.1.14
- E.2.3.2.7
- E.2.3.2.11
- E.2.3.3.6
- E.2.3.3.7
- E.2.3.3.12
- E.2.4.1
- E.2.5 (New Section)
- E.2.5.1 (New)
- E.2.5.2 (New)
- E.2.5.3 (New)
- E.2.5.4 (New)
- E.2.7.7
- E.3.4.3
- E.3.4.4
- E.3.5.2
- E.3.5.3
- E.3.5.4
- E.3.5.8
- E.3.6.6
- E.3.6.7 (New)
- E.3.6.7 (Existing)
- E.4.5.11
- E.4.6.8
- E.4.6.14
- E.5.1.11
- E.5.1.16 (New)
- E.5.1.17 (New)
- E.5.1.18 (New)
- E.5.2.6
- E.5.2.7.1 b), g) (New), l) (New), m) (New)
- E.5.2.8 (New)
- E.5.4.2
- E.5.4.5
- E.5.5.3
- E.5.7 (New)

**4.1.5 Chapter F – Implementation**

a. That the following policies of Volume 1: Chapter F – Implementation be amended, added or deleted, as outlined in Appendix “E”, attached to this Amendment:

- F.1.1.10 c)
- F.1.1.13 (New)
- F.1.17.8 (New)
- Table F.1.19.1
- F.3.1.3.1
- F.3.1.3.2
- F.3.1.5.1
- F.3.2.11
- F.3.2.8 (New Section)
- F.3.1.8.1 (New)
- F.3.1.8.2 (New)
- F.3.1.8.3 (New)
- F.3.4.5
- F.3.4.5.1
- F.3.4.5.2 (New)
- Table F.3.4.2
- F.3.4.5.3 (New)
- Table F.3.4.3 (New)
- F.3.4.5.4 (New)
- F.3.5 Heading
- F.3.5.1
- F.3.5.2
- F.3.7 (New Section)
- F.3.7.1 (New)

#### 4.1.6 Chapter G – Glossary

- a. That Volume 1: Chapter G – Glossary be amended by revising, adding or deleting definitions, as outlined in Appendix "F".

### ***Schedules and Appendices***

#### 4.1.7 Schedules

- a. That Volume 1: Schedule A – Provincial Plans be amended, as shown on Appendix "G", attached to this Amendment.
- b. That Volume 1: Schedule E – Urban Structure be amended, as shown on Appendix "H", attached to this Amendment.
- c. That Volume 1: Schedule E-1 – Urban Land Use Designations be amended, as shown on Appendix "I", attached to this Amendment.
- d. That Volume 1: Schedule "X" – Provincially Significant Employment Zones be added, as shown on Appendix "J", attached to this Amendment.

#### 4.1.8 Appendices

- a. That Volume 1: Appendix B – Major Transportation Facilities and Routes be amended, as shown on Appendix "K", attached to this Amendment.

### **4.2 Volume 2 – Secondary Plans**

#### ***Text***

#### 4.2.1 Chapter B – Secondary Plans

- a. That Volume 2: Chapter B – Secondary Plans be amended to revise, add or delete policies, as outlined in Appendix "L", attached to this Amendment:
  - B.6.4.3.1 e)
  - B.3.7.13 g)
  - B.6.7.18.1
  - B.6.7.18.4
  - B.6.7.18.8
  - B.6.718.X (New)
  - B.7.4.18.8

#### ***Maps***

#### 4.2.2 Map

- a. That Volume 2: Map B.6.7-1 – Centennial Neighbourhoods Secondary Plan – Land Use Plan be amended, as shown on Appendix "M", attached to this Amendment.

- b. That Volume 2: Map B.6.7-2 – Centennial Neighbourhoods Secondary Plan – Maximum Building Heights in the Node be amended, as shown on Appendix “N”, attached to this Amendment.
- c. That Volume 2: Map B.6.7-3 – Centennial Neighbourhoods Secondary Plan – Transportation and Connections be amended, as shown on Appendix “O”, attached to this Amendment.
- d. That Volume 2: Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas be amended, as shown on Appendix “P”, attached to this Amendment.
- e. That Volume 2: Appendix A– Centennial Neighbourhoods Secondary Plan – Transition Areas be amended, as shown on Appendix “Q”, attached to this Amendment.
- f. That Volume 2: Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan be amended, as shown on Appendix “R”, attached to this Amendment.

**4.3 Volume 3 – Special Policy Areas, Area Specific Policies, and Site Specific Policies**

***Text***

**4.3.1 Chapter B – Urban Area Specific Policies**

- a. That Volume 3: Chapter B – Urban Area Specific Policies be amended to revise policies, as outlined in Appendix “S”, attached to this Amendment:

- UH-“X” (New)      • UH-“Y” (New)      • UH-“Z” (New)      • UH-“XX” (New)

**4.3.2 Chapter C – Urban Site Specific Policies**

- a. That Volume 3: Chapter C – Urban Site Specific Policies be amended to revise or add policies, as outlined in Appendix “T”, attached to this Amendment:

- UHN-“X” (New)      • UHN-“Z” (New)      • UHC-“X” (New)
- UHN-“Y” (New)      • UHN-“XX” (New)      • UHSCC-“X”

***Maps and Appendices***

**4.3.3 Maps**

- a. That Volume 3: Map 1 – Area Specific Policies Key Map be amended, as shown on Appendix “U”, attached to this Amendment.

- b. That Volume 3: Map H-1 – Hamilton Area Specific Policies be amended, as shown on Appendix “V”, attached to this Amendment.
- c. That Volume 3: Map H-“X” – Hamilton Area Specific Policies (New) be added, as shown on Appendix “W”, attached to this Amendment.
- d. That Volume 3: Map H-“Y” – Hamilton Area Specific Policies (New) be added, as shown on Appendix “X”, attached to this Amendment.
- e. That Volume 3: Map H-“Z” – Hamilton Area Specific Policies (New) be added, as shown on Appendix “Y”, attached to this Amendment.
- f. That Volume 3: Map 2 – Site Specific Policies Key Map be amended, as shown on Appendix “Z”, attached to this Amendment.
- g. That Volume 3: Map 2a – Site Specific Policies Key Map (Lower City) be amended, as shown on Appendix “AA”, 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 \_\_\_\_<sup>th</sup> day of \_\_\_\_, 2022.

**The  
City of Hamilton**

\_\_\_\_\_  
F. Eisenberger  
MAYOR

\_\_\_\_\_  
A. Holland  
CITY CLERK

Appendix “A” – Volume 1: Chapter A – Introduction

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Chapter A – Introduction            Hamilton is a city of many communities: diverse by nature of geography and history; united by a common future. Hamilton has a vision for its future – a vision for a vibrant, healthy, sustainable city. The vision, known as <del>Vision 2020</del> <b>Our Future Hamilton, that builds on Vision 2020</b>, has been shared by citizens, businesses, community groups, organizations and our local government since <del>1992</del> <b>2017</b>.            An Official Plan is a guiding document – its goals and policies move the City towards achieving its visions for the future – visions that are expressed both through <del>Vision 2020</del> <b>Our Future Hamilton</b> and the City’s Strategic Plan. ... This Plan and the policies contained herein implement many of the principles <del>expressed by in Vision 2020</del> <b>Our Future Hamilton</b> and the City’s Strategic Plan.</p>	<p>Chapter A – Introduction            Hamilton is a city of many communities: diverse by nature of geography and history; united by a common future. Hamilton has a vision for its future – a vision for a vibrant, healthy, sustainable city. The vision, known as <b>Our Future Hamilton, that builds on Vision 2020</b>, has been shared by citizens, businesses, community groups, organizations and our local government since 2017.            An Official Plan is a guiding document – its goals and policies move the City towards achieving its visions for the future – visions that are expressed both through <b>Our Future Hamilton</b> and the City’s Strategic Plan. ... This Plan and the policies contained herein implement many of the principles in <b>Our Future Hamilton</b> and the City’s Strategic Plan.</p>
<p><b>A.1.1 The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. This land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation. The City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.</b>            Hamilton is a dynamic city with unique geographic attributes. Its varied landscape includes an urban area which is the centre for employment uses, community services, and residential dwellings. ...</p>	<p>A.1.1 The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. This land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation. The City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.            Hamilton is a dynamic city with unique geographic attributes. Its varied landscape includes an urban area which is the centre for employment uses, community services, and residential dwellings. ...</p>
<p>A.1.2 <del>Hamilton’s Future – A Time for Change Over the next 30 years</del> <b>By 2051</b>, the City is expected to grow to achieve a population of <del>660,000</del> <b>820,000</b> and <del>300,000</del> <b>360,000</b> jobs. The shape, look and feel of the City will change - influenced not only by physical growth but by economic, <del>and</del> <b>demographic and climate</b> change, as well. An aging population, a declining number of people per household, the effects of the global economy on local companies, increasing pressures on community services, <b>the impacts of a changing climate</b>, and urban pressure on rural resources will result in change – physical, economic and social. The City will experience many</p>	<p>A.1.2 <b>Hamilton’s Future – A Time for Change</b>  <b>By 2051</b>, the City is expected to grow to achieve a population of 820,000 and 360,000 jobs. The shape, look and feel of the City will change - influenced not only by physical growth but by economic, demographic and climate change, as well. An aging population, a declining number of people per household, the effects of the global economy on local companies, increasing pressures on community services, <b>the impacts of a changing climate</b>, and urban pressure on rural resources will result in change – physical, economic and social.            The City will experience many changes over the</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>changes over the lifetime of this Plan. Change brings energy and opportunities. To effect positive change the City must harness that energy, take advantage of the opportunities, and manage any undesirable impacts.</p> <p><b>Responding to the <i>impacts of a changing climate</i> is an urgent challenge the City must face now and over the next 30 years. The City has declared a Climate Emergency and established a goal to achieve net zero carbon emissions by 2050. The implications of not responding to the Climate Emergency are dire. It is predicted that the number of very hot days per year (above 30 degree Celsius) will increase from an average of 16 between 1976 – 2005 to an average of 37 per year. In a high emissions scenario, the Province of Ontario would be anticipated to see an average annual temperature rise of 5.1 degrees Celsius, and Hamilton would be anticipated to see an average annual precipitation increase of 66.7 mm in the 2050s.</b></p> <p><b>These potentially severe consequences of climate change reinforce that actions to reduce and respond to the <i>impacts of a changing climate</i> will be required across all City departments, and will include both corporate and community initiatives. A climate change lens must be applied to all planning decisions going forward, as per the City’s Corporate Goals and Areas of Focus for Climate Change Mitigation and Adaptation, to plan for a City that is resilient to the <i>impacts of a changing climate</i>.</b></p> <p>Our location in the Golden Horseshoe, as well as the City’s strengthening relationship with the Greater Toronto Area (GTA) municipalities, provide both benefits and challenges. Hamilton has become an attractive place to live because of <del>its the</del> amenities and reasonable housing prices <b>relative to other cities in the region</b>. However, many of our residents <del>are commuting</del> <b>commute</b> to jobs outside Hamilton. One of the City’s key priorities is to increase employment opportunities within our boundaries. Another challenge is that our strong social service network serves populations <del>both within and outside the City</del> <b>and reside both within and outside the City</b>.</p>	<p>lifetime of this Plan. Change brings energy and opportunities. To effect positive change the City must harness that energy, take advantage of the opportunities, and manage any undesirable impacts. Responding to the <i>impacts of a changing climate</i> is an urgent challenge the City must face now and over the next 30 years. The City has declared a Climate Emergency and established a goal to achieve net zero carbon emissions by 2050. The implications of not responding to the Climate Emergency are dire. It is predicted that the number of very hot days per year (above 30 degree Celsius) will increase from an average of 16 between 1976 – 2005 to an average of 37 per year. In a high emissions scenario, the Province of Ontario would be anticipated to see an average annual temperature rise of 5.1 degrees Celsius, and Hamilton would be anticipated to see an average annual precipitation increase of 66.7 mm in the 2050s.</p> <p>These potentially severe consequences of climate change reinforce that actions to reduce and respond to the <i>impacts of a changing climate</i> will be required across all City departments, and will include both corporate and community initiatives. A climate change lens must be applied to all planning decisions going forward, as per the City’s Corporate Goals and Areas of Focus for Climate Change Mitigation and Adaptation, to plan for a City that is resilient to the <i>impacts of a changing climate</i>.</p> <p>Our location in the Golden Horseshoe, as well as the City’s strengthening relationship with the Greater Toronto Area (GTA) municipalities, provide both benefits and challenges. Hamilton has become an attractive place to live because of its amenities and reasonable housing prices relative to other cities in the region. However, many of our residents commute to jobs outside Hamilton. One of the City’s key priorities is to increase employment opportunities within our boundaries. Another challenge is that our strong social service network serves populations who require assistance and reside both within and outside the City.</p>
<p>A.1.3 Function of the Official Plan  This Plan projects a long-term vision for the physical <i>development</i> of the City <del>over the next 30 years</del> <b>to 2051</b>. <del>It’s</del> The policies provide the direction for managing long term <i>development</i> to achieve social, economic and environmental objectives of the City’s vision. The Plan:</p>	<p>A.1.3 Function of the Official Plan  This Plan projects a long-term vision for the physical <i>development</i> of the City to 2051. The policies provide the direction for managing long term <i>development</i> to achieve social, economic and environmental objectives of the City’s vision. The Plan:</p>



<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<ul style="list-style-type: none"> <li>• <del>is one of the primary implementation arms of Vision 2020</del> <b>Implements Our Future Hamilton</b> and the City’s Strategic Plan;</li> <li>• is a legal document whose origin is derived from the <u>Planning Act, R.S.O., 1990 c. P.13</u>;</li> <li>• builds on the concepts of provincial initiatives that support the building of strong communities [such as the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, the <del>Greenbelt</del> <b>Niagara Escarpment</b> Plan]; and,</li> <li>• is one of the key implementation mechanisms for the City’s Growth Strategy (GRIDS 2) and other corporate initiatives, including Master Plans (Transportation and Infrastructure, Recreational, <b>Parks</b>), <del>and</del> the Social Development Strategy, <b>the Corporate Energy and Sustainability Policy and the Community Climate Change Action Plan</b>. The Urban Hamilton Official Plan applies to lands within the <i>urban area</i>.</li> </ul>	<ul style="list-style-type: none"> <li>• Implements Our Future Hamilton and the City’s Strategic Plan;</li> <li>• is a legal document whose origin is derived from the <u>Planning Act, R.S.O., 1990 c. P.13</u>;</li> <li>• builds on the concepts of provincial initiatives that support the building of strong communities [such as the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, the Niagara Escarpment Plan]; and,</li> <li>• is one of the key implementation mechanisms for the City’s Growth Strategy (GRIDS 2) and other corporate initiatives, including Master Plans (Transportation and Infrastructure, Recreational, Parks), the Social Development Strategy, the Corporate Energy and Sustainability Policy and the Community Climate Change Action Plan. The Urban Hamilton Official Plan applies to lands within the <i>urban area</i>.</li> </ul>
<p>A.1.4 Principles of the Official Plan  The Official Plan plays a major role in setting a framework of actions that will lead to the sustainable, healthy future envisioned by <del>Vision 2020</del> <b>Our Future Hamilton</b> and the City’s Strategic Plan. The framework of the Official Plan is centred on the following principles:</p> <ul style="list-style-type: none"> <li>• compact and healthy urban communities that provide opportunities to live, work, play, and learn;</li> <li>• a strong rural community protected by firm urban boundaries;</li> <li>• environmental systems – land, air and water – that are protected and enhanced;</li> <li>• balanced transportation networks that offer choice so people can walk, cycle, take transit, or drive, and recognize the importance of goods movement to our local economy;</li> <li>• <b>reducing Greenhouse Gas (GHG) emissions and adapting to the impacts of a changing climate;</b></li> <li>• a growing, strong, prosperous and diverse economy;</li> <li>• <b>a wide range and healthy supply of housing options for current and future residents;</b></li> <li>• <b>planning for a City that is equitable and inclusive, and which meets the evolving needs of Hamilton’s diverse population;</b></li> <li>• financial stability; and,</li> <li>• strategic and wise use of infrastructure services and existing built environment.</li> </ul>	<p>A.1.4 Principles of the Official Plan  The Official Plan plays a major role in setting a framework of actions that will lead to the sustainable, healthy future envisioned by Our Future Hamilton and the City’s Strategic Plan. The framework of the Official Plan is centred on the following principles:</p> <ul style="list-style-type: none"> <li>• compact and healthy urban communities that provide opportunities to live, work, play, and learn;</li> <li>• a strong rural community protected by firm urban boundaries;</li> <li>• environmental systems – land, air and water – that are protected and enhanced;</li> <li>• balanced transportation networks that offer choice so people can walk, cycle, take transit, or drive, and recognize the importance of goods movement to our local economy;</li> <li>• reducing Greenhouse Gas (GHG) emissions and adapting to the <i>impacts of a changing climate</i>;</li> <li>• a growing, strong, prosperous and diverse economy;</li> <li>• a wide range and healthy supply of housing options for current and future residents;</li> <li>• planning for a City that is equitable and inclusive, and which meets the evolving needs of Hamilton’s diverse population;</li> <li>• financial stability; and, strategic and wise use of infrastructure services and existing built environment.</li> </ul>
<p>A.1.6 Supporting Plans and Strategies  This Official Plan relies on legislation, strategies, plans and guidelines as implementation tools to move</p>	<p>A.1.6 Supporting Plans and Strategies  This Official Plan relies on legislation, strategies, plans and guidelines as implementation tools to</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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<p>the City’s communities forward to meet, not only City directions, but also provincial requirements. Examples include:</p> <ul style="list-style-type: none"> <li>• Growth Related Integrated Development Strategy (GRIDS 2) - The purpose of GRIDS 2 is to integrate growth management for land use and community services to achieve the City’s Vision through the long-term <i>development</i> of land uses and services based on environmental priorities, social issues, economic opportunities and population studies.</li> <li>• ...</li> <li>• <b>Other Initiatives – The City has developed a Corporate Energy and Sustainability Policy, a Community Climate Change Action Plan, and developed Corporate Goals and Areas of Focus for Climate Mitigation and Adaptation to provide a comprehensive, coordinated and multidisciplinary approach to climate change mitigation and adaptation. These plans will require, where possible, incentivize and encourage environmental sustainability including reducing GHG emissions and improving climate resiliency.</b></li> </ul>	<p>move the City’s communities forward to meet, not only City directions, but also provincial requirements. Examples include:</p> <ul style="list-style-type: none"> <li>• Growth Related Integrated Development Strategy (GRIDS 2) - The purpose of GRIDS 2 is to integrate growth management for land use and community services to achieve the City’s Vision through the long-term <i>development</i> of land uses and services based on environmental priorities, social issues, economic opportunities and population studies.</li> <li>• ...</li> <li>• Other Initiatives – The City has developed a Corporate Energy and Sustainability Policy, a Community Climate Change Action Plan, and developed Corporate Goals and Areas of Focus for Climate Mitigation and Adaptation to provide a comprehensive, coordinated and multidisciplinary approach to climate change mitigation and adaptation. These plans will require, where possible, incentivize and encourage environmental sustainability including reducing GHG emissions and improving climate resiliency.</li> </ul>
<p>A.2.1 <del>Vision 2020</del> <b>Our Future Hamilton</b>  The City has <b>long</b> been a leader in the area of community sustainability. In 1992, the former Region of Hamilton-Wentworth adopted Vision 2020. <del>In 2002, the City undertook a review of the Vision in light of many changes that had taken place within the previous 10 years. The ‘Building a Strong Foundation’ public consultation process renewed not only the City’s commitment, but also the community’s commitment to making informed decisions based on environmental, economic and social considerations. The updated vision was adopted by City Council in September, 2003.</del> <b>Adopted by Council in 2016, Our Future Hamilton provides a 25-year community vision that builds on the legacy of Vision 2020, and reflects the values and aspirations of the nearly 55,000 residents who participated in the visioning process.</b></p> <p><b>Hamilton’s Vision 2020</b>  As citizens, businesses and government of the City of Hamilton we accept responsibility for making decisions that lead to a healthy, sustainable future. We celebrate our strengths as a vibrant, diverse City of natural beauty nestled around the Niagara Escarpment and Hamilton Harbour. We are able to achieve our full potential through safe access to clean air and water, food, shelter, education, satisfying employment, spirituality and culture. We weigh social/health, economic and environmental costs, benefits and risks equally when making</p>	<p>A.2.1 Our Future Hamilton  The City has long been a leader in the area of community sustainability. In 1992, the former Region of Hamilton-Wentworth adopted Vision 2020. Adopted by Council in 2016, Our Future Hamilton provides a 25-year community vision that builds on the legacy of Vision 2020, and reflects the values and aspirations of the nearly 55,000 residents who participated in the visioning process. Our Future Hamilton – Community Priorities Community Engagement and Participation – Our Future Hamilton is a collaborative place where...</p> <ul style="list-style-type: none"> <li>• People work together and make a positive impact on the community.</li> <li>• Citizens are consulted and involved in making the decisions that impact them.</li> <li>• A passion and sense of pride for the city exists among residents, driving volunteerism and community-based initiatives.</li> </ul> <p>Economic Prosperity &amp; Growth – Our Future Hamilton is an ambitious place where...</p> <ul style="list-style-type: none"> <li>• People successfully provide for themselves and their families and have opportunities to grow and develop.</li> <li>• Post-secondary institutions and businesses collaborate with the City, contributing to the success of our economy.</li> <li>• Residents can work in the city in one of the increasing number of quality, well-paying local jobs.</li> <li>• A prosperous and diverse local and regional</li> </ul>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p> <p>decisions.</p> <p><del><b>Action</b> – Sustainable community goals, strategies and targets are achieved by committing resources and acting decisively.</del></p> <p><del><b>Access</b> – People have the ability to contribute and participate in community life regardless of physical and mental ability, income, age, gender, spiritual or cultural background or geographic location.</del></p> <p><del><b>Accountability</b> – Community leaders measure and report on progress in achieving the Vision.</del></p> <p><del><b>Adaptability</b> – We learn from the past and take action to create positive change.</del></p> <p><b>Our Future Hamilton – Community Priorities</b></p> <p><b>Community Engagement and Participation – Our Future Hamilton is a collaborative place where...</b></p> <ul style="list-style-type: none"> <li>• <b>People work together and make a positive impact on the community.</b></li> <li>• <b>Citizens are consulted and involved in making the decisions that impact them.</b></li> <li>• <b>A passion and sense of pride for the city exists among residents, driving volunteerism and community-based initiatives.</b></li> </ul> <p><b>Economic Prosperity &amp; 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Green – Our Future Hamilton is an environmentally sustainable place where...</b></p> <ul style="list-style-type: none"> <li>• <b>A flourishing natural environment enriches the quality of life for community members.</b></li> <li>• <b>Organizations take a leadership role and operate in a sustainable manner.</b></li> <li>• <b>Everyone has a deep understanding and respect for the natural environment and its</b></li> </ul>	<p><b>Bolded text = text to be added</b></p> <p>economy benefits all residents.</p> <p><b>Healthy &amp; Safe Communities – Our Future Hamilton is a caring place where...</b></p> <ul style="list-style-type: none"> <li>• <b>People lead happy lives in safe neighbourhoods and friendly communities.</b></li> <li>• <b>We all have access to the services and supports we need to be healthy and active.</b></li> <li>• <b>Our city is safe and inviting, and people continue to work together to take care of and support each other.</b></li> </ul> <p><b>Clean &amp; Green – Our Future Hamilton is an environmentally sustainable place where...</b></p> <ul style="list-style-type: none"> <li>• <b>A flourishing natural environment enriches the quality of life for community members.</b></li> <li>• <b>Organizations take a leadership role and operate in a sustainable manner.</b></li> <li>• <b>Everyone has a deep understanding and respect for the natural environment and its important contribution to our lives.</b></li> </ul> <p><b>Built Environment &amp; Infrastructure – Our Future Hamilton is a people friendly place where...</b></p> <ul style="list-style-type: none"> <li>• <b>The quality of life, well-being and enjoyment of its residents influences design and planning</b></li> <li>• <b>It is easy to get around our city and Hamilton’s transportation systems are well-connected regionally.</b></li> <li>• <b>Hamilton is connected to its rich history through architecture.</b></li> <li>• <b>Public spaces are well maintained and vibrant, with greenspace and attractions for residents and visitors.</b></li> <li>• <b>Neighbourhoods have a variety of homes and amenities.</b></li> </ul> <p><b>Culture &amp; Diversity – Our Future Hamilton is a vibrant place where...</b></p> <ul style="list-style-type: none"> <li>• <b>People of all ages, backgrounds and abilities are accepted and celebrated.</b></li> <li>• <b>There is always something to do in Hamilton, with a year-round calendar of events and a thriving local arts scene.</b></li> <li>• <b>All of our downtown areas are bustling centres of economic and community activity.</b></li> <li>• <b>People of all backgrounds, ages and abilities call Hamilton home and have access to the support and opportunities they need to succeed.</b></li> </ul> <p>In addition to Our Future Hamilton, the first phase of the City’s updated Growth Related Integrated Strategy (GRIDS2) identified the following 10 ‘Directions’ endorsed by Council to evaluate decisions related to urban growth and development,</p>

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<p><b>important contribution to our lives.</b>  <b>Built Environment &amp; Infrastructure – Our Future Hamilton is a people friendly place where...</b></p> <ul style="list-style-type: none"> <li>• <b>The quality of life, well-being and enjoyment of its residents influences design and planning</b></li> <li>• <b>It is easy to get around our city and Hamilton’s transportation systems are well-connected regionally.</b></li> <li>• <b>Hamilton is connected to its rich history through architecture.</b></li> <li>• <b>Public spaces are well maintained and vibrant, with greenspace and attractions for residents and visitors.</b></li> <li>• <b>Neighbourhoods have a variety of homes and amenities.</b></li> </ul> <p><b>Culture &amp; Diversity – Our Future Hamilton is a vibrant place where...</b></p> <ul style="list-style-type: none"> <li>• <b>People of all ages, backgrounds and abilities are accepted and celebrated.</b></li> <li>• <b>There is always something to do in Hamilton, with a year-round calendar of events and a thriving local arts scene.</b></li> <li>• <b>All of our downtown areas are bustling centres of economic and community activity.</b></li> <li>• <b>People of all backgrounds, ages and abilities call Hamilton home and have access to the support and opportunities they need to succeed.</b></li> </ul> <p><del>In addition to the Vision, Phase 1 of the GRIDS program identified nine ‘Directions’ to guide development decisions. These directions inform the requirements for background studies and were used as the basis for creating development options and growth policy concepts. The directions also informed the development of this Official Plan.</del></p> <p><b>In addition to Our Future Hamilton, the first phase of the City’s updated Growth Related Integrated Strategy (GRIDS2) identified the following 10 ‘Directions’ endorsed by Council to evaluate decisions related to urban growth and development, and have informed the development options and growth policy concepts provided in the 10-year update to this Official Plan.</b></p> <p><del>Nine</del> <b>Ten Directions to Guide Development:</b></p> <p><del>Direction #1</del>  <del>Encourage a compatible mix of uses in neighbourhoods that provide opportunities to live, work, and play.</del> <b>Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.</b></p> <p><del>Direction #2</del>  <del>Concentrate new development within existing built-up areas and within a firm urban boundary.</del> <b>Encourage</b></p>	<p>and have informed the development options and growth policy concepts provided in the 10-year update to this Official Plan.</p> <p>Ten Directions to Guide Development:</p> <p>Direction #1  Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.</p> <p>Direction #2  Encourage a compatible mix of uses in neighbourhoods, including a range of housing types and affordabilities, that provide opportunities to live, work, learn, shop and play, promoting a healthy, safe and complete community.</p> <p>Direction #3  Concentrate new development and infrastructure within existing built-up areas and within the urban boundary through intensification and adaptive re-use.</p> <p>Direction #4  Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape.</p> <p>Direction #5  Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and spirituality.</p> <p>Direction #6  Retain and intensify existing employment land, attract jobs in Hamilton’s strength areas and targeted new sectors, and support access to education and training for all residents.</p> <p>Direction #7  Expand transportation options through the development of complete streets that encourage travel by foot, bike and transit, and enhance efficient inter-regional transportation connections.</p> <p>Direction #8  Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.</p> <p>Direction #9  Protect ecological systems and the natural environment, reduce waste, improve air, land and water quality, and encourage the use of green infrastructure.</p> <p>Direction #10  Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and communities, protect cultural heritage resources, and support arts and culture as an important part of community identity.</p>

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<p><b>a compatible mix of uses in neighbourhoods, including a range of housing types and affordabilities, that provide opportunities to live, work, learn, shop and play, promoting a healthy, safe and complete community.</b></p> <p>Direction #3  <del>Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and enjoyment of the rural landscape. In Rural Hamilton Official Plan. Concentrate new development and infrastructure within existing built-up areas and within the urban boundary through intensification and adaptive re-use.</del></p> <p>Direction #4  <del>Design neighbourhoods to improve access to community life.</del> <b>Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape.</b></p> <p>Direction #5  <del>Retain and attract jobs in Hamilton’s strength areas and in targeted new sectors.</del> <b>Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and spirituality.</b></p> <p>Direction #6  <del>Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.</del> <b>Retain and intensify existing employment land, attract jobs in Hamilton’s strength areas and targeted new sectors, and support access to education and training for all residents.</b></p> <p>Direction #7  <del>Maximize the use of existing buildings, infrastructure and vacant or abandoned land.</del> <b>Expand transportation options through the development of complete streets that encourage travel by foot, bike and transit, and enhance efficient inter-regional transportation connections.</b></p> <p>Direction #8  <del>Protect ecological systems and improve air, land and water quality.</del> <b>Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.</b></p> <p>Direction #9  <del>Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and settlements.</del> <b>Protect ecological systems and the natural environment, reduce waste, improve air, land and water quality, and encourage the use of green infrastructure.</b></p> <p><b>Direction #10</b></p>	

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Insert new Policy A.2.3.2 and renumber subsequent policies. <b>A.2.3.2 Household Forecasts – City Wide</b> Hamilton’s <b>2051</b> household forecasts are as follows: <b>Table A.2 – Household Forecasts, 2021-2051</b>	A.2.3.2 Household Forecasts – City Wide Hamilton’s 2051 household forecasts are as follows: Table A.2 – Household Forecasts, 2021-2051																												
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<p>Downtown Urban Growth Centre Density Target A.2.3.3.1 Hamilton’s <i>Downtown Urban Growth Centre</i> shall be <del>planned</del> <b>has been</b> planned to achieve a minimum gross density of <del>250</del><b>500</b> people and jobs per hectare by <del>2035</del><b>2051</b>. Overall density in excess of this target may be achievable and desirable.</p>	<p>Downtown Urban Growth Centre Density Target A.2.3.4.1 Hamilton’s <i>Downtown Urban Growth Centre</i> has been planned to achieve a minimum gross density of 500 people and jobs per hectare by 2051. Overall density in excess of this target may be achievable and desirable.</p>																								
<p><del>A.2.3.3.2 Increases to the Downtown Urban Growth Centre density target shall be considered as part of a review of the Downtown Secondary Plan. The review of the Downtown Secondary Plan shall consider the results of office and employment strategy studies and infrastructure needs studies completed for the downtown area.</del></p>																									
<p>Greenfield Density Target A.2.3.3.3 <i>Greenfield areas</i> shall be planned to achieve an overall minimum density of <del>50</del> <b>60</b> people and jobs per hectare. The <i>greenfield</i> density target shall be measured over Hamilton’s <i>greenfield area</i>, excluding natural heritage features designated in this Plan, <b>right-of-way for electrical transmission lines, energy transmission pipelines, roads classified as freeways, as defined and mapped as part of the Ontario Road Network, as well as railways, employment areas, and cemeteries.</b> <del>The greenfield area includes designated employment areas. On employment lands, the City shall plan to meet a density target of 37 people and jobs per hectare. On non-employment lands, densities will need to achieve a minimum average density of 70 persons and jobs per hectare to meet the overall density target.</del></p>	<p>Greenfield Density Target A.2.3.3.3 <i>Greenfield areas</i> shall be planned to achieve an overall minimum density of 60 people and jobs per hectare. The <i>greenfield</i> density target shall be measured over Hamilton’s <i>greenfield area</i>, excluding natural heritage features designated in this Plan, right-of-way for electrical transmission lines, energy transmission pipelines, roads classified as freeways, as defined and mapped as part of the Ontario Road Network, as well as railways, <i>employment areas</i>, and cemeteries.</p>																								
<p>A.2.3.3.4 Hamilton is required to <del>achieve a minimum of 40</del> <b>The City shall</b> plan to achieve a minimum of <del>26,500</del><b>88,280</b> of all residential <i>development</i> occurring annually within its <i>built-up area</i> by 2015. A total of <del>26,500</del><b>88,280</b> units are to be accommodated within the <i>built-up area</i> between <del>2004</del><b>2021</b> and <del>2031</del><b>2051</b>. The <i>built-up area</i> for Hamilton is identified on Appendix G.</p>	<p>A.2.3.3.4 The City shall plan to achieve a minimum of 80% of all residential <i>development</i> occurring annually within its <i>built-up area</i>. A total of 88,280 units are to be accommodated within the <i>built-up area</i> between 2021 and 2051. The <i>built-up area</i> for Hamilton is identified on Appendix G.</p>																								

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<p><del>Grey highlighted strikethrough text = text to be deleted</del></p> <p>Insert new Policy A.2.3.3.5, as follows:  <b>A.2.3.3.5 Employment Area Density Targets</b>  <b>Hamilton’s Employment Areas are planned to achieve an overall density target of 29 jobs per hectare by the year 2051. The density target prescribed to each Employment Area land use designation shall be the average of all lands within the designation determined based on the nature of the employment uses anticipated for these areas over the planning horizon, as follows:</b>  <b>Table A.3. Employment Area Densities</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;">Designation</th> <th style="width: 30%;">Average Density in people and jobs per hectare</th> </tr> </thead> <tbody> <tr> <td><b>Industrial Land</b></td> <td><b>21.0</b></td> </tr> <tr> <td><b>Business Park</b></td> <td><b>38.0</b></td> </tr> <tr> <td><b>Airport Employment Growth District</b></td> <td><b>30.0</b></td> </tr> <tr> <td><b>Shipping and Navigation</b></td> <td><b>21.0</b></td> </tr> </tbody> </table>	Designation	Average Density in people and jobs per hectare	<b>Industrial Land</b>	<b>21.0</b>	<b>Business Park</b>	<b>38.0</b>	<b>Airport Employment Growth District</b>	<b>30.0</b>	<b>Shipping and Navigation</b>	<b>21.0</b>	<p><b>Bolded text = text to be added</b></p> <p>A.2.3.3.5 Employment Area Density Targets            Hamilton’s Employment Areas are planned to achieve an overall density target of 29 jobs per hectare by the year 2051. The density target prescribed to each Employment Area land use designation shall be the average of all lands within the designation determined based on the nature of the employment uses anticipated for these areas over the planning horizon, as follows:            Table A.3. Employment Area Densities</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;">Designation</th> <th style="width: 30%;">Average Density in people and jobs per hectare</th> </tr> </thead> <tbody> <tr> <td>Industrial Land</td> <td>21.0</td> </tr> <tr> <td>Business Park</td> <td>38.0</td> </tr> <tr> <td>Airport Employment Growth District</td> <td>30.0</td> </tr> <tr> <td>Shipping and Navigation</td> <td>21.0</td> </tr> </tbody> </table>	Designation	Average Density in people and jobs per hectare	Industrial Land	21.0	Business Park	38.0	Airport Employment Growth District	30.0	Shipping and Navigation	21.0
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<p>A.2.5.1 Provincial Policy Statement            The Provincial Policy Statement, <del>2005</del> <b>2020</b> was issued under the authority of the Planning Act,</p>	<p>A.2.5.1 Provincial Policy Statement            The Provincial Policy Statement, 2020 was issued under the authority of the Planning Act, R.S.O.,</p>																				



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<p>R.S.O., 1990 c. P.13, and provides policy direction on matters of provincial interest related to land use planning and <i>development</i>. ...</p> <p>The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. It includes enhanced policies on issues that affect communities, such as: the efficient use and management of land and infrastructure; <b>improving air quality, energy conservancy and reducing greenhouse gas emissions</b>; protection of the environment and resources, including agricultural resources and <i>mineral aggregate resources</i>; and ensuring appropriate opportunities are provided for employment and residential <i>development</i>, including support for a mix of uses.</p>	<p><b>1990 c. P.13</b>, and provides policy direction on matters of provincial interest related to land use planning and <i>development</i>. ...</p> <p>The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. It includes enhanced policies on issues that affect communities, such as: the efficient use and management of land and infrastructure; improving air quality, energy conservancy and reducing greenhouse gas emissions; protection of the environment and resources, including agricultural resources and <i>mineral aggregate resources</i>; and ensuring appropriate opportunities are provided for employment and residential <i>development</i>, including support for a mix of uses.</p>
<p>A.2.5.2 The Niagara Escarpment Plan ... The objectives and policies of the Niagara Escarpment Plan (1985, last amended <del>2005</del><b>2017</b>) strike a balance between <i>development</i>, preservation and the enjoyment of this important resource.</p>	<p>A.2.5.2 The Niagara Escarpment Plan ... The objectives and policies of the Niagara Escarpment Plan (1985, last amended 2017) strike a balance between <i>development</i>, preservation and the enjoyment of this important resource.</p>
<p>A.2.5.5 Growth Plan for the Greater Golden Horseshoe</p> <p>The Growth Plan for the Greater Golden Horseshoe was <b>originally</b> released in June 2006 to build stronger and more prosperous communities by better managing growth by 2031. The <b>current</b> Plan, <b>(2019, as amended) extended the timeframe to the year 2051, and</b> is based on a series of guiding principles which are aimed at building compact, complete and vibrant communities; <b>providing a range of housing options including affordable housing</b>; managing growth to support a strong competitive economy; making more efficient and effective use of infrastructure <b>and public service facilities</b>; <b>conserving and promoting cultural heritage resources</b>; <del>and</del> protecting and enhancing our natural resources including land, air and water; <b>and planning for more resilient communities and infrastructure that are adaptive to the impacts of a changing climate and incorporate approaches to reducing greenhouse gas emissions</b>. This vision will be realized though partnerships with other levels of government, the private sector, residents and non-profit agencies. The Official Plan must conform to the Growth Plan for the Greater Golden Horseshoe.</p>	<p>A.2.5.5 Growth Plan for the Greater Golden Horseshoe</p> <p>The Growth Plan for the Greater Golden Horseshoe was originally released in June 2006 to build stronger and more prosperous communities by better managing growth by 2031. The current Plan, (2019, as amended) extended the timeframe to the year 2051, and is based on a series of guiding principles which are aimed at building compact, complete and vibrant communities; providing a range of housing options including affordable housing; managing growth to support a strong competitive economy making more efficient and effective use of infrastructure and public service facilities; conserving and promoting cultural heritage resources; protecting and enhancing our natural resources including land, air and water; and planning for more resilient communities and infrastructure that are adaptive to the impacts of a changing climate and incorporate approaches to reducing greenhouse gas emissions. This vision will be realized though partnerships with other levels of government, the private sector, residents and non-profit agencies. The Official Plan must conform to the Growth Plan for the Greater Golden Horseshoe.</p>

Appendix “B” – Volume 1: Chapter B – Communities

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>B.1.0 INTRODUCTION</p> <p>The strength and quality of our communities is derived from the individual components of the built, natural, social and cultural environments, <del>supported</del> <b>which supports and are further enhanced</b> by a strong economy. This section of the Plan contains policies that direct the physical shape and quality of these distinct, yet interrelated components, and promote a culture of creativity and innovation.</p> <p>...</p> <ul style="list-style-type: none"> <li>• Health and safety in our communities is essential. Policies ensure that our communities are safe and healthy, <b>mitigate and adapt to the impacts of a changing climate, improve resilience, reduce greenhouse gas emissions, and contribute to environmental sustainability.</b> A broad interpretation of health recognizes the inter-relationships between all aspects of our environment and the impacts on the health of citizens. Policies in this section enable healthy lifestyles, promote a healthy and safe community, and promote a high quality of life.</li> </ul>	<p>B.1.0 INTRODUCTION</p> <p>The strength and quality of our communities is derived from the individual components of the built, natural, social and cultural environments, which supports and are further enhanced by a strong economy. This section of the Plan contains policies that direct the physical shape and quality of these distinct, yet interrelated components, and promote a culture of creativity and innovation.</p> <p>...</p> <ul style="list-style-type: none"> <li>• Health and safety in our communities is essential. Policies ensure that our communities are safe and healthy, mitigate and adapt to the <i>impacts of a changing climate</i>, improve resilience, reduce greenhouse gas emissions, and contribute to environmental sustainability. A broad interpretation of health recognizes the inter-relationships between all aspects of our environment and the impacts on the health of citizens. Policies in this section enable healthy lifestyles, promote a healthy and safe community, and promote a high quality of life.</li> </ul>
<p>B.2.1.1 The <i>urban boundary</i> defines the area where all urban <i>development</i> occurs. Lands within the <i>urban boundary</i> are already serviced or planned to be serviced with major roads, transit and full municipal services. The land within the <i>urban boundary</i> includes both the area within the <i>built-up area</i> and <i>greenfield area</i>. Lands within the <b>existing urban boundary</b> represent a <del>2030</del> year supply of designated urban land and are intended to accommodate <del>the majority</del> <b>all</b> of the City’s projected <b>urban</b> growth.</p>	<p>B.2.1.1 The <i>urban boundary</i> defines the area where all urban <i>development</i> occurs. Lands within the <i>urban boundary</i> are already serviced or planned to be serviced with major roads, transit and full municipal services. The land within the <i>urban boundary</i> includes both the area within the <i>built-up area</i> and <i>greenfield area</i>. Lands within the existing <i>urban boundary</i> represent a 30 year supply of designated urban land and are intended to accommodate all of the City’s projected urban growth.</p>
<p>Delete existing policy in its entirety and replace with new policy, as follows:</p> <p><del>B.2.2.21 The exact limits of the lands to be included as part of the urban boundary expansion shall be determined as part of a municipally initiated comprehensive review and secondary plan. The City’s urban boundary is firm and expansion to accommodate growth to the year 2051 is not required. All planned growth to 2051 shall be accommodated through development of the City’s existing designated greenfield area and intensification throughout the Urban Area, and a limited amount of infill development within Rural Hamilton.</del></p> <p><b>The City’s urban boundary is firm and expansion to accommodate growth to the year 2051 is not required. All planned growth to 2051 shall be accommodated through development of the City’s existing designated greenfield area and intensification throughout the Urban Area, and a limited amount of infill development within Rural Hamilton.</b></p>	<p>B.2.2.1 The City’s urban boundary is firm and expansion to accommodate growth to the year 2051 is not required. All planned growth to 2051 shall be accommodated through development of the City’s existing designated <i>greenfield area</i> and intensification throughout the <i>Urban Area</i>, and a limited amount of infill development within <i>Rural Hamilton</i>.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Delete existing policy B.2.2.2 in its entirety and replace with new policy, as follows.</p> <p><del>B.2.2.3 2.2.2 — No urban boundary expansion shall occur until a municipally initiated comprehensive review and secondary plan have been completed.</del></p> <p><b>B.2.2.2 Notwithstanding Policy B.2.2.1, adjustments to the urban boundary may be permitted through a municipal comprehensive review provided:</b></p> <p><b>a) there is no net increase in land within the urban area;</b></p> <p><b>b) the adjustment would support the City’s ability to meet intensification and redevelopment targets provided in Section A.2.3 – Growth Management – Provincial;</b></p> <p><b>c) prime agricultural areas are avoided where possible. Alternative locations will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating impacts on the Agricultural System;</b></p> <p><b>d) the lands are not located within the Greenbelt Area and,</b></p> <p><b>e) there is sufficient reserve infrastructure capacity to service the lands.</b></p>	<p>B.2.2.2 Notwithstanding Policy B.2.2.1, adjustments to the <i>urban boundary</i> may be permitted through a municipal comprehensive review provided:</p> <p>a) there is no net increase in land within the <i>urban area</i>;</p> <p>b) the adjustment would support the City’s ability to meet <i>intensification</i> and <i>redevelopment</i> targets provided in Section A.2.3 – Growth Management – Provincial;</p> <p>c) <i>prime agricultural areas</i> are avoided where possible. Alternative locations will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating impacts on the Agricultural System;</p> <p>d) the lands are not located within the <i>Greenbelt Area</i> and,</p> <p>e) there is sufficient reserve <i>infrastructure</i> capacity to service the lands.</p>
<p>Delete existing Policy B.2.2.3 in its entirety and replace with new policy as follows.</p> <p><b>B.2.2.3 Expansions of the Urban Area of 40 hectares or less in accordance with policy 2.2.8.5 and 2.2.8.6 of the A Place to Grow: Growth Plan shall not be permitted in advance of a municipal comprehensive review.</b></p> <p><del>B.2.2.4 2.2.3 — Prior to the initiation of an urban boundary expansion, the City shall undertake a municipally initiated comprehensive review and secondary plan, in accordance with the policies of the Growth Plan for the Greater Golden Horseshoe. As part of these processes, the City shall complete background studies and conduct community planning and public consultation events including the establishment of a community liaison committee. The background studies and consultation processes shall assist in identifying the layout of future land uses, determining more precise needs, land supply and infrastructure requirements, and development of community growth management policies and designations. More specifically, a municipally initiated comprehensive review and secondary plan shall include the following elements:</del></p> <p><del>a) a comprehensive review and land budget analysis is required to determine the need for an urban boundary expansion, which includes an assessment of occupied and vacant urban land, brownfield availability, greenfield densities, and intensification</del></p>	<p><b>B.2.2.3 Expansions of the Urban Area of 40 hectares or less in accordance with policy 2.2.8.5 and 2.2.8.6 of the A Place to Grow: Growth Plan shall not be permitted in advance of a municipal comprehensive review.</b></p>

Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p> <p>targets to determine if sufficient opportunities to accommodate forecasted growth contained in Policy A.2.3.1 and Policy A.2.3.2 are not available;</p> <p>b) <del>a sub-watershed plan to address storm water infrastructure and natural heritage system impacts, in accordance with Section F.3.1.6 — Watershed and Sub-watershed Plans;</del></p> <p>c) <del>Environmental Impact Statement(s) pertaining to the natural heritage system, as required by applicable Official Plan and provincial policies;</del></p> <p>d) <del>in prime agricultural areas, the lands do not comprise specialty crop areas, there are no reasonable alternatives that avoid prime agricultural areas and there are no reasonable alternatives on lower priority agricultural lands;</del></p> <p>e) <del>demonstrating that impacts from new or expanding urban areas on agricultural operations which are adjacent or close to the urban areas are mitigated to the extent feasible; and,</del></p> <p>i) <del>the designation of appropriate land uses and policies pertaining to the design and density of such uses;</del></p> <p>ii) <del>completion of Class Environmental Assessments for major urban servicing infrastructure deemed to be essential for commencement or completion of development of all or part of the lands; and,</del></p> <p>iii) <del>an urban development staging, phasing or implementation strategy in keeping with City wide master plan priorities and secondary plan objectives.</del></p> <p>iv) <del>the timing of the urban boundary expansion and the phasing of development within the greenfield areas shall not adversely affect the achievement of the residential intensification target and Greenfield density targets.</del></p> <p>f) <del>completion of a financing policy for urban services and other community infrastructure; and,</del></p> <p>g) <del>other studies and policies which the City deems necessary for the development of the future urban growth district as a sustainable transit oriented urban community.</del></p> <p>h) <del>the urban boundary expansion makes available sufficient lands for a time horizon not exceeding 20 years, based on the analysis provided for in Policy B.2.2.3 a.</del></p>	<p>Bolded text = text to be added</p>
<p>Delete Policy B.2.2.4 in its entirety.</p> <p><b>B.2.2.5</b> The City shall establish a comprehensive public participation process that will include a community liaison committee comprised of landowners, public agencies and appointed City Councillors to oversee the development of the secondary plan referred to in Policy <b>B.2.2.4. B.2.2.3.</b></p>	

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Delete Section B.2.3 Heading in its entirety.  <del>B.2.3 Future Airport Employment Growth District</del></p>	
<p>Delete Policy B.2.3.1 in its entirety.  <del>B.2.3.1 The City shall undertake a municipally initiated comprehensive review and secondary plan for the lands identified in Policy B.2.2.1 a) above. The City shall undertake a <i>municipally initiated comprehensive review</i> and secondary plan for an Airport Employment Growth District, identified as Special Policy Area C in the Rural Hamilton Official Plan, generally bounded by the existing <i>urban boundary</i> adjacent to Upper James Street to the east, White Church and Fiddler’s Green Roads on the south, Garner Road on the west and Glancaster Road, and Twenty Road West on the north [Mod 5(b)].</del></p>	
<p>Delete Policy B.2.3.2 in its entirety.  <del>B.2.3.2 Upon completion of the secondary plan, including the phasing of <i>development</i> for the future Airport Employment Growth District, the City shall initiate an Official Plan amendment:                      a) to include specific lands within the <i>urban boundary</i>;                      b) to add new parent and secondary plan policies and mapping for the lands identified in Policy B.2.2.1 a) B.2.3.1 [Mod 5(c)]; and,                      c) to protect and reserve any additional lands deemed necessary for future employment growth. [Mod 5 (d)]</del></p>	
<p>Delete Policy B.2.3.3 in its entirety.  <del>B.2.3.3 The City recognizes the long-term economic importance of the John C. Munro International Airport and associated highway infrastructure for its unique role as a catalyst for airport related and other employment uses. These future employment lands shall be subject to Policies B.2.2.1 to B.2.2.4 – Urban Boundary Expansions. Lands in the vicinity of the John C. Munro International Airport should be designated for employment purposes that rely on this infrastructure [Mod 5(d)].</del></p>	
<p>B.2.1.4.4 <i>Residential intensification</i> shall be encouraged throughout the entire <i>built-up area</i> as <b>shown on Appendix G</b> in accordance with the policies of Chapter E – Urban Systems and Designations and Chapter F- Implementation</p>	<p>B.2.1.4.4 <i>Residential intensification</i> shall be encouraged throughout the entire <i>built-up area</i> as shown on Appendix G in accordance with the policies of Chapter E – Urban Systems and Designations and Chapter F- Implementation</p>

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<p>B.2.4.1.2 The City’s primary <del>intensification</del> <b>strategic growth</b> areas shall be the <del>Urban Nodes, and Urban Corridors and Major Transit Station Areas</del> as illustrated on Schedule E – Urban Structure and as further defined in secondary plans and corridor studies for these areas, included in Volume 2.</p>	<p>B.2.4.1.2 The City’s primary <i>strategic growth areas</i> shall be the <i>Urban Nodes, Urban Corridors and Major Transit Station Areas</i> as illustrated on Schedule E – Urban Structure and as further defined in secondary plans and corridor studies for these areas, included in Volume 2.</p>
<p>B.2.4.1.3 The <i>residential intensification</i> target of 80% or 88,280 housing units, specified in Policy A.2.3.3.4 shall generally be distributed through the <i>built-up area</i> as follows:</p> <p>a) The <i>Downtown Urban Growth Centre</i> shall be planned to accommodate approximately <del>20</del><b>30</b>% of the intensification target.</p> <p>b) The <i>Urban Nodes and Urban Corridors</i> identified in Section E.2.0 - Urban Structure, excluding the <i>Downtown Urban Growth Centre</i>, shall be planned to accommodate approximately 40% of the <i>residential intensification</i> target.</p> <p>c) <del>40</del><b>30</b>% of the <i>residential intensification</i> target is anticipated to occur within the Neighbourhoods as illustrated on Schedule E – Urban Structure. <b>The City will review and update its Zoning By-law to facilitate the planned 27,000 housing units to be developed within the Neighbourhoods through intensification.</b></p>	<p>B.2.4.1.3 The <i>residential intensification</i> target of 80% or 88,280 housing units, specified in Policy A.2.3.3.4 shall generally be distributed through the <i>built-up area</i> as follows:</p> <p>d) The <i>Downtown Urban Growth Centre</i> shall be planned to accommodate approximately 30% of the intensification target.</p> <p>e) The <i>Urban Nodes and Urban Corridors</i> identified in Section E.2.0 - Urban Structure, excluding the <i>Downtown Urban Growth Centre</i>, shall be planned to accommodate approximately 40% of the <i>residential intensification</i> target.</p> <p>c) 30% of the <i>residential intensification</i> target is anticipated to occur within the Neighbourhoods as illustrated on Schedule E – Urban Structure. The City will review and update its Zoning By-law to facilitate the planned 27,000 housing units to be developed within the Neighbourhoods through intensification.</p>
<p>B.2.4.1.4 <i>Residential intensification</i> developments <b>within the built-up area</b> shall be evaluated based on the following criteria:</p> <p>a) a balanced evaluation of the criteria in b) through <del>g) l)</del> <b>l)</b>, as follows;</p> <p>b) the relationship of the <del>proposal</del> <b>proposed development</b> to existing neighbourhood character so that it <del>maintains, and where possible, enhances and</del> builds upon desirable established patterns and built form;</p> <p>c) the <del>development’s</del> <b>contribution of the proposed development</b> to maintaining and achieving a range of dwelling types and tenures;</p> <p>d) the <i>compatible</i> integration of the <b>proposed</b> development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques;</p> <p>e) the <del>development’s</del> <b>contribution of the proposed development</b> to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;</p> <p>f) <del>infrastructure and transportation</del> <b>existing and planned water, wastewater and stormwater capacity</b> <del>and,</del></p> <p><b>g) the incorporation and utilization of green infrastructure and sustainable design elements in</b></p>	<p>B.2.4.1.4 <i>Residential intensification</i> developments within the <i>built-up area</i> shall be evaluated based on the following criteria:</p> <p>a) a balanced evaluation of the criteria in b) through l), as follows;</p> <p>b) the relationship of the proposed development to existing neighbourhood character so that it builds upon desirable established patterns and built form;</p> <p>c) the contribution of the proposed development to maintaining and achieving a range of dwelling types and tenures;</p> <p>d) the <i>compatible</i> integration of the proposed development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques;</p> <p>e) the contribution of the proposed development to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;</p> <p>f) existing and planned water, wastewater and stormwater capacity,</p> <p>g) the incorporation and utilization of <i>green infrastructure</i> and sustainable design elements in the proposed development;</p> <p>h) the contribution of the proposed development to supporting and facilitating active transportation modes;</p>

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<p><b>the proposed development;</b>  <b>h) the contribution of the proposed development to supporting and facilitating active transportation modes;</b>  <b>i) the contribution of the development to be <i>transit-supportive</i> and supporting the use of existing and planned local and regional transit services;</b>  <b>j) the availability and location of existing and proposed public community facilities/services;</b>  <b>k) the ability of the development to retain and / or enhance the natural attributes of the site and surrounding community including, but not limited to native vegetation and trees; and,</b>  <del>g) l) the ability of the development to comply</del>  <b>compliance of the proposed development with all other applicable policies.</b></p>	<p>i) the contribution of the development to be transit-supportive and supporting the use of existing and planned local and regional transit services;  j) the availability and location of existing and proposed public community facilities/services;  k) the ability of the development to retain and / or enhance the natural attributes of the site and surrounding community including, but not limited to native vegetation and trees; and,  l) compliance of the proposed development with all other applicable policies.</p>
<p>B.2.4.2.1 <i>Residential intensification</i> within <b>the built-up area and on</b> lands designated Neighbourhoods identified on Schedule E-1 - Urban Land Use Designations shall comply with Section E.3.0 – Neighbourhoods Designation.</p>	<p>B.2.4.2.1 <i>Residential intensification</i> within the <b>built-up area</b> and on lands designated Neighbourhoods identified on Schedule E-1 - Urban Land Use Designations shall comply with Section E.3.0 – Neighbourhoods Designation.</p>
<p>B.3.0 QUALITY OF LIFE AND COMPLETE COMMUNITIES</p> <p>...</p> <p><i>Complete communities</i> provide convenient access to a mix of jobs, local services and shops, a full range of housing and community facilities such as schools, recreation facilities, open space, health care facilities, <i>cultural facilities</i>, and more. Complete communities enable residents to meet most of their daily needs within a short distance from their homes, facilitating ease of access and use of public transit and active modes of transportation. <b>Therefore, complete communities also improve air quality and reduce greenhouse gas emissions that contribute to, and worsen, the impacts of a changing climate.</b></p>	<p>B.3.0 QUALITY OF LIFE AND COMPLETE COMMUNITIES</p> <p>...</p> <p><i>Complete communities</i> provide convenient access to a mix of jobs, local services and shops, a full range of housing and community facilities such as schools, recreation facilities, open space, health care facilities, <i>cultural facilities</i>, and more. Complete communities enable residents to meet most of their daily needs within a short distance from their homes, facilitating ease of access and use of public transit and active modes of transportation. Therefore, <i>complete communities</i> also improve air quality and reduce greenhouse gas emissions that contribute to, and worsen, the impacts of climate change.</p>
<p>B.3.1 Strong Economy</p> <p>...</p> <p>The creation of a strong economy is contingent upon several key interdependent factors including developing and retaining a skilled labour force which is adaptable to changing technologies; providing infrastructure; creating an environment of innovation; supporting and enhancing the arts and culture sector; reducing poverty by providing better access to education, social programs, improving quality of life indicators such as housing choices, <del>and</del> having abundant open spaces, <b>good air quality and a stable climate.</b></p> <p>...</p> <p>The policies of this Plan are both directly and</p>	<p>B.3.1 Strong Economy</p> <p>...</p> <p>The creation of a strong economy is contingent upon several key interdependent factors including developing and retaining a skilled labour force which is adaptable to changing technologies; providing infrastructure; creating an environment of innovation; supporting and enhancing the arts and culture sector; reducing poverty by providing better access to education, social programs, improving quality of life indicators such as housing choices, having abundant open spaces, good air quality and a stable climate.</p> <p>...</p> <p>The policies of this Plan are both directly and</p>

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<p>indirectly intended to strengthen Hamilton’s economic competitiveness, prosperity and resilience as envisaged by <del>Vision 2020</del> <b>Our Future Hamilton</b>, the City’s Strategic Plan, the Economic Development <del>Strategy</del> <b>Action Plan</b> and the Growth Plan for the Greater Golden Horseshoe.</p>	<p>indirectly intended to strengthen Hamilton’s economic competitiveness, prosperity and resilience as envisaged by Our Future Hamilton, the City’s Strategic Plan, the Economic Development Action Plan and the Growth Plan for the Greater Golden Horseshoe.</p>
<p><b>B.3.1.2 Employment <del>Lands</del> Areas</b>  a) protect the supply of Employment Areas, as designated on Schedule E-1 – Urban Land Use Designations, for employment uses by minimizing the establishment of non-employment lands uses, in accordance with the policies of this Plan;  b) increase the supply of <del>shovel</del> <b>market-ready</b> employment <del>lands</del> <b>sites</b> through various initiatives;  c) complete the Airport Employment Growth District Secondary Plan, associated Class Environmental Assessments, financial analysis and any other required studies; and,  d) endeavour to provide for and plan for a range of lot sizes throughout the designated <del>e</del> <b>Employment lands Areas</b>.</p>	<p><b>B.3.1.2 Employment Areas</b>  a) protect the supply of Employment Areas, as designated on Schedule E-1 – Urban Land Use Designations, for employment uses by minimizing the establishment of non-employment lands uses, in accordance with the policies of this Plan;  b) increase the supply of market-ready employment sites through various initiatives;  c) complete the Airport Employment Growth District Secondary Plan, associated Class Environmental Assessments, financial analysis and any other required studies; and,  d) endeavour to provide for and plan for a range of lot sizes throughout the designated Employment Areas.</p>
<p><b>B.3.1.15</b> The City shall support and participate in multi-sectoral collaborations and initiatives that focus on improving Hamilton’s <del>economy</del> <b>economic, environmental, and social resiliency</b>.</p>	<p><b>B.3.1.15</b> The City shall support and participate in multi-sectoral collaborations and initiatives that focus on improving Hamilton’s economic, environmental, and social resiliency.</p>
<p>Insert new Policy B.3.2.1.7, as follows:  <b>B.3.2.1.7 Promote subdivision design and building orientation to maximize energy efficiency and conservation, improved air quality, reduction of greenhouse gas emissions and green infrastructure.</b></p>	<p><b>B.3.2.1.7 Promote subdivision design and building orientation to maximize energy efficiency and conservation, improved air quality, reduction of greenhouse gas emissions and <i>green infrastructure</i>.</b></p>



Proposed Change	Proposed New / Revised Policy																				
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<p>B.3.2.2 The housing targets in Tables B.3.2.1 – Housing Targets – Ownership and B.3.2.2 – Housing Targets – Rental are based on future population growth forecasts to the year <del>2031</del> <b>2051</b> and future housing need. Targets for <i>affordable</i> rental housing are divided into housing <i>affordable</i> for <i>low and moderate income households</i>. <b>The targets for the provision of housing which is <i>affordable</i> to <i>low and moderate income households</i> is informed by, and shall align with the City’s Housing and Homelessness Action Plan.</b> Meeting the housing targets for housing <i>affordable</i> for <i>low and moderate income households</i> will require sustainable and predictable funding from senior levels of government.</p>	<p>B.3.2.2 The housing targets in Tables B.3.2.1 – Housing Targets – Ownership and B.3.2.2 – Housing Targets – Rental are based on future population growth forecasts to the year 2051 and future housing need. Targets for <i>affordable</i> rental housing are divided into housing <i>affordable</i> for <i>low and moderate income households</i>. The targets for the provision of housing which is <i>affordable</i> to <i>low and moderate income households</i> is informed by, and shall align with the City’s Housing and Homelessness Action Plan. Meeting the housing targets for housing <i>affordable</i> for <i>low and moderate income households</i> will require sustainable and predictable funding from senior levels of government.</p>																				
<p>B.3.2.2.1 <del>In addition to P</del> Projected housing <del>needs</del> <b>targets</b> based on population <b>and household</b> forecasts <b>in Tables A.1 and A.2 are provided</b> in Table B.3.2.1 – Housing Targets – Ownership, <b>and Table B.3.2.2 – Housing Targets – Rental.</b> <del>, the City has a substantial existing shortage of <i>affordable</i> rental housing. In particular, 12,650 renter households (1 in 5) are currently paying more than 50% of their income on rent (2006 Census) and are at risk of homelessness. This need shall be addressed through a target of 1,265 new annual rent supplements/housing allowances, over a period of ten years (2006 to 2016), in addition to the targets for future new rental housing shown in Table B.3.2.2 – Housing Targets – Rental. This need will require sustainable and predictable funding from senior levels of government to be met.</del></p>	<p>B.3.2.2.1 Projected housing targets based on population and household forecasts in Tables A.1 and A.2 are provided in Table B.3.2.1 – Housing Targets – Ownership, and Table B.3.2.2 – Housing Targets – Rental.</p>																				
<p>Update Table B.3.2.1 – Housing Targets – Ownership, as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 15%;">Target Type</th> <th style="width: 15%;">Target # of Units Annually</th> <th style="width: 15%;">% of Total Annual Target by Tenure</th> <th style="width: 15%;">Product to Achieve Target</th> <th style="width: 15%;">Methods to Achieve Target</th> </tr> </thead> <tbody> <tr> <td>New Ownership Housing (market rate <del>not affordable</del>)</td> <td style="text-align: center;"><b>1071</b> <del>948</del></td> <td style="text-align: center;"><b>40</b> <del>42.3</del> %</td> <td>New and resale homes</td> <td>Housing market</td> </tr> </tbody> </table>	Target Type	Target # of Units Annually	% of Total Annual Target by Tenure	Product to Achieve Target	Methods to Achieve Target	New Ownership Housing (market rate <del>not affordable</del> )	<b>1071</b> <del>948</del>	<b>40</b> <del>42.3</del> %	New and resale homes	Housing market	<table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 15%;">Target Type</th> <th style="width: 15%;">Target # of Units Annually</th> <th style="width: 15%;">% of Total Annual Target by Tenure</th> <th style="width: 15%;">Product to Achieve Target</th> <th style="width: 15%;">Methods to Achieve Target</th> </tr> </thead> <tbody> <tr> <td>New Ownership Housing (market rate)</td> <td style="text-align: center;">1071</td> <td style="text-align: center;">40%</td> <td>New and resale homes</td> <td>Housing market</td> </tr> </tbody> </table>	Target Type	Target # of Units Annually	% of Total Annual Target by Tenure	Product to Achieve Target	Methods to Achieve Target	New Ownership Housing (market rate)	1071	40%	New and resale homes	Housing market
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New Ownership Housing Affordable to Low & Moderate Income Households (includes housing with supports)	1606 <del>1294</del>	60 <del>57.7</del> %	New and resale homes	Housing market, low-down payment options, first-time buyer programs, support services	New Ownership Housing Affordable to Low & Moderate Income Households (includes housing with supports)	1606	60%	New and resale homes	Housing market, low-down payment options, first-time buyer programs, support services
Total New Ownership Housing	2677 <del>2239</del>	100%			Total New Ownership Housing	2677	100%		
Update Table B.3.2.2 – Housing Targets – Rental, as follows:									
Target Type	Target # of Units Annually	% of Total Annual Target by Tenure	Product to Achieve Target	Methods to Achieve Target	Target Type	Target # of Units Annually	% of Total Annual Target by Tenure	Product to Achieve Target	Methods to Achieve Target
New Rental Housing (market rate not affordable)	396 <del>252</del>	40%	New rental housing, both primary and secondary market (rented condos, second dwelling units)	Primary rental housing development, conversion to rental residential, secondary rental market (rented condos, second dwelling units)	New Rental Housing (market rate)	396	40%	New rental housing, both primary and secondary market (rented condos, second dwelling units)	Primary rental housing development, conversion to rental residential, secondary rental market (rented condos, second dwelling units)
New Rental Housing	198 <del>125</del>	20%	New rental housing	Same as above but requires	New Rental Housing Affordable to	198	20%	New rental housing, both primary	Same as above but requires capital assistance

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Affordabl e to <i>Moderate Income Househol ds</i> (includes <i>housing with supports</i> )			g, both <i>primary and second ary market (rented condos , second dwellin g units)</i> <b>betwee n averag e market rent and 20% below averag e market rent</b>	capital assistance program (e.g. COAHP) and/or other assistance to lower <i>developme nt cost</i> , as well as support services	<i>Moderate Income Househol ds</i> (includes <i>housing with supports</i> )			and second ary market (rented condos , second dwellin g units) <b>betwe en averag e market rent and 20% below averag e market rent</b>	program (e.g. COAHP) and/or other assistance to lower <i>developme nt cost</i> , as well as support services
New Rental Housing <i>Affordabl e to Low Income Househol ds</i> (includes <i>housing with supports</i> )	<b>396</b> <del>252</del>	40%	New <i>primary rental housin g</i> , <b>more than 20% below averag e market rent</b>	Same as above but requires <i>rent- geared-to- income housing assistance</i> (e.g. rent supplement , housing allowance), as well as support services	New Rental Housing <i>Affordabl e to Low Income Househol ds</i> (includes <i>housing with supports</i> )	396	40%	New <i>primary rental housin g</i> , <b>more than 20% below averag e market rent</b>	Same as above but requires <i>rent- geared-to- income housing assistance</i> (e.g. rent supplemen t, housing allowance), as well as support services
Total New Rental	<b>990</b> <del>629</del>	100 %			Total New Rental	990	100 %		
B.3.2.4.1 The <b>City shall plan for the full continuum of housing to ensure that an appropriate development of a full range and mix of housing forms, types and densities to meet market-based and affordable housing needs of current and future residents shall be provided for and promoted throughout the City of Hamilton through residential intensification and, new development, and redevelopment is available. The full continuum of housing includes built form, tenure and</b>					B.3.2.4.1 The City shall plan for the full continuum of housing to ensure that an appropriate range and mix of housing forms, types and densities to meet market-based and affordable housing needs of current and future residents through <i>residential intensification, new development, and redevelopment</i> is available. The full continuum of housing includes built form, tenure and affordability including single detached dwellings, semi-detached dwellings, duplexes, townhouses of various types				

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<p><del>affordability A full range of housing forms, types, and densities means the full spectrum of physical housing types</del> including single detached dwellings, semi-detached dwellings, duplexes, townhouses of various types (street, block, stacked), apartments and other forms of <i>multiple dwellings</i>, and lodging houses, built at a range of densities <b>and ownership and rental tenures.</b></p>	<p>(street, block, stacked), apartments and other forms of <i>multiple dwellings</i>, and lodging houses, built at a range of densities and ownership and rental tenures.</p>
<p>B.3.2.4.2 The <i>development</i> of housing with a full range of tenure, affordability, and support services shall be provided for and promoted throughout the City <b>in accordance with the City’s Housing and Homelessness Action Plan, and the Housing Targets provided in Tables B.3.2.1 and B.3.2.2</b> <del>Where there are documented unmet needs for housing tenure, affordability levels or support services, priority shall be given to development applications that help meet those needs.</del> Housing with a full range of tenure, affordability and support services in a full range of built housing forms means both ownership and <i>primary rental housing</i> with a full range of affordability, <i>social housing</i>, rent-gear-to-income housing, lodging houses, shared and/or congregate-living housing arrangements, <i>housing with supports</i>, emergency and transitional housing, and housing that meets all needs.</p>	<p>B.3.2.4.2 The <i>development</i> of housing with a full range of tenure, affordability, and support services shall be provided for and promoted throughout the City in accordance with the City’s Housing and Homelessness Action Plan, and the Housing Targets provided in Tables B.3.2.1 and B.3.2.2. Housing with a full range of tenure, affordability and support services in a full range of built housing forms means both ownership and <i>primary rental housing</i> with a full range of affordability, <i>social housing</i>, rent-gear-to-income housing, lodging houses, shared and/or congregate-living housing arrangements, <i>housing with supports</i>, emergency and transitional housing, and housing that meets all needs.</p>
<p>Insert new Policy B.3.2.4.7, as follows:  <b>B.3.2.4.7 The construction of new buildings and the retrofitting of the existing building stock shall be encouraged to utilize locally sourced materials and to incorporate water conservation and energy efficiency techniques, the expansion of district energy generation, and renewable energy systems, through the policies of this Plan and other strategies.</b></p>	<p>B.3.2.4.7 The construction of new buildings and the retrofitting of the existing building stock shall be encouraged to utilize locally sourced materials and to incorporate water conservation and energy efficiency techniques, the expansion of district energy generation, and <i>renewable energy systems</i>, through the policies of this Plan and other strategies.</p>
<p>Insert new Policy B.3.2.4.8, as follows:  <b>B.3.2.4.8 Where there are documented unmet needs for housing tenure, affordability levels or support services, priority shall be given to development applications that help meet those needs.</b></p>	<p>B.3.2.4.8 Where there are documented unmet needs for housing tenure, affordability levels or support services, priority shall be given to <i>development</i> applications that help meet those needs.</p>
<p>Insert new Policy B.3.2.4.9, as follows:  <b>B.3.2.4.9 In planning for the creation of complete communities and to support the creation of family friendly housing, the City will utilize available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a range of household sizes and income levels.</b></p>	<p>B.3.2.4.5 In planning for the creation of complete communities and to support the creation of family friendly housing, the City will utilize available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a range of household sizes and income levels.</p>

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<p>Insert new Policy B.3.2.4.10, as follows:  <b>B.3.2.4.10 The population and household forecasts in Tables A.1 and A.2 will be used to maintain, at all times:</b>  <b>a) the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment, and lands designated and available for residential development within the City’s urban area;</b>  <b>b) where new development is to occur, land with servicing capacity sufficient to provide a three-year supply of residential units available through suitably zoned lands to facilitate residential intensification, and lands in draft approved or registered plans.</b></p>	<p>B.3.2.4.10 The population and household forecasts in Tables A.1 and A.2 will be used to maintain, at all times:  a) the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment, and lands designated and available for residential development within the City’s <i>urban area</i>;  b) where new development is to occur, land with servicing capacity sufficient to provide a three-year supply of residential units available through suitably zoned lands to facilitate residential intensification, and lands in draft approved or registered plans.</p>
<p>B.3.3.1.6 Create places that are adaptable and flexible to accommodate future demographic and environmental changes, <b>including the impacts of a changing climate.</b></p>	<p>B.3.3.1.6 Create places that are adaptable and flexible to accommodate future demographic and environmental changes, including the <i>impacts of a changing climate.</i></p>
<p>B.3.3.1.10 Create urban places and spaces that improve air quality <b>and supports active, healthy lifestyles that reduce greenhouse gas emissions.</b></p>	<p>B.3.3.1.10 Create urban places and spaces that improve air quality and supports active, healthy lifestyles that reduce greenhouse gas emissions.</p>
<p>B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by using the following design applications, where appropriate:  a) connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, <del>and</del> pathways, <b>and trails.</b>  e) providing appropriate way-finding signage considering size, placement, and material that clearly identifies <b>publicly accessible</b> landmarks, pathways, intersections, cycling and transit routes, and significant natural and cultural heritage features;</p>	<p>B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by using the following design applications, where appropriate:  a) connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, pathways, and trails.  e) providing appropriate way-finding signage considering size, placement, and material that clearly identifies publicly accessible landmarks, pathways, intersections, cycling and transit routes, and significant natural and cultural heritage features;</p>
<p>B.3.3.2.8 Urban design should promote <del>environmental sustainability</del> <b>the reduction of greenhouse emissions, ability to adapt to the impacts of a changing climate now and in the future, and protect and enhance the natural urban environment</b> by:  a) achieving compact <i>development</i> and resulting built forms <b>that promotes the reduction of greenhouse gas emissions</b>;  c) encouraging on-site storm water management and infiltration through the use of techniques and technologies, including storm water management ponds, green roofs, <del>and</del> vegetated swales, <b>and other low impact development techniques and green infrastructure</b>;  d) encouraging the use of Leadership in Energy and Environmental Design (LEED), <b>R-2000 Home</b>,</p>	<p>B.3.3.2.8 Urban design should promote the reduction of greenhouse emissions, ability to adapt to the <i>impacts of a changing climate</i> now and in the future, and protect and enhance the natural urban environment by:  a) achieving compact <i>development</i> and resulting built forms that promotes the reduction of greenhouse gas emissions;  c) encouraging on-site storm water management and infiltration through the use of techniques and technologies, including storm water management ponds, green roofs, vegetated swales, and other <i>low impact development techniques</i> and <i>green infrastructure</i>;  d) encouraging the use of Leadership in Energy and Environmental Design (LEED), R2000 Home, Passive House, Canadian Green Building Council’s</p>

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<p><b>Passive House, Canadian Green Building Council’s Zero Carbon Standard</b>, or other environmental building rating tools <b>and techniques that reduce energy consumption and greenhouse gas emissions</b> for buildings and infrastructure for all <i>development</i> and <i>redevelopment</i>;</p> <p>e) encouraging the reduction of resource consumption in building and site development and avoiding the release of contaminants into the environment, <b>including promoting building conservation and <i>adaptive reuse and encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon</i></b>; and,</p> <p>f) encouraging energy efficiency in neighbourhood design and <i>development</i> as set out in Section B.3.7.1.</p>	<p>Zero Carbon Standard, or other environmental building rating tools and techniques that reduce energy consumption and greenhouse gas emissions for buildings and infrastructure for all <i>development</i> and <i>redevelopment</i>;</p> <p>e) encouraging the reduction of resource consumption in building and site development and avoiding the release of contaminants into the environment, including promoting building conservation and <i>adaptive reuse and encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon</i>;</p> <p>f) encouraging energy efficiency in neighbourhood design and <i>development</i> as set out in Section B.3.7.1.</p>
<p>B.3.3.2.9 Urban design plays a significant role in the physical and mental health of our citizens. Community health and well-being shall be enhanced and supported through the following actions, where appropriate:</p> <p>a) creating high quality, safe streetscapes, parks, and open spaces that encourage <b>social interaction</b>, physical activity and <i>active transportation</i>;</p>	<p>B.3.3.2.9 Urban design plays a significant role in the physical and mental health of our citizens. Community health and well-being shall be enhanced and supported through the following actions, where appropriate:</p> <p>a) creating high quality, safe streetscapes, parks, and open spaces that encourage social interaction, physical activity and <i>active transportation</i>;</p>
<p>B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate:</p> <p>a) adequate and accessible space for pedestrians, <del>bicycles</del> <b>active transportation</b>, as well as transit, other vehicles, and utilities; ...</p> <p>g) amenities and spaces that encourage <b>social interaction</b>, pedestrian activity and animate the streetscape such as public gathering places, patios and sidewalk cafés.</p>	<p>B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate:</p> <p>a) adequate and accessible space for pedestrians, <del>bicycles</del> <b>active transportation</b>, as well as transit, other vehicles, and utilities; ...</p> <p>g) amenities and spaces that encourage social interaction, pedestrian activity and animate the streetscape such as public gathering places, patios and sidewalk cafés.</p>
<p>B.3.3.9.6 Transit access shall be enhanced by:</p> <p>a) connecting sidewalks, <b>open space and trails</b> to transit stops and shelters;</p>	<p>B.3.3.9.6 Transit access shall be enhanced by:</p> <p>a) connecting sidewalks, open space and trails to transit stops and shelters;</p>
<p>B.3.3.10.8 Parking lots shall be paved with hard surfaces to reduce dust and promote improved air quality. The use of permeable pavement systems or other <i>low impact development and green infrastructure</i> practices is encouraged for storm water management, when technically possible.</p>	<p>B.3.3.10.8 Parking lots shall be paved with hard surfaces to reduce dust and promote improved air quality. The use of permeable pavement systems or other <i>low impact development and green infrastructure</i> practices is encouraged for storm water management, when technically possible.</p>

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<p>B.3.4 Cultural Heritage Resources Policies  Wise management and conservation of <i>cultural heritage resources</i> benefits the community. <i>Cultural heritage resources</i> may include tangible features, structures, sites, or landscapes that, either individually or as part of a whole, are of historical, architectural, archaeological, or scenic value. <i>Cultural heritage resources</i> represent intangible heritage, such as customs, ways-of-life, values, and activities. The resources may represent local, regional, provincial, <del>or</del> national, <b>or Indigenous</b> heritage interests and values. ...</p>	<p>B.3.4 Cultural Heritage Resources Policies  Wise management and conservation of <i>cultural heritage resources</i> benefits the community. <i>Cultural heritage resources</i> may include tangible features, structures, sites, or landscapes that, either individually or as part of a whole, are of historical, architectural, archaeological, or scenic value. <i>Cultural heritage resources</i> represent intangible heritage, such as customs, ways-of-life, values, and activities. The resources may represent local, regional, provincial, national, or Indigenous heritage interests and values. ...</p>
<p>Add new policy goal to Section B.3.4.1 – Policy Goals and re-number subsequent policy goals.  <b>B.3.4.1.3 Encourage meaningful engagement with indigenous communities regarding cultural heritage and archaeological resources, in consultation with the Province.</b></p>	<p>B.3.4.1.3 Encourage meaningful engagement with indigenous communities regarding cultural heritage and <i>archaeological resources</i>, in consultation with the Province.</p>
<p>Add new subsection j) within Policy B.3.4.2.1 – General Cultural Heritage Policies.  <b>B.3.4.2.1 j) Incorporate the conservation practices and principles of the Standards and Guidelines for the Conservation of Historic Places in Canada and the Eight Guiding Principles In The Conservation Of Built Heritage Properties, prepared by the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries.</b></p>	<p>B.3.4.2.1 j) Incorporate the conservation practices and principles of the Standards and Guidelines for the Conservation of Historic Places in Canada and the Eight Guiding Principles In The Conservation Of Built Heritage Properties, prepared by the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries.</p>
<p>B.3.4.2.7 The City shall ensure these non-designated and non-registered <i>cultural heritage properties</i> are identified, evaluated, and appropriately <del>protected from harm</del> <b>conserved</b> through various legislated planning and assessment processes, including the <u>Planning Act, R.S.O., 1990 c. P.13</u>, the <u>Environmental Assessment Act</u> and the <b><u>Funeral, Burial and Cremation Services Cemeteries Act</u></b>.</p>	<p>B.3.4.2.7 The City shall ensure these non-designated and non-registered <i>cultural heritage properties</i> are identified, evaluated, and appropriately <i>conserved</i> through various legislated planning and assessment processes, including the <u>Planning Act, R.S.O., 1990 c. P.13</u>, the <u>Environmental Assessment Act</u> and the <u>Funeral, Burial and Cremation Services Act</u>.</p>
<p>B.3.4.2.8 To ensure consistency in the identification and evaluation of these non-designated and non-registered <i>cultural heritage properties</i>, the City shall use the criteria for determining cultural heritage value or interest established by provincial regulation under the <u>Ontario Heritage Act</u> <del>and set out in Policy B.3.4.2.9</del>.</p>	<p>B.3.4.2.8 To ensure consistency in the identification and evaluation of these non-designated and non-registered <i>cultural heritage properties</i>, the City shall use the criteria for determining cultural heritage value or interest established by provincial regulation under the <u>Ontario Heritage Act</u>.</p>

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<p>Cultural Heritage Evaluation Criteria            B.3.4.2.9 <del>For consistency in all heritage conservation activity, the City shall use, and require the use by others, of the following criteria to assess and identify <i>cultural heritage resources</i> that may reside below or on real property:</del>            a) <del>prehistoric and historical associations with a theme of human history that is representative of cultural processes in the settlement, development, and use of land in the City;</del>            b) <del>prehistoric and historical associations with the life or activities of a person, group, institution, or organization that has made a significant contribution to the City;</del>            c) <del>architectural, engineering, landscape design, physical, craft, or artistic value;</del>            d) <del>scenic amenity with associated views and vistas that provide a recognizable sense of position or place;</del>            e) <del>contextual value in defining the historical, visual, scenic, physical, and functional character of an area; and,</del>            f) <del>landmark value.</del>  <b>The City may establish guidelines to further refine the criteria established by provincial regulation under the <u>Ontario Heritage Act</u>, as set out in Policy B.3.4.2.8 and that is consistent with the provincial criteria.</b></p>	<p>Cultural Heritage Evaluation Criteria            B.3.4.2.9 The City may establish guidelines to further refine the criteria established by provincial regulation under the <u>Ontario Heritage Act</u> as set out in Policy B.3.4.2.8 and that is consistent with the provincial criteria.</p>
<p>Delete Policy B.3.4.2.10 in its entirety and re-number subsequent policies.            B.3.4.2.10 <del>Any property that fulfills one or more of the foregoing criteria listed in Policy B.3.4.2.9 shall be considered to possess cultural heritage value. The City may further refine these criteria and provide guidelines for their use as appropriate.</del></p>	<p>N/A</p>
<p>B.3.4.2.11 <del>13</del> Where <i>cultural heritage resources</i> are to be affected, the City may impose conditions of approval on any <del>planning application</del> <b>Planning Act, R.S.O., 1990 c. P.13 application</b> to ensure their continued protection <b>prior to site alteration or soil disturbance</b>. In the event that rehabilitation and reuse of the resource is not viable and this has been demonstrated by the proponent, the City may require that affected resources be thoroughly documented for archival purposes, <b>and heritage features salvaged, where feasible or appropriate</b>, at the expense of the applicant prior to demolition.</p>	<p>B.3.4.2.13 Where <i>cultural heritage resources</i> are to be affected, the City may impose conditions of approval on any Planning Act, R.S.O., 1990 c. P.13 application to ensure their continued protection prior to <i>site alteration or soil disturbance</i>. In the event that rehabilitation and reuse of the resource is not viable and this has been demonstrated by the proponent, the City may require that affected resources be thoroughly documented for archival purposes, and heritage features salvaged, where feasible or appropriate, at the expense of the applicant prior to demolition.</p>



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<p><b>B.3.4.2.14</b> Prior to <i>site alteration</i> or <i>soil disturbance</i> relating to a <u>Planning Act, R.S.O., 1990 c. P.13</u> application, any required <i>cultural heritage impact assessment</i> must be approved, in writing by the City, indicating that there are no further cultural heritage concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for <i>cultural heritage resources</i> based on prevailing conditions and circumstances within the City.</p>	<p>B.3.4.2.14 Prior to <i>site alteration</i> or <i>soil disturbance</i> relating to a <u>Planning Act, R.S.O., 1990 c. P.13</u> application, any required <i>cultural heritage impact assessment</i> must be approved, in writing by the City, indicating that there are no further cultural heritage concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for <i>cultural heritage resources</i> based on prevailing conditions and circumstances within the City.</p>
<p>Insert new Policy B.3.4.4.2 and renumber subsequent policies accordingly.  <b>B.3.4.4.2</b> The City shall develop and maintain an <b>Archaeological Management Plan</b> to guide the conservation and management of archaeology within the City, in accordance with Section F.3.1.3 – <b>Archaeological Management Plan</b>.</p>	<p>B.3.4.4.2 The City shall develop and maintain an Archaeological Management Plan to guide the conservation and management of archaeology within the City, in accordance with Section F.3.1.3 – Archaeological Management Plan.</p>
<p>B.3.4.4.56 Prior to <i>site alteration</i> or <i>soil disturbance</i> relating to a <u>Planning Act, R.S.O., 1990 c. P.13</u> application, any required archaeological assessment must be approved, in writing by the City, indicating that there are no further archaeological concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for <i>archaeological resources</i> based on prevailing conditions and circumstances within the City and the results of any <del>dialogue</del> <b>engagement</b> with <del>First Nations</del> <b>Indigenous communities</b> and their interests.</p>	<p>B.3.4.4.6 Prior to <i>site alteration</i> or <i>soil disturbance</i> relating to a <u>Planning Act, R.S.O., 1990 c. P.13</u> application, any required archaeological assessment must be approved, in writing by the City, indicating that there are no further archaeological concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for <i>archaeological resources</i> based on prevailing conditions and circumstances within the City and the results of any engagement with Indigenous communities and their interests.</p>
<p>B.3.4.4.67 The City considers the following <i>archaeological resources</i> to be of particular interest, value and merit:  c) undisturbed or rare <del>Native</del> <b>Indigenous</b> archaeological sites;</p>	<p>B.3.4.4.7 The City considers the following <i>archaeological resources</i> to be of particular interest, value and merit:  c) undisturbed or rare <i>Indigenous</i> archaeological sites;</p>
<p>B.3.4.4.910 Where a marked or unmarked cemetery or burial place is encountered during any archaeological assessment or excavation activity, the provisions of the <del>Cemeteries</del> <b>Funeral, Burial and Cremation Services Act</b> and associated regulations, and the policies of this Plan shall apply. <b>Both the Ministry of Heritage, Sport, Tourism and Culture Industries and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted immediately.</b></p>	<p>B.3.4.4.10 Where a marked or unmarked cemetery or burial place is encountered during any archaeological assessment or excavation activity, the provisions of the <u>Funeral, Burial and Cremation Services Act</u> and associated regulations, and the policies of this Plan shall apply. Both the Ministry of Heritage, Sport, Tourism and Culture Industries and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted immediately.</p>

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<p>B.3.4.4.10<del>11</del> Where a marked or unmarked cemetery or burial place is found, the nearest <del>First Nation</del> <b>Indigenous community</b> shall be notified.</p>	<p>B.3.4.4.11 Where a marked or unmarked cemetery or burial place is found, the nearest <del>First Nation</del> <b>Indigenous community</b> shall be notified.</p>
<p>B.3.4.5.2 The City shall encourage the retention and conservation of <del>significant</del> <i>built heritage resources</i> in their original locations. In considering planning applications under the <u>Planning Act, R.S.O., 1990 c. P.13</u> and heritage permit applications under the <u>Ontario Heritage Act</u>, there shall be a presumption in favour of retaining the <i>built heritage resource</i> in its original location.</p>	<p>B.3.4.5.2 The City shall encourage the retention and conservation of <i>built heritage resources</i> in their original locations. In considering planning applications under the <u>Planning Act, R.S.O., 1990 c. P.13</u> and heritage permit applications under the <u>Ontario Heritage Act</u>, there shall be a presumption in favour of retaining the <i>built heritage resource</i> in its original location.</p>
<p>B.3.4.5.5 Where a <i>built heritage resource</i> is to be unavoidably lost or demolished, the City shall ensure the proponent undertakes one or more of the following mitigation measures, in addition to a thorough inventory and documentation of the features that will be lost:</p> <p>c) displaying graphic and textual descriptions of the site’s history and former use, buildings, and structures; <del>and,</del></p> <p><b>d) incorporation of salvaged materials in the design of the new development; and,</b></p> <p><b>e) generally reflect the former architecture and use in the design of the new development, where appropriate and in accordance with Section B.3.3 – Urban Design Policies.</b></p>	<p>B.3.4.5.5 Where a <i>built heritage resource</i> is to be unavoidably lost or demolished, the City shall ensure the proponent undertakes one or more of the following mitigation measures, in addition to a thorough inventory and documentation of the features that will be lost:</p> <p>c) displaying graphic and textual descriptions of the site’s history and former use, buildings, and structures;</p> <p>d) incorporation of salvaged materials in the design of the new development; and,</p> <p>e) generally reflect the former architecture and use in the design of the new development, where appropriate and in accordance with Section B.3.3 – Urban Design Policies.</p>
<p>Insert new Policy B.3.5.2.2 and renumber subsequent policies accordingly.</p> <p><b>B.3.5.2.2 The City will consider opportunities for optimizing the use of existing <i>community facilities</i> and their adaptive re-use wherever feasible.</b></p>	<p>B.3.5.2.2 The City will consider opportunities for optimizing the use of existing <i>community facilities</i> and their adaptive re-use wherever feasible.</p>
<p>B.3.5.2.5 Where new <i>community facilities</i> are clustered or co-located in campus-like settings, the following criteria shall apply:</p> <p>c) Care and attention shall be given to the pedestrian environment, with pedestrian linkages between buildings and pedestrian circulation plans <b>to encourage social interaction and community connectivity.</b></p>	<p>B.3.5.2.5 Where new <i>community facilities</i> are clustered or co-located in campus-like settings, the following criteria shall apply:</p> <p>c) Care and attention shall be given to the pedestrian environment, with pedestrian linkages between buildings and pedestrian circulation plans to encourage social interaction and community connectivity.</p>

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<p>B.3.5.2.12 All new public buildings and public <i>community facilities/services</i> shall:</p> <p>a) be designed to reflect and enhance local community character, image, identity, and sense of place; <del>and,</del></p> <p>b) be encouraged to include public art as part of overall site and/or building design;</p> <p><b>c) provide equitable public access to telecommunication (web access); and,</b></p> <p><b>d) be in compliance with the Corporate Energy and Sustainability Policy and constructed to promote water conservation, energy efficiency, renewable energy systems and/or alternative energy systems, including district energy, in accordance with Policy B.3.7.2, where feasible.</b></p>	<p>B.3.5.2.12 All new public buildings and public <i>community facilities/services</i> shall:</p> <p>a) be designed to reflect and enhance local community character, image, identity, and sense of place;</p> <p>b) be encouraged to include public art as part of overall site and/or building design;</p> <p>c) provide equitable public access to telecommunication (web access); and,</p> <p>d) be in compliance with the Corporate Energy and Sustainability Policy and constructed to promote water conservation, energy efficiency, <i>renewable energy systems and/or alternative energy systems, including district energy,</i> in accordance with Policy B.3.7.2, where feasible.</p>
<p>B.3.5.2.13 Policies B.3.5.2.1 to B.3.5.2.3 inclusive, B.3.5.2.5, B.3.5.2.6, and B.3.5.2.9 to B.3.5.2.12 <b>a) and b)</b> inclusive shall not apply to the renovation, expansion, or <i>adaptive reuse</i> of existing buildings for <i>community facilities</i>.</p>	<p>B.3.5.2.13 Policies B.3.5.2.1 to B.3.5.2.3 inclusive, B.3.5.2.5, B.3.5.2.6, and B.3.5.2.9 to B.3.5.2.12 a) and b) inclusive shall not apply to the renovation, expansion, or <i>adaptive reuse</i> of existing buildings for <i>community facilities</i>.</p>
<p>Insert new Policy B.3.5.2.14, as follows:  <b>B.3.5.2.14 The City shall endeavour to recover the full lifecycle cost of providing sustainable public community facilities/services, as required by applicable municipal By-laws and provincial legislation.</b></p>	<p>B.3.5.2.14 The City shall endeavour to recover the full lifecycle cost of providing sustainable public <i>community facilities/services</i>, as required by applicable municipal By-laws and provincial legislation.</p>
<p>B.3.5.3.16 Through the preparation of secondary plans or neighbourhood plans, the City shall determine the amount and type of park required based on the following considerations:</p> <p>a) the parkland standards in Policy B.3.5.3.11</p> <p>d) the feasibility of locating parks near schools and Natural Open Spaces; <del>and,</del></p> <p><b>e) the feasibility of providing a range of parkland spaces for all residents within a safe walking distance; and,</b></p> <p><del>ef)</del> site characteristics (slope, natural features, frontage in a public road) as defined by the <del>Landscape Manual for Parks and Open Space Development Guide</del>, adopted by Council.</p>	<p>B.3.5.3.16 Through the preparation of secondary plans or neighbourhood plans, the City shall determine the amount and type of park required based on the following considerations:</p> <p>a) the parkland standards in Policy B.3.5.3.11</p> <p>d) the feasibility of locating parks near schools and Natural Open Spaces;</p> <p>e) the feasibility of providing a range of parkland spaces for all residents within a walking distance; and,</p> <p>f) site characteristics (slope, natural features, frontage in a public road) as defined by the Parks and Open Space Development Guide, adopted by Council.</p>
<p>Insert new Policy B.3.5.3.20:  <b>B.3.5.3.20 The City will work with Conservation Authorities, the Bruce Trail Conservancy, the Hamilton Waterfront Trust, and other agencies in the planning and development of a publicly accessible system of parkland, open space, and trails, including shorelines, in a manner that encourages good land stewardship practices for public and private lands. Signage shall be clearly demarcated where public access is and is not permitted.</b></p>	<p>B.3.5.3.20 The City will work with Conservation Authorities, the Bruce Trail Conservancy, the Hamilton Waterfront Trust, and other agencies in the planning and development of a publicly accessible system of parkland, open space, and trails, including shorelines, in a manner that encourages good land stewardship practices for public and private lands. Signage shall be clearly demarcated where public access is and is not permitted.</p>

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<p>B.3.5.6.1 Healthcare facilities shall be located in proximity to major roads and transit routes for ease of access by all forms of transportation, including <del>walking and cycling</del> <b>active transportation</b>.</p>	<p>B.3.5.6.1 Healthcare facilities shall be located in proximity to major roads and transit routes for ease of access by all forms of transportation, including <i>active transportation</i>.</p>
<p>B.3.6.2 Air Quality and Climate Change            ...            Several goals and policies of this Plan, both directly and indirectly contribute to the improvement of air quality and reduce greenhouse gases:            a) promoting compact, mixed use urban communities;            b) integrating the transportation network to include all modes of transportation;            c) promoting <b>active transportation, including walking, and cycling, and the use of public transit</b>;            ...            Many of these goals and policies also contribute to the adaptation to climate change by minimizing vulnerabilities to climate impacts. Prohibiting new <i>development on hazard lands</i>, and incorporating urban design features that reduce <del>climate impacts</del> <b>the impacts of a changing climate</b> on public works and urban infrastructure - roads and associated infrastructure, bridges, water and waste water systems, and energy distribution, are climate change adaptation strategies.</p>	<p>B.3.6.2 Air Quality and Climate Change            ...            Several goals and policies of this Plan, both directly and indirectly contribute to the improvement of air quality and reduce greenhouse gases:            a) promoting compact, mixed use urban communities;            b) integrating the transportation network to include all modes of transportation;            c) promoting <i>active transportation</i>, including walking and cycling, and the use of public transit;            ...            Many of these goals and policies also contribute to the adaptation to climate change by minimizing vulnerabilities to climate impacts. Prohibiting new <i>development on hazard lands</i>, and incorporating urban design features that reduce the <i>impacts of a changing climate</i> on public works and urban infrastructure - roads and associated infrastructure, bridges, water and waste water systems, and energy distribution, are climate change adaptation strategies.</p>
<p>B.3.6.2.2 The City shall partner and work with other levels of governments, other municipalities, academics, community groups, <del>and as well as</del> <b>local industries and businesses</b> to develop:            a) actions <b>that directly or indirectly improve air quality by reducing</b> <del>reduce air pollutants and greenhouse gases; improve air quality, reduce and respond to the impacts of climate change in the City and,</del>            b) a Hamilton <del>Air Quality and Climate Change</del> <b>Climate Impact Adaptation Plan that improves climate resiliency by minimizing the impacts of a changing climate and prepares the City and community for those impacts that are unavoidable.</b></p>	<p>B.3.6.2.2 The City shall partner and work with other levels of governments, other municipalities, academics, community groups, as well as local industries and businesses to develop:            a) actions that directly or indirectly improve air quality by reducing air pollutants and greenhouse gases; and,            b) a Hamilton Climate Impact Adaptation Plan that improves climate resiliency by minimizing the <i>impacts of a changing climate</i> and prepares the City and community for those impacts that are unavoidable.</p>
<p>B.3.6.2.4 The City shall undertake an air pollutant and greenhouse gas emissions inventory <b>for transportation, buildings, waste and municipal operations</b>, and assess the conditions of Hamilton’s local air quality and climate to inform actions to reduce emissions of air pollutants and greenhouse gases generated in the City.</p>	<p>B.3.6.2.4 The City shall undertake an air pollutant and greenhouse gas emissions inventory for transportation, buildings, waste and municipal operations, and assess the conditions of Hamilton’s local air quality and climate to inform actions to reduce emissions of air pollutants and greenhouse gases generated in the City.</p>

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B.3.6.2.6 The City shall monitor and reduce <b>energy consumption</b> , air pollutants and greenhouse gases generated by the City’s corporate activities and services to achieve the targets set out in the Corporate <b>Energy and Sustainability Policy</b> <del>Air Quality and Climate Change Strategic Plan Task Force Report</del> .	B.3.6.2.6 The City shall monitor and reduce energy consumption, air pollutants and greenhouse gases generated by the City’s corporate activities and services to achieve the targets set out in the Corporate Energy and Sustainability Policy.
B.3.6.2.7 The City shall prepare an annual, <b>or at a greater frequency as may be required</b> , Air Quality and Climate Change report to monitor the City’s progress towards <b>achieving the actions, its goals and targets</b> , and to increase awareness of air quality and climate change.	B.3.6.2.7 The City shall prepare an annual, or at a greater frequency as may be required, Air Quality and Climate Change report to monitor the City’s progress towards achieving the actions, goals and targets, and to increase awareness of air quality and climate change.
B.3.6.5 Hazard Lands <i>Hazard lands</i> are lands that have an inherent risk to life or property due to a variety of natural hazards such as flooding, <b>fire</b> , erosion, or unexpected collapse of land. <i>Hazard lands</i> are areas <b>particularly susceptible to the impacts of a changing climate, such as</b> flooding, erosion, slope failure, or other physical conditions which are severe enough to pose a risk to residents, loss of life, property damage, and social disruption either at a specific location or to upstream or downstream lands within the watershed, if these lands were to be developed. ... In the City of Hamilton, <i>hazard lands</i> are defined, mapped, and regulated by the Conservation Authorities in accordance with the <u>Conservation Authorities Act</u> . The Niagara Escarpment Commission regulates lands that also have inherent hazards through the <u>Niagara Escarpment Planning and Development Act</u> . <b>The Ministry of Natural Resources and Forestry maintains mapping of hazardous forest types for wildland fire. However, due to the dynamic nature of forested areas, the condition for hazardous forest types for wildland fire is not static and mapping must be updated on an ongoing basis.</b>	B.3.6.5 Hazard Lands <i>Hazard lands</i> are lands that have an inherent risk to life or property due to a variety of natural hazards such as flooding, fire, erosion, or unexpected collapse of land. <i>Hazard lands</i> are areas particularly susceptible to the <i>impacts of a changing climate</i> , such as flooding, erosion, slope failure, or other physical conditions which are severe enough to pose a risk to residents, loss of life, property damage, and social disruption either at a specific location or to upstream or downstream lands within the watershed, if these lands were to be developed. ... In the City of Hamilton, <i>hazard lands</i> are defined, mapped, and regulated by the Conservation Authorities in accordance with the <u>Conservation Authorities Act</u> . The Niagara Escarpment Commission regulates lands that also have inherent hazards through the <u>Niagara Escarpment Planning and Development Act</u> . The Ministry of Natural Resources and Forestry maintains mapping of <i>hazardous forest types for wildland fire</i> . However, due to the dynamic nature of forested areas, the condition for <i>hazardous forest types for wildland fire</i> is not static and mapping must be updated on an ongoing basis.
B.3.6.5.9 Notwithstanding Policy B.3.6.5.6, B.3.6.5.7, and B.3.6.5.8, <i>development and site alteration</i> may be permitted on <i>hazard lands</i> : a) in those exceptional situations where a Special Policy Area, under Section 3.1.34 a) of the Provincial Policy Statement has been approved by the Province.	B.3.6.5.9 Notwithstanding Policy B.3.6.5.6, B.3.6.5.7, and B.3.6.5.8, <i>development and site alteration</i> may be permitted on <i>hazard lands</i> : a) in those exceptional situations where a Special Policy Area, under Section 3.1.4 a) of the Provincial Policy Statement has been approved by the Province.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
Insert new Policy B.3.6.5.16, as follows: <b>B.3.6.5.16 Hazardous forest types for wildland fire are identified and mapped by the Ministry of Natural Resources and Forestry. The City shall maintain mapping of hazardous forest types for wildland fire to assist in the screening and assessment of development proposals.</b>	B.3.6.5.16 <i>Hazardous forest types for wildland fire</i> are identified and mapped by the Ministry of Natural Resources and Forestry. The City shall maintain mapping of <i>hazardous forest types for wildland fire</i> to assist in the screening and assessment of <i>development</i> proposals.
Insert new Policy B.3.6.5.17, as follows: <b>B.3.6.5.17 Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire.</b>	B.3.6.5.17 <i>Development</i> shall generally be directed to areas outside of lands that are unsafe for <i>development</i> due to the presence of <i>hazardous forest types for wildland fire</i> .
Insert new Policy B.3.6.5.18, as follows: <b>B.3.6.5.18 Development may however be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated, in accordance with wildland fire assessment and mitigation standards.</b>	B.3.6.5.18 <i>Development</i> may however be permitted in lands with <i>hazardous forest types for wildland fire</i> where the risk is mitigated, in accordance with <i>wildland fire assessment and mitigation standards</i> .
B.3.7 Energy and Environmental Design <i>Complete communities</i> require a mix of land uses including housing, uses which provide goods and services, and a range of transportation modes including public transit, all of which depend on energy. Energy efficiency, environmental design, <b>green infrastructure</b> , and increasing the supply of energy through <i>renewable energy systems</i> and <i>alternative energy systems</i> , benefits human and environmental health, protects the global climate, and reduces the demand for energy resources and the infrastructure needed for its production and distribution.	B.3.7 Energy and Environmental Design <i>Complete communities</i> require a mix of land uses including housing, uses which provide goods and services, and a range of transportation modes including public transit, all of which depend on energy. Energy efficiency, environmental design, <i>green infrastructure</i> , and increasing the supply of energy through <i>renewable energy systems</i> and <i>alternative energy systems</i> , benefits human and environmental health, protects the global climate, and reduces the demand for energy resources and the infrastructure needed for its production and distribution.
B.3.7.1 The City supports energy efficient land use patterns. The policies of this Plan, in particular, Policy B.3.3.2.8, C.4.2.9 <del>10</del> – Urban Design and Complete Streets, and E.2.0 – Urban Structure, support: b) <i>development</i> of mixed use urban environments that <b>remove land use barriers to improve accessibility for persons with disabilities and older persons</b> and support public transit and <i>active transportation</i> ;	B.3.7.1 The City supports energy efficient land use patterns. The policies of this Plan, in particular, Policy B.3.3.2.8, C.4.2.10 – Urban Design and Complete Streets, and E.2.0 – Urban Structure, support: ... b) <i>development</i> of mixed use urban environments that <b>remove land use barriers to improve accessibility for persons with disabilities and older persons</b> and support public transit and <i>active transportation</i> ;
B.3.7.2 The City shall <del>support</del> <b>prepare for the impacts of a changing climate by encouraging energy efficient and environmental designed development and redevelopment</b> through: b) the use of environmental building rating systems such as certification under the Leadership in Energy and Environmental Design (LEED) program, <b>R-2000 Home, Passive House, Canadian Green Building Council’s Zero Carbon Standard</b> , or an equivalent rating system <b>or building techniques</b> for upgrading/retrofitting of existing <i>development</i> and	B.3.7.2 The City shall prepare for the <i>impacts of a changing climate</i> by encouraging energy efficient and environmental designed <i>development</i> and <i>redevelopment</i> through: b) the use of environmental building rating systems such as certification under the Leadership in Energy and Environmental Design (LEED) program, R-2000 Home, Passive House, Canadian Green Building Council’s Zero Carbon Standard, or an equivalent rating system or building techniques for upgrading/retrofitting of existing <i>development</i> and

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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<p>new <i>development</i>;            g) designs that encourage sustainable forms of transportation, including <i>active transportation</i>, transit, <b>as well as alternative fuel</b> and energy conserving vehicles;            h) designs that facilitate cooperation/joint energy efficiency between developments to optimize the efficient use of resources, <b>including district energy systems</b>;            i) energy conservation initiatives, including energy demand management;  <b>j) water and storm water conservation/management practices and low impact development techniques</b>, such as green roofs, water recycling systems, urban storm water swales, etc.;  <b>jk) promoting building conservation and adaptive reuse</b>;  <del>kl)</del> encouraging the use of <b>locally sourced and reclaimed building materials to reduce the amount of embodied carbon</b>;  <del>lm)</del> pilot projects and <i>community energy plans</i> as appropriate; and,  <del>mn)</del> other environmental development standards that encourage energy efficiency and environmental design as contained in the City’s approved engineering policies and standards and master planning studies, and are supported by the City’s financial incentive programs.</p>	<p>new <i>development</i>;            g) designs that encourage sustainable forms of transportation, including <i>active transportation</i>, transit, as well as alternative fuel and energy conserving vehicles;            h) designs that facilitate cooperation/joint energy efficiency between developments to optimize the efficient use of resources, including district energy systems;            i) energy conservation initiatives, including energy demand management;            j) water and storm water conservation/management practices and <i>low impact development</i> techniques, such as green roofs, water recycling systems, urban storm water swales, etc.;            k) promoting building conservation and <i>adaptive reuse</i>;            l) encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon;            m) pilot projects and <i>community energy plans</i> as appropriate; and,            n) other environmental development standards that encourage energy efficiency and environmental design as contained in the City’s approved engineering policies and standards and master planning studies, and are supported by the City’s financial incentive programs.</p>
<p>Insert new Policy B.3.7.3 and renumber subsequent policies.  <b>B.3.7.3 The City shall develop and update Sustainable Building and Development Guidelines to promote energy efficient development and redevelopment proposals, and implement the Guidelines through the development approvals process.</b></p>	<p>B.3.7.3 The City shall develop and update a sustainable building checklist to promote energy efficient <i>development</i> and <i>redevelopment</i> proposals, and implement the Guidelines through the development approvals process.</p>
<p><del>B.3.7.34</del> Corporately, the City shall support energy efficiency by:            a) <b>complying with the Corporate Energy and Sustainability Policy, including its energy and greenhouse gas targets and implementing the City’s approved Corporate Energy Policy Goals and Areas of Focus for Climate Change Mitigation and Adaptation, as set out in the Corporate Climate Change Task Force Report</b>;            c) supporting City and City/private partnership pilot projects which are energy efficient and have good environmental design, <b>such as district energy generation</b>;</p>	<p>B.3.7.4 Corporately, the City shall support energy efficiency by:            a) complying with the Corporate Energy and Sustainability Policy, including its energy and greenhouse gas targets and implementing the City’s approved Corporate Goals and Areas of Focus for Climate Change Mitigation and Adaptation, as set out in the Corporate Climate Change Task Force Report;            c) supporting City and City/private partnership pilot projects which are energy efficient and have good environmental design, such as district energy generation;</p>
<p><b>Increased Energy Supply</b>  <del>B.3.7.45</del> The City shall promote increasing the supply of energy and in particular, the supply of</p>	<p>Increased Energy Supply            B.3.7.4 The City shall promote increasing the supply of energy and in particular, the supply of</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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<p>sustainable energy by:</p> <p>a) permitting energy generation facilities to meet existing and planned needs, including <b>district energy, renewable energy systems and <i>alternative energy systems</i></b>, both as principal and accessory uses. These facilities shall be permitted in all land use designations subject to the other relevant policies of this Plan, Policy B.3.7.3, <i>compatibility</i> with the surrounding land uses, and in accordance with the provisions of the Zoning By-law; and,</p> <p>b) working jointly with the Province to investigate the need, feasibility, implications and suitable locations for solar, wind, and bio-energy projects and to promote local clean energy generation, where appropriate, <del>and in accordance with the <u>Green Energy and Green Economy Act, 2009</u>.</del></p>	<p>sustainable energy by:</p> <p>a) permitting energy generation facilities to meet existing and planned needs, including district energy, renewable energy systems and <i>alternative energy systems</i>, both as principal and accessory uses. These facilities shall be permitted in all land use designations subject to the other relevant policies of this Plan, Policy B.3.7.3, <i>compatibility</i> with the surrounding land uses, and in accordance with the provisions of the Zoning By-law; and,</p> <p>b) working jointly with the Province to investigate the need, feasibility, implications and suitable locations for solar, wind, and bio-energy projects and to promote local clean energy generation, where appropriate.</p>
<p>Delete Policy B.3.7.7 in its entirety.</p> <p><del>B.3.7.7 Renewable energy undertakings are exempted from <u>Planning Act, R.S.O., 1990 c. P.13</u> approvals in accordance with Schedule K of the <u>Green Energy and Green Economy Act, 2009</u>. These undertakings shall be subject to the <u>Green Energy and Green Economy Act, 2009</u> and other provincial approvals.</del></p>	
<p>Insert new Policy B.3.7.8.</p> <p><b>Other Energy and Environmental Matters</b></p> <p><b>B.3.7.8 <i>Development, redevelopment and site alteration</i> activities shall incorporate best management practices regarding the use of excess soil and fill, including the following:</b></p> <p><b>a) any excess soil is reused on-site or locally to the maximum extent possible and, where feasible, excess soil reuse planning is undertaken concurrently with development planning and design;</b></p> <p><b>b) appropriate sites for excess soil storage and processing are permitted close to areas where proposed development is concentrated or areas of potential soil reuse; and,</b></p> <p><b>c) fill quality received and fill placement at a site will not cause an adverse effect with regard to the current or proposed use of the property or the natural environment and is compatible with adjacent land uses.</b></p>	<p>Other Energy and Environmental Matters</p> <p>B.3.7.8 <i>Development, redevelopment and site alteration</i> activities shall incorporate best management practices regarding the use of excess soil and fill, including the following:</p> <p>a) any excess soil is reused on-site or locally to the maximum extent possible and, where feasible, excess soil reuse planning is undertaken concurrently with development planning and design;</p> <p>b) appropriate sites for excess soil storage and processing are permitted close to areas where proposed development is concentrated or areas of potential soil reuse; and,</p> <p>c) fill quality received and fill placement at a site will not cause an adverse effect with regard to the current or proposed use of the property or the natural environment and is compatible with adjacent land uses.</p>



Appendix “C” – Volume 1: Chapter C – City Wide Systems and Designations

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
C.1.0 The Official Plan must be consistent with the Provincial Policy Statement and conform to the <b>Growth Plan and the Greenbelt Plan</b> . However, in some areas of provincial policy, the municipality can be more restrictive than the provincial directions. Where land use designations exist, this section details the interrelationship between the various provincial documents and this Plan.	C.1.0 The Official Plan must be consistent with the Provincial Policy Statement and conform to the Growth Plan and the Greenbelt Plan. However, in some areas of provincial policy, the municipality can be more restrictive than the provincial directions. Where land use designations exist, this section details the interrelationship between the various provincial documents and this Plan.
C.1.11 Portions of the <del>Fruitland-Winona Urban</del> <b>Secondary Plan Area</b> <del>which that</del> are designated as Niagara Escarpment Minor Urban Centre on Schedule A - Provincial Plans, shall meet the following criteria: ...	C.1.11 Portions of the Fruitland-Winona Secondary Plan Area that are designated as Niagara Escarpment Minor Urban Centre on Schedule A - Provincial Plans, shall meet the following criteria: ...
C.1.3.1 In the case of discrepancy between the Parkway Belt West Plan and this Plan, the most restrictive policies shall <del>apply</del> prevail, provided that they are consistent with its intent and purpose.	C.1.3.1 In the case of discrepancy between the Parkway Belt West Plan and this Plan, the most restrictive policies shall prevail, provided that they are consistent with its intent and purpose.
Insert new Policy C.1.4, as follows: <b>C.1.4 Growth Plan for the Greater Golden Horseshoe</b> <b>The Growth Plan for the Greater Golden Horseshoe is the provincial government’s plan for growth and development within the Greater Toronto and Hamilton Areas, and the surrounding communities over the next 30 years. Enabled by the <i>Places to Grow Act, 2005</i>, the Plan manages growth in a way the supports economic prosperity, protects the environment, and helps communities achieve a high quality of life for residents.</b>	C.1.4 Growth Plan for the Greater Golden Horseshoe The Growth Plan for the Greater Golden Horseshoe is the provincial government’s plan for growth and development within the Greater Toronto and Hamilton Areas, and the surrounding communities over the next 30 years. Enabled by the <i>Places to Grow Act, 2005</i> , the Plan manages growth in a way the supports economic prosperity, protects the environment, and helps communities achieve a high quality of life for residents.
Insert new Policy C.1.4.1, as follows: <b>C.1.4.1 The provisions of the Growth Plan for the Greater Golden Horseshoe shall apply to development of lands within the urban area and a portion of Rural Hamilton. In the case of discrepancy between the Growth Plan for the Greater Golden Horseshoe and this Plan, the most restrictive policies shall prevail provided that they are consistent with its intent and purpose.</b>	C.1.4.1 The provisions of the Growth Plan for the Greater Golden Horseshoe shall apply to development of lands within the urban area and a portion of Rural Hamilton. In the case of discrepancy between the Growth Plan for the Greater Golden Horseshoe and this Plan, the most restrictive policies shall prevail provided that they are consistent with its intent and purpose.

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>C.2.5.1 Generally, permitted uses in <i>Core Areas</i> shall include: ...            k) infrastructure projects, in accordance with Section C.5.0 – Infrastructure, <b>provided <i>negative impacts on these features have been avoided or minimized and to the extent feasible mitigated, as demonstrated through an Environmental Impact Statement.</i></b></p>	<p>C.2.5.1 Generally, permitted uses in <i>Core Areas</i> shall include: ...            k) infrastructure projects, in accordance with Section C.5.0 – Infrastructure, provided <i>negative impacts on these features have been avoided or minimized and to the extent feasible mitigated, as demonstrated through an Environmental Impact Statement.</i></p>
<p>Insert new Policy C.2.8.3, as follows:  <b>C.2.8.3 The City shall consider the Great Lakes Strategy, the targets and goals of the <i>Great Lakes Protection Act, 2015</i>, and any applicable Great Lakes agreements as part of <i>watershed planning</i> and coastal or waterfront planning initiatives.</b></p>	<p>C.2.8.3 The City shall consider the Great Lakes Strategy, the targets and goals of the <i>Great Lakes Protection Act, 2015</i>, and any applicable Great Lakes agreements as part of <i>watershed planning</i> and coastal or waterfront planning initiatives.</p>
<p>Insert new Policy C.2.11.5, as follows:  <b>C.2.11.5 The City shall prepare and update as necessary an Urban Forest Strategy to protect publicly and privately owned trees and supporting vegetation within the <i>Urban Area</i>, in accordance with Section C.5.6 – Green Infrastructure.</b></p>	<p>C.2.11.5 The City shall prepare and update as necessary an Urban Forest Strategy to protect publicly and privately owned trees and supporting vegetation within the <i>Urban Area</i>, in accordance with Section C.5.6 – Green Infrastructure.</p>
<p>Insert new Policy C.2.13.4, as follows:  <b>C.2.13.4 The City shall protect, improve or restore the <i>quality and quantity of water</i> by evaluating and preparing for the <i>impacts of a changing climate</i> to water resource systems at the watershed level.</b></p>	<p>C.2.13.4 The City shall protect, improve or restore the <i>quality and quantity of water</i> by evaluating and preparing for the <i>impacts of a changing climate</i> to water resource systems at the watershed level.</p>
<p>C.4.0 Integrated Transportation Network            ...            The transportation network and land uses are mutually inclusive; land uses are connected and accessible through the transportation network. Equally, transportation is made more efficient when complemented by appropriate locations and densities for various land uses. <b>The resulting built environment has an impact on the overall health and well-being of citizens therefore, <del>The</del> the City shall plan for an integrated transportation network contributing to <i>complete communities</i> through the policies of this Plan, provincial policies, and requirements of the <u>Planning Act, R.S.O., 1990 c. P.13</u>. Accordingly, the integrated transportation network shall support and implement the urban structure including mixed use nodes, <i>Urban Corridors</i>, Major Activity Centres, Neighbourhoods and Employment areas. The integrated transportation policies will help in achieving the shared goal of Vision 2020, the Growth Related Integrated Development Strategy and the Transportation Master Plan, of an integrated sustainable transportation network for people, goods</b></p>	<p>C.4.0 Integrated Transportation Network            ...            The transportation network and land uses are mutually inclusive; land uses are connected and accessible through the transportation network. Equally, transportation is made more efficient when complemented by appropriate locations and densities for various land uses. The resulting built environment has an impact on the overall health and well-being of citizens therefore, the City shall plan for an integrated transportation network contributing to <i>complete communities</i> through the policies of this Plan, provincial policies, and requirements of the <u>Planning Act, R.S.O., 1990 c. P.13</u>. Accordingly, the integrated transportation network shall support and implement the urban structure including mixed use nodes, <i>Urban Corridors</i>, Major Activity Centres, Neighbourhoods and Employment areas. The integrated transportation policies will help in achieving the shared goal of Vision 2020, the Growth Related Integrated Development Strategy and the Transportation Master Plan, of an integrated sustainable transportation network for people,</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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<p>and services, which is safe, environmentally friendly, <b>age-friendly</b>, affordable, efficient, convenient and accessible.</p> <p>This Plan recognizes the relationship between the transportation network and its impact on quality of life and economic development potential. The integrated transportation network will offer a greater range of transportation mode choice. An improved and efficient transportation network is a key component of <i>complete communities (inclusive of complete streets)</i> – creating the vital link between activities and land uses throughout the City. Improved mode choice can be accomplished through a better balance between the competing needs of the street network including cars, transit, <i>active transportation</i>, goods movement <del>and</del>, parking <b>and emerging transportation modes and technology</b>. A balanced integrated transportation network shall contribute to vibrant streets where pedestrians and cyclists feel comfortable and can co-exist with <del>traffic</del> <b>other modes of transportation operating</b> on the streets, improving health and quality of life.</p> <p><i>Transportation demand management (TDM)</i> is an essential part of an overall integrated transportation network and part of a more <b>balanced and</b> sustainable transportation system. The policies of this Plan, together with the directions and programs from the Transportation Master Plan, will contribute to an overall <i>transportation demand management</i> strategy for the City.</p>	<p>goods and services, which is safe, environmentally friendly, age-friendly, affordable, efficient, convenient and accessible.</p> <p>This Plan recognizes the relationship between the transportation network and its impact on quality of life and economic development potential. The integrated transportation network will offer a greater range of transportation mode choice. An improved and efficient transportation network is a key component of <i>complete communities (inclusive of complete streets)</i> – creating the vital link between activities and land uses throughout the City. Improved mode choice can be accomplished through a better balance between the competing needs of the street network including cars, transit, <i>active transportation</i>, goods movement, parking and emerging transportation modes and technology. A balanced integrated transportation network shall contribute to vibrant streets where pedestrians and cyclists feel comfortable and can co-exist with other modes of transportation operating on streets, improving health and quality of life.</p> <p><i>Transportation demand management (TDM)</i> is an essential part of an overall integrated transportation network and part of a more balanced and sustainable transportation system. The policies of this Plan, together with the directions and programs from the Transportation Master Plan, will contribute to an overall <i>transportation demand management</i> strategy for the City.</p>
<p>C.4.1.1 Provide a balanced, <b>sustainable</b> and integrated transportation network which includes all modes of transportation such as <i>active transportation</i>, transit, automobiles, goods movement vehicles, rail, air, <del>and</del> marine, <b>and emerging modes of transportation and technology</b>.</p>	<p>C.4.1.1 Provide a balanced, sustainable and integrated transportation network which includes all modes of transportation such as <i>active transportation</i>, transit, automobiles, goods movement vehicles, rail, air, marine, and emerging modes of transportation and technology.</p>
<p>C.4.1.2 Recognize the relationship of transportation, <b>public health</b> and land use planning in connecting communities, land uses and activities and the role of the integrated transportation network in creating <i>complete communities</i> and improving overall quality of life.</p>	<p>C.4.1.2 Recognize the relationship of transportation, public health and land use planning in connecting communities, land uses and activities and the role of the integrated transportation network in creating <i>complete communities</i> and improving overall quality of life.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>C.4.1.3 Facilitate <b>investment in <i>major goods movement facilities and corridors and employment areas</i></b> for the safe and efficient movement of goods and services within and between Hamilton, neighbouring municipalities and regions through various modes within the integrated transportation network.</p>	<p>C.4.1.3 Facilitate investment in <i>major goods movement facilities and corridors and employment areas</i> for the safe and efficient movement of goods and services within and between Hamilton, neighbouring municipalities and regions through various modes within the integrated transportation network.</p>
<p>C.4.1.5 Work in cooperation with other levels of government and government agencies to further develop inter-regional travel plans including <del>expansion of</del> <b>expanded routes and increased GO Transit service</b> in the Hamilton area, proposals for <del>rapid</del> <b>higher order transit</b> within the City and other inter-regional transit and highway, marine, and airport initiatives.</p>	<p>C.4.1.5 Work in cooperation with other levels of government and government agencies to further develop inter-regional travel plans including expanded routes and increased GO Transit service in the Hamilton area, proposals for <i>higher order transit</i> within the City and other inter-regional transit and highway, marine, and airport initiatives.</p>
<p>C.4.1.6 Provide a <b>safe</b>, convenient, fast, frequent and affordable public transportation service that <b>adapts to a changing climate</b>, features adequate carrying capacity and serves all residents and businesses.</p>	<p>C.4.1.6 Provide a safe, convenient, fast, frequent and affordable public transportation service that adapts to a changing climate, features adequate carrying capacity and serves all residents and businesses.</p>
<p>Insert new policy as follows:  <b>C.4.1.8 Manage curbside activities and space allocation to maximize mobility, safety, and access for the wide variety of curb demands.</b></p>	<p>C.4.1.8 Manage curbside activities and space allocation to maximize mobility, safety, and access for the wide variety of curb demands.</p>
<p>C.4.2.1 The City shall maintain the existing transportation network and ensure the continued sustainability <b>and optimization</b> of existing transportation infrastructure before new infrastructure developments are considered.</p>	<p>C.4.2.1 The City shall maintain the existing transportation network and ensure the continued sustainability and optimization of existing transportation infrastructure before new infrastructure developments are considered.</p>
<p>Insert new Policy C.4.2.2 and renumber subsequent policies.  <b>C.4.2.2 The City shall plan for a transportation network that reduces greenhouse gas emissions by encouraging the most environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles.</b></p>	<p>C.4.2.2 The City shall plan for a transportation network that reduces greenhouse gas emissions by encouraging the most environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>C.4.2.45.1 <i>Transportation demand management</i> measures may include:            a) provision of <i>active transportation</i> features including secure bicycle storage facilities and pedestrian and cycling access to the road network <del>facilities</del>;            b) supporting transit through <b>an array of incentives and disincentives to automobile dependence and single-occupancy vehicles such as</b> reduced parking standards for some land uses where appropriate and making provisions <del>for</del> <b>to support shared mobility such as</b> car-sharing spaces through the site plan process where feasible and appropriate; and,</p>	<p>C.4.2.5.1 <i>Transportation demand management</i> measures may include:            a) provision of <i>active transportation</i> features including secure bicycle storage facilities and pedestrian and cycling access to the road network;            b) supporting transit through an array of incentives and disincentives to automobile dependence and single-occupancy vehicles such as reduced parking standards for some land uses where appropriate and making provisions to support shared mobility such as car-sharing spaces through the site plan process where feasible and appropriate; and,</p>
<p><del>C.4.2.78 City has been identified as part of the Greater Toronto and Hamilton Area (GTHA) in The Big Move</del> <b>The Metrolinx Regional Transportation Plan (RTP) developed by Metrolinx and Provincial Greater Golden Horseshoe (GGH) Transportation Plan identify strategic regional transportation plans and projects with the City.</b> As such, the City shall work with Metrolinx <b>and the Province of Ontario</b> to implement the recommendations of the RTP <b>and GGH Transportation Plan</b> through the policies of this Plan and the Transportation Master Plan.</p>	<p>C.4.2.8 The Metrolinx Regional Transportation Plan (RTP) and Provincial Greater Golden Horseshoe (GGH) Transportation Plan identify strategic regional transportation plans and projects with the City. As such, the City shall work with Metrolinx and the Province of Ontario to implement the recommendations of the RTP and GGH Transportation Plan through the policies of this Plan and the Transportation Master Plan.</p>
<p>Insert new Policy C.4.2.9 and renumber subsequent policies:  <b>C.4.2.9 Transit planning and investments shall be aligned with, and supporting, the <i>priority transit corridor</i> identified on Schedule E – Urban Structure and/or Appendix B – Major Transportation Facilities and Routes.</b></p>	<p>C.4.2.9 Transit planning and investments shall be aligned with, and supporting, the <i>priority transit corridor</i> identified on Schedule E – Urban Structure and/or Appendix B – Major Transportation Facilities and Routes.</p>
<p>C.4.2.810 New secondary plans and designs for <del>major transit trip</del> <i>major trip generators</i> shall incorporate the following design directions:            a) establishment of a continuous grid road network as the preferred street layout to allow pedestrians, cyclists, transit vehicles, automobiles and goods and services vehicles to move efficiently through communities;            b) efficient spacing of arterial and collector roads within the grid network;            c) organization of land uses in a manner that reduces automobile dependence and improves modal choice and the movement of goods;            d) placement of higher density land uses near existing and planned transit stop/station locations;  <b>e) establish appropriate rights-of-way that support complete streets and supporting place-making opportunities within communities;</b>  <b>e)f) complete street</b> designs and layout which</p>	<p>C.4.2.10 New secondary plans and designs for <i>major trip generators</i> shall incorporate the following design directions:            a) establishment of a continuous grid road network as the preferred street layout to allow pedestrians, cyclists, transit vehicles, automobiles and goods and services vehicles to move efficiently through communities;            b) efficient spacing of arterial and collector roads within the grid network;            c) organization of land uses in a manner that reduces automobile dependence and improves modal choice and the movement of goods;            d) placement of higher density land uses near existing and planned transit stop/station locations;            e) establish appropriate rights-of-way that support <i>complete streets</i> and supporting place-making opportunities within communities;            f) <i>complete street</i> designs and layout which</p>

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<p>reduces and minimizes the need for future traffic calming and/or unnecessary traffic control devices; and,  <del>f</del><b>g</b>) all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E - Urban Systems and Designations.</p>	<p>reduces and minimizes the need for future traffic calming and/or unnecessary traffic control devices; and,  g) all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E - Urban Systems and Designations.</p>
<p>C.4.2.<del>9</del><b>11</b> Direct access to transit facilities shall be provided via <b>multi-use paths, trails, bicycle lanes</b>, sidewalks and walkways from the interior block areas of neighbourhoods. Within existing and planned <i>development</i>, the City shall encourage the creation of mid-block connections for pedestrians, <b>cycling</b>, transit, and <b>other active transportation</b> modes.</p>	<p>C.4.2.11 Direct access to transit facilities shall be provided via multi-use paths, trails, bicycle lanes, sidewalks and walkways from the interior block areas of neighbourhoods. Within existing and planned <i>development</i>, the City shall encourage the creation of mid-block connections for pedestrians, cycling, transit, and other <i>active transportation</i> modes.</p>
<p>C.4.2.<del>10</del><b>12</b> <i>Development of major transit trip generators</i> shall provide safe, <b>accessible</b> and convenient pedestrian and cycling environments and <del>access</del> <b>be achieved</b> through building orientation, site layout, traffic management, and the provision of facilities such as sidewalks, crosswalks, bike lanes and trails, bicycle parking and loading, and connections to transit service.</p>	<p>C.4.2.12 <i>Development of major trip generators</i> shall provide safe, accessible and convenient pedestrian and cycling environments and be achieved through building orientation, site layout, traffic management, and the provision of facilities such as sidewalks, crosswalks, bike lanes and trails, bicycle parking and loading, and connections to transit service.</p>
<p>C.4.2.<del>15</del><b>17</b> In accordance with Policy C.4.1.6, recognizing that an increasing proportion of the population is aging and many will possess mobility challenges, the City shall continue to ensure that it is able to provide an appropriate range of public transit services and programs on the conventional, specialized, <b>on-demand</b> and <del>rapid</del> <b>higher order transit</b> networks in an efficient and effective manner to all existing and planned trip generators throughout the <i>urban area</i>.</p>	<p>C.4.2.17 In accordance with Policy C.4.1.6, recognizing that an increasing proportion of the population is aging and many will possess mobility challenges, the City shall continue to ensure that it is able to provide an appropriate range of public transit services and programs on the conventional, specialized, on-demand and <i>higher order transit</i> networks in an efficient and effective manner to all existing and planned trip generators throughout the <i>urban area</i>.</p>

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<p>C.4.2.16 <del>18</del> Additional <i>transportation corridors</i> may be added to the integrated transportation network in Hamilton in the future. Recognizing the need to plan proactively for future infrastructure requirements and sustainable transportation solutions, the City supports active participation with provincial, inter-provincial and federal transportation planning studies such as the <del>ongoing Niagara to Greater Toronto Area (NGTA) corridor planning</del> <b>Greater Golden Horseshoe Transportation Plan and Environmental Assessment study</b> and the Ontario-Quebec Continental Gateway and Trade Corridor Study.</p> <p><del>a) The NGTA study will address congestion, economic growth, and better gauge a long term land use and transportation framework extending from the Niagara Peninsula to the Greater Toronto Area.</del></p> <p><del>b) The Ontario-Quebec Continental Gateway and Trade Corridor Study will develop a multi-modal strategy to improve goods movement and trade.</del></p>	<p>C.4.2.18 Additional <i>transportation corridors</i> may be added to the integrated transportation network in Hamilton in the future. Recognizing the need to plan proactively for future infrastructure requirements and sustainable transportation solutions, the City supports active participation with provincial, inter-provincial and federal transportation planning studies such as the Greater Golden Horseshoe Transportation Plan and the Ontario-Quebec Continental Gateway and Trade Corridor Study.</p>
<p>C.4.3 <i>Active transportation</i> which includes pedestrian movement, cycling <del>and any</del>, other non-motorized <del>modes</del> <b>and emerging micro-mobility modes</b> of transportation, is a key component of the City’s transportation network. <i>Active Transportation</i> provides a sustainable alternative to travel by private automobile, resulting in physical, economic and social benefits from improved air quality, reduced energy consumption and increased physical activity. This Plan recognizes that <i>active transportation</i> is an essential component of the overall integrated transportation network. Together, land use planning, transportation planning and the design of the built form creates an environment that encourages and enables people <b>of all ages and abilities</b> to use <i>active transportation</i> for travel to work, school, exercise, recreation and social interaction.</p>	<p>C.4.3 <i>Active transportation</i> which includes pedestrian movement, cycling, other non-motorized and emerging micro-mobility modes of transportation, is a key component of the City’s transportation network. <i>Active Transportation</i> provides a sustainable alternative to travel by private automobile, resulting in physical, economic and social benefits from improved air quality, reduced energy consumption and increased physical activity. This Plan recognizes that <i>active transportation</i> is an essential component of the overall integrated transportation network. Together, land use planning, transportation planning and the design of the built form creates an environment that encourages and enables people of all ages and abilities to use <i>active transportation</i> for travel to work, school, exercise, recreation and social interaction.</p>
<p>C.4.3.3 The City shall build and maintain the <i>active transportation</i> network which recognizes the importance of the sidewalk and cycling network while achieving a high standard of connectivity. <i>Active Transportation</i> shall be <del>promoted</del> <b>prioritized</b> and accommodated in <b>complete</b> street design and operation through:</p> <p>a) continuous improvement and expansion of the existing network of pedestrian and bicycle infrastructure, including multi-use paths, bike lanes, and <del>on-street bike routes</del> <b>other emerging design trends as appropriate;</b></p> <p>b) establishment of pedestrian-oriented design guidelines in secondary plans and undeveloped areas that promote <i>active transportation</i>; and,</p>	<p>C.4.3.3 The City shall build and maintain the <i>active transportation</i> network which recognizes the importance of the sidewalk and cycling network while achieving a high standard of connectivity. <i>Active Transportation</i> shall be prioritized and accommodated in complete street design and operation through:</p> <p>a) continuous improvement and expansion of the existing network of pedestrian and bicycle infrastructure, including multi-use paths, bike lanes, and other emerging design trends as appropriate;</p> <p>b) establishment of pedestrian-oriented design guidelines in secondary plans and undeveloped areas that promote <i>active transportation</i>; and,</p>

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<p>c) provision of traffic calming <del>and management measures and signage</del>, where appropriate.</p>	<p>c) provision of traffic calming and management measures, where appropriate.</p>
<p>C.4.3.4 Within the designated right-of-way, the design of <b>complete streets</b> and sidewalks shall provide a buffer between vehicular and pedestrian flow where feasible.</p>	<p>C.4.3.4 Within the designated right-of-way, the design of <i>complete streets</i> and sidewalks shall provide a buffer between vehicular and pedestrian flow where feasible.</p>
<p>C.4.3.5 The City shall design pedestrian friendly streets by:</p> <ul style="list-style-type: none"> <li>a) making streetscapes visually appealing to make walking more inviting;</li> <li>b) discouraging the placement of objects which will impede pedestrian movements;</li> <li>c) reducing motor vehicle <del>traffic</del> <b>speed and volume</b> in areas of high pedestrian activity by design or other means;</li> <li>d) establishing exclusive pedestrian links in areas of high pedestrian activity and <b>restricting motor vehicular vehicles traffic</b>;</li> <li>e) distinctly separating vehicular, pedestrian and cycling <del>traffic</del> <b>road users</b> to the fullest extent possible;</li> <li>f) providing adequate lighting;</li> <li>g) <b>providing benches to allow pedestrians to rest and street trees for shade, where feasible</b>;</li> <li>h) applying other means as specified in the policies of Section B.3.3 – Urban Design, where applicable; and,</li> <li>i) applying all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E – Urban Systems and Designations.</li> </ul>	<p>C.4.3.5 The City shall design pedestrian friendly streets by:</p> <ul style="list-style-type: none"> <li>a) making streetscapes visually appealing to make walking more inviting;</li> <li>b) discouraging the placement of objects which will impede pedestrian movements;</li> <li>c) reducing motor vehicle speed and volume in areas of high pedestrian activity by design or other means;</li> <li>d) establishing exclusive pedestrian links in areas of high pedestrian activity and restricting motor vehicles;</li> <li>e) distinctly separating vehicular, pedestrian and cycling road users to the fullest extent possible;</li> <li>f) providing adequate lighting;</li> <li>g) providing benches to allow pedestrians to rest and street trees for shade, where feasible;</li> <li>h) applying other means as specified in the policies of Section B.3.3 – Urban Design, where applicable; and,</li> <li>i) applying all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E – Urban Systems and Designations.</li> </ul>
<p>Insert new Policy C.4.3.6, as follows:  <b>C.4.3.6 The City shall work together with other municipalities to implement seamless integration and coordination between active transportation networks across municipal jurisdictions from both planning and operational perspectives.</b></p>	<p>C.4.3.6 The City shall work together with other municipalities to implement seamless integration and coordination between <i>active transportation</i> networks across municipal jurisdictions from both planning and operational perspectives.</p>



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<p>C.4.4 Public Transit Network            Public transit entities under municipal jurisdiction include conventional, specialized and <del>rapid transit</del> <b>higher order transit</b> networks. Inter-regional networks are under the jurisdiction of provincial/federal authorities... It is the intent of this Plan that transit provide access to residential areas, employment areas, school and other institutions, shopping and recreational facilities in an <del>safe</del>, <b>efficient and reliable manner. Where frequent transit is planned and funding is allocated, higher densities may be considered in suitable locations.</b> Transit shall continue to increase connectivity and integration with other forms of transportation.</p>	<p>C.4.4 Public Transit Network            Public transit entities under municipal jurisdiction include conventional, specialized and <i>higher order transit</i> networks. Inter-regional networks are under the jurisdiction of provincial/federal authorities... It is the intent of this Plan that transit provide access to residential areas, employment areas, school and other institutions, shopping and recreational facilities in a safe, efficient and reliable manner. Where frequent transit is planned and funding is allocated, higher densities may be considered in suitable locations. Transit shall continue to increase connectivity and integration with other forms of transportation.</p>
<p>C.4.4.1 The City shall provide public transit at a level of service to enhance its use as a viable alternative to the automobile and achieve transportation <del>demand</del> <b>mode split</b> targets <del>stipulated</del> <b>identified</b> in the Transportation Master Plan in accordance with Section F.3.1.8 – Transportation Master Plan.</p>	<p>C.4.4.1 The City shall provide public transit at a level of service to enhance its use as a viable alternative to the automobile and achieve transportation mode split targets identified in the Transportation Master Plan in accordance with Section F.3.1.8 – Transportation Master Plan.</p>
<p>Insert new Policy C.4.4.2 and renumber subsequent policies accordingly.  <b>C.4.4.2 The City shall provide a transit service that is planned and managed for the safety of all system users.</b></p>	<p>C.4.4.2 The City shall provide a transit service that is planned and managed for the safety of all system users.</p>
<p>C.4.4.23 <b>By prioritizing public transit investments, as a component of transportation infrastructure planning, t</b>ransit service levels shall be increased incrementally, in conjunction with other policies to improve the viability of transit, with a goal of increasing annual transit ridership per capita. Service level increases shall be primarily directed to:            a) <i>urban nodes and urban corridors</i> as identified on Schedule E – Urban Structure;            b) areas developed according to transit orientated development principles;            c) designated <b>Employment Areas or connections to designated Employment Areas;</b>            d) new urban communities where there is a sufficient density and mix of land uses to support transit service.</p>	<p>C.4.4.3 By prioritizing public transit investments, as a component of transportation infrastructure planning, transit service levels shall be increased incrementally, in conjunction with other policies to improve the viability of transit, with a goal of increasing annual transit ridership per capita. Service level increases shall be primarily directed to:            a) <i>urban nodes and urban corridors</i> as identified on Schedule E – Urban Structure;            b) areas developed according to transit oriented development principles;            c) designated <i>Employment Areas</i> or connections to designated <i>Employment Areas</i>;            d) new urban communities where there is a sufficient density and mix of land uses to support transit service.</p>

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C.4.4.56.1 Further to the forgoing policy, once <del>rapid</del> <b>higher order transit</b> is implemented, conventional bus transit shall continue to serve areas outside of identified <del>rapid</del> <b>higher order transit</b> corridors, provide local service within the corridor where appropriate, and provide feeder service to <del>rapid</del> <b>higher order transit</b> . Until <del>rapid</del> <b>higher order transit</b> is implemented, conventional bus transit shall be the primary mode of transit within the City.	C.4.4.6.1 Further to the forgoing policy, once <i>higher order transit</i> is implemented, conventional bus transit shall continue to serve areas outside of identified <i>higher order transit</i> corridors, provide local service within the corridor where appropriate, and provide feeder service to <i>higher order transit</i> . Until <i>higher order transit</i> is implemented, conventional bus transit shall be the primary mode of transit within the City.
C.4.4.78 The City shall continue to provide specialized transit service to ensure equal access and mobility for all residents in accordance with Policy C.4.2.15, for those unable to use conventional or <del>rapid</del> <b>higher order transit</b> or other transportation modes.	C.4.4.8 The City shall continue to provide specialized transit service to ensure equal access and mobility for all residents in accordance with Policy C.4.2.15, for those unable to use conventional or <i>higher order transit</i> or other transportation modes.
<del>Rapid</del> <b>Higher Order Transit</b> (Section Title)	Higher Order Transit (Section Title)
C.4.4.89 The City shall evaluate the potential to establish <del>rapid</del> <b>higher order transit</b> within the Primary and Secondary Corridors identified on Schedule E – Urban Structure, and the corridors identified as Potential <del>Rapid</del> <b>Higher Order Transit</b> Lines on Appendix B – Major Transportation Facilities and Routes.	C.4.4.9 The City shall evaluate the potential to establish <i>higher order transit</i> within the Primary and Secondary Corridors identified on Schedule E – Urban Structure, and the corridors identified as Potential Higher Order Transit Lines on Appendix B – Major Transportation Facilities and Routes.
C.4.4.910 <del>Rapid</del> <b>Higher order transit</b> may operate on its own right-of-way, as a separate system or in shared corridors, where possible, to ensure that it is not delayed in general traffic. The <del>rapid</del> <b>higher order transit</b> network shall consist of an interconnecting network of existing and planned rights-of-way along corridors in which a <del>rapid</del> <b>higher order transit</b> facility may be located.	C.4.4.10 <i>Higher order transit</i> may operate on its own right-of-way, as a separate system or in shared corridors, where possible, to ensure that it is not delayed in general traffic. The <i>higher order transit</i> network shall consist of an interconnecting network of existing and planned rights-of-way along corridors in which a <i>higher order transit</i> facility may be located.
C.4.4.910.1 <del>Rapid</del> <b>Higher order transit</b> may be developed in a staged manner whereby various transit-priority measures may be implemented to improve the quality of transit service in terms of speed and reliability as an interim stage in the long-term <i>development</i> of a full <del>rapid</del> <b>higher order transit</b> network.	C.4.4.10.1 <i>Higher order transit</i> may be developed in a staged manner whereby various transit-priority measures may be implemented to improve the quality of transit service in terms of speed and reliability as an interim stage in the long-term <i>development</i> of a full <i>higher order transit</i> network.

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C.4.4.10 <del>11</del> The City may require <b>commuter pick-up/drop-off and</b> park-and-ride facilities to enhance accessibility to <del>rapid</del> <b>higher order transit</b> services at selected stations and other appropriate sites outside of the <i>Downtown Urban Growth Centre</i> . In this regard, the City shall encourage the proponents of major developments at existing or planned <del>rapid</del> <b>higher order transit</b> stations to provide sufficient land for park-and-ride facilities, for which the City may enter into agreements for purchase, lease, and operation or shared use.	C.4.4.11 The City may require commuter pick-up/drop-off and park-and-ride facilities to enhance accessibility to <i>higher order transit</i> services at selected stations and other appropriate sites outside of the <i>Downtown Urban Growth Centre</i> . In this regard, the City shall encourage the proponents of major developments at existing or planned <i>higher order transit</i> stations to provide sufficient land for park-and-ride facilities, for which the City may enter into agreements for purchase, lease, and operation or shared use.
C.4.4.11 <del>12</del> <del>Rapid</del> <b>Higher order transit</b> services shall be integrated with other transportation modes and with the conventional, specialized and inter-regional transit networks where feasible.	C.4.4.12 <i>Higher order transit</i> services shall be integrated with other transportation modes and with the conventional, specialized and inter-regional transit networks where feasible.
Insert new Policy C.4.4.13 and renumber subsequent policies accordingly. <b>C.4.4.13 GO Stations identified on Appendix B – Major Transportation Facilities and Routes shall be the principal access points for inter-regional rail.</b>	C.4.4.13 GO Stations identified on Appendix B – Major Transportation Facilities and Routes shall be the principal access points for inter-regional rail.
C.4.4.12 <del>14</del> The City of Hamilton supports the expansion of GO Transit through increased service to the City.	C.4.4.14 The City of Hamilton supports the expansion of GO Transit through increased service to the City.
C.4.4.13 <del>15</del> Access to the GO Transit network at GO Transit stations shall be promoted through provision of adequate conventional and specialized transit, <del>rapid</del> <b>higher order transit</b> , and <i>active transportation</i> facilities, as well as limited commuter parking facilities where appropriate outside of the <i>Downtown Urban Growth Centre</i> .	C.4.4.15 Access to the GO Transit network at GO Transit stations shall be promoted through provision of adequate conventional and specialized transit, <i>higher order transit</i> , and <i>active transportation</i> facilities, as well as limited commuter parking facilities where appropriate outside of the <i>Downtown Urban Growth Centre</i> .
Delete Policy C.4.4.15 in its entirety. <del>C.4.4.15 The City along with Metrolinx has identified the northern portion of the <i>Downtown Urban Growth Centre</i> as the location for the establishment of a GO/VIA transit station. This station, along with the existing GO Station identified on Appendix B – Major Transportation Facilities and Routes, shall be the principal access points for inter-regional rail.</del>	

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<p>C.4.5.4 The road network shall be designed and maintained according to the following policies:            c) The City shall initiate construction and maintenance programs to improve the safety and operation of the road network, <b>with a complete streets approach to ensure the needs and safety of all road users are considered and appropriately accommodated.</b></p>	<p>C.4.5.4 The road network shall be designed and maintained according to the following policies:            c) The City shall initiate construction and maintenance programs to improve the safety and operation of the road network, with a <i>complete streets</i> approach to ensure the needs and safety of all road users are considered and appropriately accommodated.</p>
<p>Italicize the term “complete streets” in Policy C.4.5.6.5, as follows:            C.4.5.6.5 Notwithstanding Policies C.4.5.6, C.4.5.6.1, C.4.5.6.3, and C.4.5.7, and in addition to Policy C.4.5.3, the City may waive or accept less lands to be dedicated than the maximum right-of-way dedication and/or daylighting triangle requirements where, in the opinion of the City: ...            a) It is determined through a development planning approval process that due to significant adverse impacts on:            i) existing built form;            ii) natural heritage features;            iii) an existing streetscape; or,            iv) a known <i>cultural heritage resource</i>;            it is not feasible or desirable to widen an existing right-of-way to the maximum right-of-way width or provide the full daylight triangle as set in Section C.4.5.2, Schedule C-2 – Future Right-of-Way Dedications, or Section C.4.5.7, and that the City’s objectives for sustainable <i>infrastructure</i>, <b>complete streets</b> and mobility can be achieved; or, ...</p>	<p>C.4.5.6.5 Notwithstanding Policies C.4.5.6, C.4.5.6.1, C.4.5.6.3, and C.4.5.7, and in addition to Policy C.4.5.3, the City may waive or accept less lands to be dedicated than the maximum right-of-way dedication and/or daylighting triangle requirements where, in the opinion of the City: ...            b) It is determined through a development planning approval process that due to significant adverse impacts on:            i) existing built form;            ii) natural heritage features;            iii) an existing streetscape; or,            iv) a known <i>cultural heritage resource</i>;            it is not feasible or desirable to widen an existing right-of-way to the maximum right-of-way width or provide the full daylight triangle as set in Section C.4.5.2, Schedule C-2 – Future Right-of-Way Dedications, or Section C.4.5.7, and that the City’s objectives for sustainable <i>infrastructure</i>, <i>complete streets</i> and mobility can be achieved; or, ...</p>
<p>C.4.6.5 <b>Freight-intensive</b> Land uses that generate or require significant movement of goods shall be directed to lands designated Employment Area, and Commercial and Mixed Use on Schedule E-1 – Urban Land Use Designations.</p>	<p>C.4.6.5 Freight-intensive land uses that generate or require significant movement of goods shall be directed to lands designated Employment Area, and Commercial and Mixed Use on Schedule E-1 – Urban Land Use Designations.</p>
<p>C.4.5.6.7 ...There may also be additional requirements for rights-of-way to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, pathways, roundabouts, traffic control and transit priority measures, including <b>priority transit corridors</b>, <del>rapid</del> <b>higher order transit</b> lanes and/or stations in accordance with Section C.4.5.7. ...</p>	<p>C.4.5.6.7 ...There may also be additional requirements for rights-of-way to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, pathways, roundabouts, traffic control and transit priority measures, including <i>priority transit corridors</i>, <i>higher order transit</i> lanes and/or stations in accordance with Section C.4.5.7. ...</p>

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<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>C.4.6 Goods Movement Network            An important component of Hamilton’s transportation network is an efficient system of goods and services movement, which helps attract and retain industries and business, thus contributing to the City’s economy. The <del>major goods movement network</del> <b>major goods movement facilities and corridors</b> in Hamilton consists of provincial highways, the road network, rail, the John C. Munro Hamilton International Airport and the Port of Hamilton. The local goods movement network links to the wider inter-regional, inter-provincial, and inter-national goods movement network as detailed in the Growth Plan for the Greater Golden Horseshoe. Hamilton has access to a wide range of <b>major goods movement facilities and corridors</b>. These facilities and corridors form a network which contributes to making the City an ideal location for a “goods movement gateway”.</p>	<p>C.4.6 Goods Movement Network            An important component of Hamilton’s transportation network is an efficient system of goods and services movement, which helps attract and retain industries and business, thus contributing to the City’s economy. The <i>major goods movement facilities and corridors</i> in Hamilton consists of provincial highways, the road network, rail, the John C. Munro Hamilton International Airport and the Port of Hamilton. The local goods movement network links to the wider inter-regional, inter-provincial, and inter-national goods movement network as detailed in the Growth Plan for the Greater Golden Horseshoe. Hamilton has access to a wide range of <i>major goods movement facilities and corridors</i>. These facilities and corridors form a network which contributes to making the City an ideal location for a “goods movement gateway”.</p>
<p>C.4.6.1 The <del>major goods movement network</del> <b>major goods movement facilities and corridors</b> in Hamilton shall be maintained, protected and enhanced to support Hamilton’s economic development strategy.</p>	<p>C.4.6.1 The <i>major goods movement facilities and corridors</i> in Hamilton shall be maintained, protected and enhanced to support Hamilton’s economic development strategy.</p>
<p>C.4.6.2 <del>Major goods movement facilities and corridors</del> <b>Major goods movement facilities and corridors</b> include truck and rail transportation routes, the John C. Munro Hamilton International Airport, and the Port of Hamilton as shown on Appendix B – Major Transportation Facilities and Routes, <b>among others</b>. Heavy truck traffic may be restricted to designated truck routes to minimize negative impacts of truck traffic on local roads.</p>	<p>C.4.6.2 <i>Major goods movement facilities and corridors</i> include truck and rail transportation routes, the John C. Munro Hamilton International Airport, and the Port of Hamilton as shown on Appendix B – Major Transportation Facilities and Routes, among others. Heavy truck traffic may be restricted to designated truck routes to minimize negative impacts of truck traffic on local roads.</p>
<p>C.4.6.3 The City shall <del>encourage</del> <b>prioritize</b> the <b>investment and</b> development of <b>major goods movement facilities and corridors</b>, including inter-modal facilities, for the transfer of goods between rail, air, marine and truck modes of transportation in appropriate locations such as designated Employment Areas.</p>	<p>C.4.6.3 The City shall prioritize the investment and development of <i>major goods movement facilities and corridors</i>, including inter-modal facilities, for the transfer of goods between rail, air, marine and truck modes of transportation in appropriate locations such as designated Employment Areas.</p>
<p>C.4.6.5 <b>Freight-intensive</b> land uses that generate or require significant movement of goods shall be directed to lands designated Employment Area, and Commercial and Mixed Use on Schedule E-1 – Urban Land Use Designations.</p>	<p>C.4.6.5 Freight-intensive land uses that generate or require significant movement of goods shall be directed to lands designated Employment Area, and Commercial and Mixed Use on Schedule E-1 – Urban Land Use Designations.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>C.4.7.1.1 The City shall encourage <i>heavy rail</i> connections to <del>rapid</del> <b>higher order transit</b> and/or potential <i>light rail transit</i> corridors where feasible to increase the connectivity between modes.</p>	<p>C.4.7.1.1 The City shall encourage <i>heavy rail</i> connections to <i>higher order transit</i> and/or potential <i>light rail transit</i> corridors where feasible to increase the connectivity between modes.</p>
<p>Add new preamble to section C.5:            C.5.0 Infrastructure  <b>Planning for the city’s existing and future infrastructure requires addressing needs relating to water, wastewater, stormwater management, and waste management facilities. The objective of this plan is to ensure that planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range land use, environmental and financial planning, and will be supported by infrastructure master plans, asset management plans, and other required plans and studies.</b>  <b>In planning for existing and planned infrastructure, there is a need to respond to the <i>impacts of a changing climate</i> and consider both ‘traditional’ hard infrastructure such as sewers, watermains and pumping stations, as well as ‘green infrastructure’ including natural heritage features, parkland, street trees and green roof. To increase the resiliency of our communities, comprehensive stormwater management planning, including the use of appropriate low impact development and green infrastructure, must consider risks and vulnerabilities arising from increased extreme weather events.</b></p>	<p>C.5.0 Infrastructure            Planning for the city’s existing and future infrastructure requires addressing needs relating to water, wastewater, stormwater management, and waste management facilities. The objective of this plan is to ensure that planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range land use, environmental and financial planning, and will be supported by infrastructure master plans, asset management plans, and other required plans and studies.            In planning for existing and planned infrastructure, there is a need to respond to the <i>impacts of a changing climate</i> and consider both ‘traditional’ hard infrastructure such as sewers, watermains and pumping stations, as well as ‘green infrastructure’ including natural heritage features, parkland, street trees and green roof. To increase the resiliency of our communities, comprehensive stormwater management planning, including the use of appropriate low impact development and green infrastructure, must consider risks and vulnerabilities arising from increased extreme weather events.</p>
<p>Add new Policy C.5.3.3 and renumber subsequent policies accordingly.  <b>C.5.3.3 Policy C.5.3.2 shall not apply to lands that are designated Escarpment Natural, Escarpment Protection or Escarpment Rural in the Niagara Escarpment Plan.</b></p>	<p>C.5.3.3 Policy C.5.3.2 shall not apply to lands that are designated Escarpment Natural, Escarpment Protection or Escarpment Rural in the Niagara Escarpment Plan.</p>
<p>Separate existing Policy C.5.3.9 into separate policies and renumber subsequent policies accordingly.            C.5.3.9 The nature or concentrations of wastewater from non-residential sources will be regulated by the City through the Sewer Use By-law, which may be periodically amended by Council. <del>The City shall maintain and update a Water and Wastewater Master Plan which is supported by the policies of this Plan, providing direction for planning and staging of improvements to the City’s water and sewer facilities and guides the operation of the City’s day-to-day water and sewer programs.</del></p>	<p>C.5.3.9 The nature or concentrations of wastewater from non-residential sources will be regulated by the City through the Sewer Use By-law, which may be periodically amended by Council.</p>
<p>Insert new Policy C.5.3.10 and renumber</p>	<p>C.5.3.10 The City shall maintain and update a)</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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<p>subsequent policies accordingly.  <b>C.5.3.10 The City shall maintain and update a Water and Wastewater Master Plan which is supported by the policies of this Plan, providing direction for:</b>  <b>a) planning and staging of improvements to the City’s water and sewer facilities;</b>  <b>b) guidance on the operation of the City’s day-to-day water and sewer programs;</b>  <b>c) ensuring that the City’s water and sewer systems are prepared for the <i>impacts of a changing climate</i> including increased flooding, extreme temperatures and weather events;</b>  <b>d) demonstrates that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water; and,</b>  <b>e) protection of human health and safety and the natural environment.</b></p>	<p>Water and Wastewater Master Plan which is supported by the policies of this Plan, providing direction for:  a) planning and staging of improvements to the City’s water and sewer facilities;  b) guidance on the operation of the City’s day-to-day water and sewer programs;  c) ensuring that the City’s water and sewer systems are prepared for the <i>impacts of a changing climate</i> including increased flooding, extreme temperatures and weather events;  d) demonstrates that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water; and,  e) protection of human health and safety and the natural environment.</p>
<p><del>C.5.3.11</del> <b>C.5.3.12</b> The City shall ensure that any change in density can be accommodated within the municipal water and wastewater system, <b>and that investments into the system will support the achievement of the intensification and density targets provided in Section E.2.0 – Urban Structure.</b></p>	<p>C.5.3.12 The City shall ensure that any change in density can be accommodated within the municipal water and wastewater system, and that investments into the system will support the achievement of the intensification and density targets provided in Section E.2.0 – Urban Structure.</p>
<p>Insert new Policy C.5.3.17, as follows:  <b>C.5.3.17 The City shall implement actions and strategies that will reduce greenhouse gas emissions and address climate change adaptation goals, including but not limited to:</b>  <b>a) assessing <i>infrastructure</i> risks and vulnerabilities and identify actions and investments to address these challenges; and,</b>  <b>b) undertaking stormwater management monitoring, analysis and planning that assess the <i>impacts of a changing climate</i> and incorporate the appropriate actions, which may include <i>green infrastructure</i> and <i>low impact development</i>.</b></p>	<p>C.5.3.17 The City shall implement actions and strategies that will reduce greenhouse gas emissions and address climate change adaptation goals, including but not limited to:  a) assessing <i>infrastructure</i> risks and vulnerabilities and identify actions and investments to address these challenges; and,  b) undertaking stormwater management monitoring, analysis and planning that assess the <i>impacts of a changing climate</i> and incorporate the appropriate actions, which may include <i>green infrastructure</i> and <i>low impact development</i>.</p>
<p>Insert new Policy C.5.4.1 and renumber subsequent policies.  <b>C.5.4.1 The City shall maintain and update a Stormwater Master Plan, which is informed by the policies of Section C.2.8 – Watershed Planning, and provides direction for:</b>  <b>a) protecting the <i>quality and quantity of water</i> by assessing existing stormwater facilities and systems;</b>  <b>b) characterizing existing environmental conditions;</b>  <b>c) examining the cumulative environmental impacts of stormwater from existing and</b></p>	<p>C.5.4.1 The City shall maintain and update a Stormwater Master Plan, which is informed by the policies of Section C.2.8 – Watershed Planning, and provides direction for:  a) protecting the <i>quality and quantity of water</i> by assessing existing stormwater facilities and systems;  b) characterizing existing environmental conditions;  c) examining the cumulative environmental impacts of stormwater from existing and planned development, including an assessment of how extreme weather events will exacerbate these</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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<p><b>planned development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies such as the design of systems to respond to extreme events;</b>  <b>d) incorporate <i>low impact development</i> and <i>green infrastructure</i>, in accordance with Section C.5.6 – Green Infrastructure;</b>  <b>e) identify the need for stormwater retrofits, where appropriate;</b>  <b>f) identify the full life cycle costs of the stormwater <i>infrastructure</i>, including maintenance costs, and develop options to pay for these costs over the long-term; and,</b>  <b>g) include an implementation and maintenance plan.</b></p>	<p>impacts and the identification of appropriate adaptation strategies such as the design of systems to respond to extreme events;  d) incorporate <i>low impact development</i> and <i>green infrastructure</i>, in accordance with Section C.5.6 – Green Infrastructure;  e) identify the need for stormwater retrofits, where appropriate;  f) identify the full life cycle costs of the stormwater <i>infrastructure</i>, including maintenance costs, and develop options to pay for these costs over the long-term; and,  g) include an implementation and maintenance plan.</p>
<p>Insert new Policy C.5.4.9, as follows:  <b>C.5.4.9 The City shall improve the quality and quantity of stormwater entering into Hamilton Harbour and Cootes Paradise from stormwater management systems by:</b>  <b>a) Aiming to eliminate entry of toxic and harmful contaminants into storm sewers;</b>  <b>b) Investigating and introducing where feasible, technologies to eliminate toxic and harmful contaminants and reduce pollution in discharge;</b>  <b>c) Minimizing erosion and changes in water balance through the use of <i>green infrastructure</i>, as provided in Section B.6 – Green Infrastructure;</b>  <b>d) Promoting stormwater management best practices, including stormwater attenuation and re-use, and low impact development techniques, as provided in Section B.3 – Urban Design Policies; and,</b>  <b>e) Preparing an annual monitoring report on the characteristics of discharge.</b></p>	<p>C.5.4.9 The City shall improve the quality and quantity of stormwater entering into Hamilton Harbour and Cootes Paradise from stormwater management systems by:  a) Aiming to eliminate entry of toxic and harmful contaminants into storm sewers;  b) Investigating and introducing where feasible, technologies to eliminate toxic and harmful contaminants and reduce pollution in discharge;  c) Minimizing erosion and changes in water balance through the use of <i>green infrastructure</i>, as provided in Section B.6 – Green Infrastructure;  d) Promoting stormwater management best practices, including stormwater attenuation and re-use, and low impact development techniques, as provided in Section B.3 – Urban Design Policies; and,  e) Preparing an annual monitoring report on the characteristics of discharge.</p>
<p>Insert new Policy C.5.4.10 and renumber subsequent policies.  <b>C.5.4.10 Before consideration is given to developing new <i>infrastructure</i>, the City should optimize the use of existing <i>infrastructure</i> and consider their adaptive re-use wherever feasible.</b></p>	<p>C.5.4.10 Before consideration is given to developing new <i>infrastructure</i>, the City should optimize the use of existing <i>infrastructure</i> and consider their adaptive re-use wherever feasible.</p>
<p>Insert new policy C.5.5.6 and renumber subsequent policies accordingly.  <b>C.5.5.6 The City’s waste management system shall facilitate, encourage and promote reduction, re-use, composting, and recycling objectives.</b></p>	<p>C.5.5.6 The City’s waste management system shall facilitate, encourage and promote reduction, re-use, composting, and recycling objectives.</p>



<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Insert new Policy C.5.5.9  <b>C.5.5.9 The City shall endeavour to recover the full lifecycle cost of providing sustainable waste management facilities, as required by applicable municipal By-laws and provincial legislation.</b></p>	<p>C.5.5.9 The City shall endeavour to recover the full lifecycle cost of providing sustainable <i>waste management facilities</i>, as required by applicable municipal By-laws and provincial legislation.</p>
<p>Insert new Policy C.5.5.9, as follows:  <b>C.5.6 Green Infrastructure</b>  <b>Increasing the amount of <i>green infrastructure</i> in the City is a cost-effective, resilient approach to reducing the <i>impacts of a changing climate</i> and provides a range of environmental, social and economic benefits.</b></p>	<p>C.5.6 Green Infrastructure          Increasing the amount of <i>green infrastructure</i> in the City is a cost-effective, resilient approach to reducing the <i>impacts of a changing climate</i> and provides a range of environmental, social and economic benefits.</p>
<p><b>C.5.6.1 The City will encourage the use of <i>green infrastructure</i> in accordance with Section B.3.3 – Urban Design, including but not limited to:</b>  <b>a) the incorporation of <i>low impact development</i> techniques, such as:</b>  <b>i) rainwater harvesting, rain gardens, and bioswales;</b>  <b>ii) permeable pavements; and,</b>  <b>iii) green roofs.</b>  <b>b) increasing the urban tree canopy through approval and implementation of the City’s Urban Forest Strategy referenced in Section C.2.11 – Tree and Woodland Protection, and;</b>  <b>c) land conservation efforts in coordination with the local Conservation Authorities.</b></p>	<p>C.5.6.1 The City will encourage the use of <i>green infrastructure</i> in accordance with Section B.3.3 – Urban Design, including but not limited to:          a) the incorporation of <i>low impact development</i> techniques, such as:          i) rainwater harvesting, rain gardens, and bioswales;          ii) permeable pavements; and,          iii) green roofs.          b) increasing the urban tree canopy through approval and implementation of the City’s Urban Forest Strategy referenced in Section C.2.11 – Tree and Woodland Protection, and;          c) land conservation efforts in coordination with the local Conservation Authorities.</p>
<p><b>C.5.7 Infrastructure Corridors</b></p>	<p>5.7 Infrastructure Corridors</p>
<p><b>C.5.7.1 In the planning for the development, optimization or expansion of existing and <i>planned corridors</i>, the City will encourage the co-location of linear infrastructure such as <i>rights-of-way for major goods movement facilities and corridors, higher order transit, active transportation, transmission of electric power, etc., where appropriate.</i></b></p>	<p>C.5.7.1 In the planning for the development, optimization or expansion of existing and <i>planned corridors</i>, the City will encourage the co-location of linear infrastructure such as <i>rights-of-way for major goods movement facilities and corridors, higher order transit, active transportation, transmission of electric power, etc., where appropriate.</i></p>
<p><b>C.5.7.2 Where applicable, in the planning for the development, optimization or expansion of existing and <i>planned corridors</i>, the City shall demonstrate through an <i>Environmental Assessment</i>, that any impacts on <i>key natural heritage features</i> within <i>Core Areas</i> and <i>Linkages</i>, <i>key hydrologic features</i> and key hydrologic areas have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated.</b></p>	<p>C.5.7.2 Where applicable, in the planning for the development, optimization or expansion of existing and <i>planned corridors</i>, the City shall demonstrate through an <i>Environmental Assessment</i>, that any impacts on <i>key natural heritage features</i> within <i>Core Areas</i> and <i>Linkages</i>, <i>key hydrologic features</i> and key hydrologic areas have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated.</p>

Appendix “D” – Volume 1: Chapter E – Urban Systems and Designations

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
E.1.0 c) <del>Develop</del> <b>Accommodate growth through the development of</b> compact, mixed use urban environments that support <b>existing or planned transit, including <i>higher order transit</i></b> , and <i>active transportation</i> .	E.1.0 c) Accommodate growth through the development of compact, mixed use urban environments that support existing or planned transit, including <i>higher order transit</i> , and <i>active transportation</i> .
E.1.0 g) Promote and support appropriate <i>residential intensification</i> throughout the <i>urban area</i> <del>with and</del> <b>focused attention to development in the <i>strategic growth areas of the Urban Nodes, and Urban Corridors and Major Transit Station Areas</i></b> .	E.1.0 g) Promote and support appropriate <i>residential intensification</i> throughout the <i>urban area</i> with focused attention to development in the <i>strategic growth areas of the Urban Nodes, Urban Corridors and Major Transit Station Areas</i> .
E.1.0 h) Recognize that Hamilton’s neighbourhoods <b>will evolve over time to accommodate projected household growth, changing demographics, and respond to the changing needs of complete communities</b> <del>are stable, not static</del> .	E.1.0 h) Recognize that Hamilton’s neighbourhoods will evolve over time to accommodate projected household growth, changing demographics, and respond to the changing needs of complete communities.
E.2.1 a) <del><i>Urban Nodes, and Urban corridors and delineated Major Transit Station Areas</i></del> <b>are shall be</b> the focus of <b><i>intensification</i></b> and reurbanization activities (i.e. population growth, private and public <i>redevelopment</i> , and infrastructure investment).	E.2.1 a) <i>Urban Nodes, Urban corridors</i> and delineated <i>Major Transit Station Areas</i> shall be the focus of <i>intensification</i> and reurbanization activities (i.e. population growth, private and public <i>redevelopment</i> , and infrastructure investment).
E.2.1 e) Nodes and corridors evolve with higher residential densities and mixed use <i>developments</i> to achieve their planned functions and support <b>existing and planned transit, including <i>higher order transit</i></b> .	E.2.1 e) Nodes and corridors evolve with higher residential densities and mixed use <i>developments</i> to achieve their planned functions and support existing and planned transit, including <i>higher order transit</i> .
E.2.2.1 <b>In order to most efficiently use land and resources, the City has developed an</b> <del>Hamilton’s</del> urban structure, <del>is</del> identified on Schedule E – Urban Structure, <del>and that</del> includes the following structural elements:	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:
Insert new Policy E.2.2.1 c) and renumber subsequent policies accordingly. <b>E.2.2.1 c) <i>Major Transit Station Areas</i>;</b>	E.2.2.1 c) <i>Major Transit Station Areas</i> ;
Insert new Policy E.2.2.5, as follows: <b>E.2.2.5 The <i>Urban Nodes, Urban Corridors, and delineated Major Transit Station Areas</i> referenced in Policy E.2.2.1 are <i>strategic growth areas and intensification</i> and higher-density mixed uses in a <i>transit-supportive and compact built form</i> shall be encouraged and promoted in these areas.</b>	E.2.2.5 The <i>Urban Nodes, Urban Corridors, and delineated Major Transit Station Areas</i> referenced in Policy E.2.2.1 are <i>strategic growth areas and intensification</i> and higher-density mixed uses in a <i>transit-supportive and compact built form</i> shall be encouraged and promoted in these areas.
Insert new Policy E.2.2.6, as follows: <b>E.2.2.6 <i>Intensification, redevelopment and compact form</i> will be encouraged generally throughout the <i>built-up area</i> in accordance with appropriate development standards.</b>	E.2.2.6 <i>Intensification, redevelopment and compact form</i> will be encouraged generally throughout the <i>built-up area</i> in accordance with appropriate development standards.

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>E.2.3.1.4 The <i>Downtown Urban Growth Centre</i> shall function as a major employment centre for the City. <i>Major office space</i> for business, professional, and government <del>offices</del> <b>services</b> shall be directed to the <i>Downtown Urban Growth Centre</i>.</p>	<p>E.2.3.1.4 The <i>Downtown Urban Growth Centre</i> shall function as a major employment centre for the City. <i>Major office</i> space for business, professional, and government services shall be directed to the <i>Downtown Urban Growth Centre</i>.</p>
<p>E.2.3.1.9 The <i>Downtown Urban Growth Centre</i> shall generally have the <del>higher</del> highest <b>aggregate</b> density within the City with a minimum <del>overall target</del> density of <del>250</del> <b>500</b> persons and jobs per hectare. <b>The <i>Downtown Urban Growth Centre</i> may evolve over time to a higher density without an amendment to this Plan.</b> <del>Overall density in excess of this target may be achievable and warranted. Increases to this density target shall be considered as part of a review of the Downtown Hamilton Secondary Plan. The density targets shall be evaluated based, in part, on the results of the Downtown Office Strategy and the impacts on existing infrastructure and transportation networks.</del></p>	<p>E.2.3.1.9 The <i>Downtown Urban Growth Centre</i> shall generally have the highest aggregate density within the City with a minimum target density of 500 persons and jobs per hectare. The <i>Downtown Urban Growth Centre</i> may evolve over time to a higher density without an amendment to this Plan.</p>
<p>E.2.3.1.10 It is anticipated that the <del><i>Downtown Urban Growth Centre</i> will accommodate a</del> <b>Approximately 30%</b> of the City-wide <i>residential intensification</i> over the time period of this Plan which equates to <del>a range of 5,000 to 6,000</del> <b>approximately 30,000</b> new dwelling units <b>will be accommodated within the <i>Downtown Urban Growth Centre</i>.</b></p>	<p>E.2.3.1.10 Approximately 30% of the City-wide <i>residential intensification</i> over the time period of this Plan which equates to approximately 30,000 new dwelling units will be accommodated within the <i>Downtown Urban Growth Centre</i>.</p>
<p>E.2.3.1.14 The <i>Downtown Urban Growth Centre</i> shall be designed to accommodate all modes of transportation with a focus on <del>transit</del> <b>higher order transit</b> and <i>active transportation</i> including pedestrian and cycling trips within the Downtown and between the Downtown and the surrounding Neighbourhoods.</p>	<p>E.2.3.1.14 The <i>Downtown Urban Growth Centre</i> shall be designed to accommodate all modes of transportation with a focus on <i>higher order transit</i> and <i>active transportation</i> including pedestrian and cycling trips within the Downtown and between the Downtown and the surrounding Neighbourhoods.</p>
<p>E.2.3.2.7 Sub-Regional Service Nodes shall generally <del>have some of the higher densities within the City with</del> <b>be planned to achieve</b> a target density of <del>100 to 150</del> <b>to 200</b> persons and jobs per hectare <b>measured</b> across each node.</p>	<p>E.2.3.2.7 Sub-Regional Service Nodes shall generally be planned to achieve a target density of 150 to 200 persons and jobs per hectare measured across each node.</p>
<p>E.2.3.2.11 Detailed secondary plans shall be undertaken for the Sub-Regional Service Nodes to provide greater direction on mix of uses, heights, densities, built form, and design, and shall be coordinated with <del>rapid</del> <b>higher order transit</b> planning projects. Pending the completion of secondary plans for the Sub-Regional Service Nodes, the land use designations and policies set out in Chapter E – Urban Systems and Designations shall provide direction for <i>development</i> proposals.</p>	<p>E.2.3.2.11 Detailed secondary plans shall be undertaken for the Sub-Regional Service Nodes to provide greater direction on mix of uses, heights, densities, built form, and design, and shall be coordinated with <i>higher order transit</i> planning projects. Pending the completion of secondary plans for the Sub-Regional Service Nodes, the land use designations and policies set out in Chapter E – Urban Systems and Designations shall provide direction for <i>development</i> proposals.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
E.2.3.3.6 Community Nodes shall be linked to the <i>higher order transit</i> system through connecting conventional transit or by <del>rapid</del> <b>higher order transit</b> , where possible. Where possible, the City shall direct local routes through the Community Nodes.	E.2.3.3.6 Community Nodes shall be linked to the <i>higher order transit</i> system through connecting conventional transit or by <i>higher order transit</i> , where possible. Where possible, the City shall direct local routes through the Community Nodes.
E.2.3.3.7 Community Nodes shall generally be planned to achieve a target density of a 100 to 150 persons and jobs per hectare <b>measured across each node</b> .	E.2.3.3.7 Community Nodes shall generally be planned to achieve a target density of 100 to 150 persons and jobs per hectare measured across each node.
E.2.3.3.12 Notwithstanding Policy E.2.3.3.7, <del>some</del> <b>through the preparation of a Secondary plan, a lower density target for a</b> Community Nodes may be <b>established where the Secondary Plan process determines it is</b> <del>developed as lower intensity nodes</del> appropriate to <b>based on</b> the character of their adjacent Neighbourhoods, other infrastructure, or transportation constraints as follows: a) <b>For the Ancaster Community Node, a target density in the range of 50 persons and jobs per hectare shall apply,</b> <del>Due due</del> to transportation constraints and the existing character of the adjacent neighbourhoods, <del>a target density in the range 50 persons and jobs per hectare shall apply to the Ancaster Community Node.</del> This target may be adjusted through the <del>development of a secondary plan.</del> <del>b) Intensification shall not be permitted in the Waterdown Community Node until infrastructure and transportation constraints have been alleviated.</del>	E.2.3.3.12 Notwithstanding Policy E.2.3.3.7, some Community Nodes may be developed as lower intensity nodes appropriate to the character of their adjacent Neighbourhoods, other infrastructure, or transportation constraints as follows: a) For the Ancaster Community Node, a target density in the range of 50 persons and jobs per hectare shall apply due to transportation constraints and the existing character of the adjacent neighbourhoods.
E.2.4.1 <del>P</del> <b>Priority transit corridor,</b> <del>P</del> primary <del>C</del> corridors and <del>S</del> secondary <del>C</del> corridors are identified on Schedule E – Urban Structure.	E.2.4.1 <i>Priority transit corridor</i> , primary corridors and secondary corridors are identified on Schedule E – Urban Structure.
Insert new Section E.2.5 and renumber subsequent Sections accordingly. <b>E.2.5 Major Transit Station Areas</b>	E.2.5 Major Transit Station Areas
Insert new Policy E.2.5.1, as follows: <b>E.2.5.1 A Major Transit Station Area is the area including and around any existing or planned higher order transit station or stop. Within the City, Major Transit Station Areas will include the Hamilton Centre and West Harbour GO Stations, the future Centennial GO Station and future higher order transit station areas.</b>	E.2.5.1 A <i>Major Transit Station Area</i> is the area including and around any existing or planned <i>higher order transit</i> station or stop. Within the City, Major Transit Station Areas will include the Hamilton Centre and West Harbour GO Stations, the future Centennial GO Station and future <i>higher order transit</i> station areas.

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<p>Insert new Policy E.2.5.2, as follows:  <b>E.2.5.2 Major Transit Station Areas, including future higher order transit station areas along the City’s priority transit corridor, will be delineated through a future Amendment to this Plan, following the completion of detailed design review of the City’s preferred higher order transit option. The priority transit corridor is identified on Schedule E – Urban Structure and Appendix B – Major Transportation Facilities and Routes.</b></p>	<p>E.2.5.2 <i>Major Transit Station Areas</i>, including future <i>higher order transit</i> station areas along the City’s <i>priority transit corridor</i>, will be delineated through a future Amendment to this Plan, following the completion of detailed design review of the City’s preferred <i>higher order transit</i> option. The <i>priority transit corridor</i> is identified on Schedule E – Urban Structure and Appendix B – Major Transportation Facilities and Routes.</p>
<p>Insert new Policy E.2.5.3, as follows:  <b>E.2.5.3 Planned densities of future Major Transit Station Areas on the priority transit corridor shall be a minimum of 160 residents and jobs combined per hectare, or a lower target as approved by the Province, to be identified through a future Amendment to this Plan.</b></p>	<p>E.2.5.3 Planned densities of future <i>Major Transit Station Areas</i> on the <i>priority transit corridor</i> shall be a minimum of 160 residents and jobs combined per hectare, or a lower target as approved by the Province, to be identified through a future Amendment to this Plan.</p>
<p>Insert new Policy E.2.5.4, as follows:  <b>E.2.5.4 Major Transit Station Areas that are not on the priority transit corridor shall be planned to achieve a mix of uses and densities which are supportive of higher order transit.</b></p>	<p>E.2.5.4 <i>Major Transit Station Areas</i> that are not on the <i>priority transit corridor</i> shall be planned to achieve a mix of uses and densities which are supportive of <i>higher order transit</i>.</p>
<p>E.2.7.7 <i>Employment Areas</i> shall be planned and designed to maximize access to <b>major goods movement facilities and corridors to ensure</b> efficiency of goods movement within the <i>Employment Areas</i>. Goods movement includes maximizing access to the highway network, the port, and the airport.</p>	<p>E.2.7.7 <i>Employment Areas</i> shall be planned and designed to maximize access to <i>major goods movement facilities and corridors</i> to ensure efficiency of goods movement within the <i>Employment Areas</i>. Goods movement includes maximizing access to the highway network, the port, and the airport.</p>
<p>E.3.4.3 Uses permitted in low density residential areas:  <b>a) shall include single-detached, semi-detached, duplex, triplex, fourplex, and street townhouse dwellings; and,</b>  <b>b) may include multiple dwellings containing a maximum of 6 units for lots in proximity to collector roads or arterial roads.</b></p>	<p>E.3.4.3 Uses permitted in low density residential areas:  a) shall include single-detached, semi-detached, duplex, triplex, fourplex, and street townhouse dwellings; and,  b) may include <i>multiple dwellings</i> containing a maximum of 6 units for lots in proximity to collector roads or arterial roads.</p>
<p>E.3.4.4 For low density residential areas, the maximum <i>net residential density for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans</i>, shall be 60 units per hectare.</p>	<p>E.3.4.4 For low density residential areas, the maximum <i>net residential density for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans</i>, shall be 60 units per hectare.</p>
<p>E.3.5.2 Uses permitted in medium density residential areas shall include <b>all forms of multiple dwellings</b> <del>except street townhouses</del>.</p>	<p>E.3.5.2 Uses permitted in medium density residential areas shall include all forms of <i>multiple dwellings</i>.</p>

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<p>E.3.5.3 Notwithstanding Policy E.3.5.2, street townhouses shall be permitted:</p> <p>a) for lands in Central Hamilton, identified on Appendix G – Boundaries Map;</p> <p>b) by secondary plan designations and policies in Central Hamilton, identified on Appendix G – Boundaries Map; and,</p> <p>c) by secondary plan designations and policies <del>existing at the date of adoption of this Plan.</del></p>	<p>E.3.5.3 Notwithstanding Policy E.3.5.2, street townhouses shall be permitted:</p> <p>a) for lands in Central Hamilton, identified on Appendix G – Boundaries Map;</p> <p>b) by secondary plan designations and policies in Central Hamilton, identified on Appendix G – Boundaries Map; and,</p> <p>c) by secondary plan designations and policies.</p>
<p>E.3.5.4 Local commercial uses may be permitted on the ground floor of buildings containing <i>multiple dwellings</i>, <del>subject to provided</del> the provisions of Section E.3.8 – Local Commercial <del>are satisfied.</del></p>	<p>E.3.5.4 Local commercial uses may be permitted on the ground floor of buildings containing <i>multiple dwellings</i>, subject to the provisions of Section E.3.8 – Local Commercial.</p>
<p>E.3.5.7 For medium density residential uses, the <i>net residential density</i> <b>for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans</b>, shall be greater than 60 units per hectare and not greater than 100 units per hectare.</p>	<p>E.3.5.7 For medium density residential uses, the <i>net residential density</i> for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans, shall be greater than 60 units per hectare and not greater than 100 units per hectare.</p>
<p>E.3.5.8 For medium density residential uses, the maximum height shall be six storeys, <b>but the height may be increased to 11 storeys without an amendment to this Plan, provided the applicant demonstrates:</b></p> <p>a) <b>unduly overshadow, or block light on adjacent sensitive land uses, the public realm and outdoor private amenity areas;</b></p> <p>b) <b>buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,</b></p> <p>c) <b>buildings are stepped back from the street to minimize the height appearance from the street, where necessary.</b></p>	<p>E.3.5.8 For medium density residential uses, the maximum height shall be six storeys, but the height may be increased to 11 storeys without an amendment to this Plan, provided the applicant demonstrates:</p> <p>a) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;</p> <p>b) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,</p> <p>c) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.</p>
<p>E.3.6.6 In high density residential areas, <b>for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans</b>, the <del>permitted</del> <i>net residential densities</i> identified on Appendix G – Boundaries Map shall be:</p> <p>a) greater than 100 units per hectare and not greater than 500 units per hectare in Central Hamilton; and,</p> <p>b) greater than 100 units per hectare and not greater than 200 units per hectare in all other Neighbourhoods designation areas.</p>	<p>E.3.6.6 In high density residential areas, for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans, the <i>permitted net residential densities</i> identified on Appendix G – Boundaries Map shall be:</p> <p>a) greater than 100 units per hectare and not greater than 500 units per hectare in Central Hamilton; and,</p> <p>b) greater than 100 units per hectare and not greater than 200 units per hectare in all other</p>

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<p><del>e) Notwithstanding the maximum density requirement in Policy E.3.6.6 b), for smaller sites fronting on arterial roads, an increase in density may be considered, without an amendment to this Plan, provided the policies of this Plan are met.</del></p>	<p>Neighbourhoods designation areas.</p>
<p>Insert new Policy E.3.6.7 and renumber subsequent policies.  <b>E.3.6.7 For high density residential uses, the maximum height shall be 30 storeys. For high density residential uses below the Niagara Escarpment, building height shall not exceed the height of the top of the Niagara Escarpment. Applicants shall demonstrate that the proposed development shall not exceed the height of the Niagara Escarpment, to the satisfaction of the City.</b></p>	<p>E.3.6.7 For high density residential uses, the maximum height shall be 30 storeys. For high density residential uses below the Niagara Escarpment, building height shall not exceed the height of the top of the Niagara Escarpment. Applicants shall demonstrate that the proposed development shall not exceed the height of the Niagara Escarpment, to the satisfaction of the City.</p>
<p><del>E.3.6.78</del> <i>Development</i> within the high density residential category shall be evaluated on the basis of the following criteria:  b) <del>High profile multiple dwellings</del> <b>Multiple dwellings 12 storeys or greater</b> shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening, <b>progressive building step backs</b>, and/or <b>other</b> design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.  f) The City may require studies, in accordance with Chapter F - Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design and massing of a building or structure shall not:  i) unduly overshadow, or block light <b>on adjacent sensitive land uses, the public realm and outdoor private amenity areas; and,</b>  ii) or result in the loss of privacy of adjacent residential uses.  g) The orientation, design, and massing of a building or structure <del>higher than six</del> <b>12 storeys or greater</b> shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, and other parts of the City as identified through secondary</p>	<p>E.3.6.8 <i>Development</i> within the high density residential category shall be evaluated on the basis of the following criteria:  b) <b>Multiple dwellings</b> 12 storeys or greater shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening, progressive building step backs, and/or other design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.  f) The City may require studies, in accordance with Chapter F - Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design and massing of a building or structure shall not:  i) unduly overshadow or block light on adjacent <i>sensitive land uses</i>, the public realm and outdoor private amenity areas; and,  ii) or result in the loss of privacy of adjacent residential uses.  g) The orientation, design, and massing of a building or structure 12 storeys or greater shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, and other parts of the City as identified through secondary</p>

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plans or other studies.	plans or other studies.
E.4.5.11 All offices within the Mixed Use - High Density designation shall not exceed <del>10,000</del> <b>4,000</b> square metres of gross floor area for each free standing building.	E.4.5.11 All offices within the Mixed Use - High Density designation shall not exceed 4,000 square metres of gross floor area for each free standing building.
E.4.6.8 Additional height up to a total of <del>eight</del> <b>eleven</b> storeys may be permitted without an amendment to this Plan, provided the applicant demonstrates: a) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods; b) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and, c) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.	E.4.6.8 Additional height up to a total of eleven storeys may be permitted without an amendment to this Plan, provided the applicant demonstrates: a) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods; b) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and, c) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.
E.4.6.14 All offices within the Mixed Use - Medium Density designation shall not exceed <del>10,000</del> <b>4,000</b> square metres of gross floor area for each free standing building.	E.4.6.14 All offices within the Mixed Use - Medium Density designation shall not exceed 4,000 square metres of gross floor area for each free standing building.
E.5.1.11 Facilitate the movement of goods in Employment Areas through <b>efficient access to major goods movement facilities and corridors</b> , <del>an integrated goods movement network which includes efficient access to</del> provincial highways, the City’s road network, rail, John C. Munro International Airport, and the <del>Port of</del> <b>Oshawa Port Authority</b> , where such facilities exist and are feasible and appropriate for moving goods.	E.5.1.11 Facilitate the movement of goods in Employment Areas through efficient access to <i>major goods movement facilities and corridors</i> , including provincial highways, the City’s road network, rail, John C. Munro International Airport, and the Hamilton Oshawa Port Authority, where such facilities exist and are feasible and appropriate for moving goods.



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<p>Insert new Policy E.5.1.16, as follows:  <b>E.5.1.16 Encourage efficient use of existing employment areas by increasing employment densities, and through the establishment of minimum density targets which reflect opportunities for intensification of employment area uses on sites that support active transportation and are served by existing or planned transit.</b></p>	<p>E.5.1.16 Encourage efficient use of existing <i>employment areas</i> by increasing employment densities, and through the establishment of minimum density targets which reflect opportunities for <i>intensification</i> of employment area uses on sites that support <i>active transportation</i> and are served by existing or planned transit.</p>
<p>Insert new Policy E.5.1.17, as follows:  <b>E.5.1.17 Recognize that all employment areas, including those within and outside of provincially significant employment zones, contribute to the local economy of Hamilton and the regional economy of the GTHA, and shall be protected for the long-term.</b></p>	<p>E.5.1.17 Recognize that all <i>employment areas</i>, including those within and outside of <i>provincially significant employment zones</i>, contribute to the local economy of Hamilton and the regional economy of the GTHA, and shall be protected for the long-term.</p>
<p>Insert new Policy E.5.1.18, as follows:  <b>E.5.1.18 Support the local and regional agri-food network by providing locations for logistical management and processing of agricultural products in close proximity to major goods movement facilities and corridors.</b></p>	<p>E.5.1.18 Support the local and regional <i>agri-food network</i> by providing locations for logistical management and processing of agricultural products in close proximity to <i>major goods movement facilities and corridors</i>.</p>
<p>E.5.2.6 Prohibited Uses  The following uses shall be prohibited on lands designated Employment Area on Schedule E-1 – Urban Land Use Designations:  a) <i>major retail uses</i>; <del>and</del>,  b) residential uses; and,  <b>c) other sensitive land uses that are not ancillary to the primary employment uses.</b></p>	<p>E.5.2.6 Prohibited Uses  The following uses shall be prohibited on lands designated Employment Area on Schedule E1 – Urban Land Use Designations:  a) <i>major retail uses</i>;  b) residential uses; and,  c) other <i>sensitive land uses</i> that are not ancillary to the primary employment uses.</p>
<p>E.5.2.7.1 b) <i>Sensitive land uses</i> within the Neighbourhoods, Institutional or Commercial and Mixed Use designations shall be protected from the potential adverse impacts of heavy industrial uses within the lands designated Employment Area, and industrial uses shall be protected from <i>sensitive land uses</i> as follows:  i) The City shall have regard for provincial guidelines concerning <b>land use</b> compatibility between industrial facilities and <i>sensitive land uses</i>, <del>and in mitigating the potential adverse impacts not addressed by the guidelines.</del> <b>Heavy industrial uses and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety, to ensure the long-term viability of heavy industrial uses in accordance with provincial guidelines, standards and</b></p>	<p>E.5.2.7.1 b) <i>Sensitive land uses</i> within the Neighbourhoods, Institutional or Commercial and Mixed Use designations shall be protected from the potential adverse impacts of heavy industrial uses within the lands designated Employment Area, and industrial uses shall be protected from <i>sensitive land uses</i> as follows:  i) The City shall have regard for provincial guidelines concerning land use compatibility between industrial facilities and <i>sensitive land uses</i>. Heavy industrial uses and <i>sensitive land uses</i> shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential <i>adverse effects</i> from odour, noise and other contaminants, and minimize risk to public health and safety, to ensure the long-term viability of heavy industrial uses in accordance with provincial guidelines, standards and procedures.  ii) Where avoidance of impacts is not possible, in</p>

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<p><b>procedures.</b></p> <p>ii) Where avoidance of impacts is not possible, in accordance with Policy E.5.2.7.1 b) i), the City shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent <i>sensitive land uses</i> are only permitted if the development proponent submits a Land Use Compatibility Study to the satisfaction of the City detailing that following are demonstrated in accordance with provincial guidelines, standards and procedures:</p> <ol style="list-style-type: none"> <li>1. there is an identified need for the proposed use;</li> <li>2. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;</li> <li>3. <i>adverse effects</i> to the proposed <i>sensitive land use</i> are minimized and mitigated; and,</li> <li>4. potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</li> </ol>	<p>accordance with Policy E.5.2.7.1 b) i), the City shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent <i>sensitive land uses</i> are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:</p> <ol style="list-style-type: none"> <li>1. there is an identified need for the proposed use;</li> <li>2. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;</li> <li>3. <i>adverse effects</i> to the proposed <i>sensitive land use</i> are minimized and mitigated; and,</li> <li>4. potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</li> </ol>
<p>Insert new subsection g) to Policy E.5.2.7.1 and renumber subsequent subsections accordingly:</p> <p>E.5.2.7.1 The following provisions apply to all lands designated Employment Area – Industrial Land, Employment Area – Business Park, Employment Area – Airport Employment Growth District, and Employment Area – Shipping and Navigation on Schedule E-1 – Urban Land Use Designations:</p> <p><b>g) Freight-intensive land uses shall be located in areas well served by major highways, airports, rail facilities and marine facilities.</b></p>	<p>E.5.2.7.1 The following provisions apply to all lands designated Employment Area – Industrial Land, Employment Area – Business Park, Employment Area – Airport Employment Growth District, and Employment Area – Shipping and Navigation on Schedule E-1 – Urban Land Use Designations:</p> <p>g) Freight-intensive land uses shall be located in areas well served by major highways, airports, rail facilities and marine facilities.</p>
<p>Add new subsection to Policy E.5.2.7.1, as follows:</p> <p><b>l) Employment Areas identified as <i>provincially significant employment zones</i> on Schedule “X” – Provincially Significant Employment Zones shall be subject to the policies of E.5.7 of this Plan and the policies of their Employment Area designation as identified on Schedule E-1 – Urban Land Use Designations.</b></p>	<p>E.5.2.7.1 l) Employment Areas identified as <i>provincially significant employment zones</i> on Schedule “X” – Provincially Significant Employment Zones shall be subject to the policies of E.5.7 of this Plan and the policies of their Employment Area designation as identified on Schedule E-1 – Urban Land Use Designations.</p>
<p>Add new subsection to Policy E.5.2.7.1, as follows:</p> <p><b>m) Conversion of any lands in the Employment Area designations to permit non-employment uses, including <i>major retail</i> uses, shall only be undertaken as part of a <i>Municipally Initiated Comprehensive Review</i> in accordance with Policy F.1.1.13.</b></p>	<p>E.5.2.7.1...  m) Conversion of any lands in the Employment Area designations to permit non-employment uses, including <i>major retail</i> uses, shall only be undertaken as part of a <i>Municipally Initiated Comprehensive Review</i> in accordance with Policy F.1.1.13.</p>

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<p>Insert new Policy E.5.2.8, as follows:  <b>Density</b>  <b>E.5.2.8 The minimum density targets for the Employment Area designations shall be in accordance with policy A.2.3.3.5 – Employment Area Density Targets, Table A.3 – Employment Area Densities.</b></p>	<p>Density  E.5.2.8 The minimum density targets for the Employment Areas designations shall be in accordance with policy A.2.3.3.5 – Employment Area Density Targets, Table A.3 – Employment Area Densities.</p>
<p>E.5.4.2 Lands designated Employment Area – Business Park which are undeveloped, underutilized, or within the West Hamilton Innovation District <b>(including McMaster Innovation Park)</b>, are planned for major employment growth in accordance with the employment and density targets in Section A.2.3.2 – Employment <del>Forecasts Targets</del> and Policy A.2.3.3.5 <b>Employment Area Density Targets.</b></p>	<p>E.5.4.2 Lands designated Employment Area – Business Park which are undeveloped, underutilized, or within the West Hamilton Innovation District (including McMaster Innovation Park), are planned for major employment growth in accordance with the employment and density targets in Section A.2.3.2 – Employment Forecasts and Policy A.2.3.3.5 – Employment Area Density Targets.</p>
<p>E.5.4.5 Offices within the Employment Area – Business Park designation shall comply with the following criteria:  a) <del>Offices, excluding industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design, shall be permitted where prestige uses for a business park are permitted by Policy E.5.4.7 c), and where the ancillary uses which serve the businesses and employees of the business park are permitted by Policy E.5.4.4.</del> <b>Offices are prestige business park uses and shall generally be located along the exterior of employment areas at intersections of arterial or collector roads.</b>  b) <del>Offices, excluding industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design, shall be restricted in function, scale and type and shall be limited in size through the Zoning By-law.</del>  c) Industrial administrative offices <b>and consulting offices related to land development services, such as surveying, engineering, planning or design services</b> shall be limited to less than <del>10,000</del> <b>4,000</b> square metres per free standing building <del>and shall only be permitted where prestige uses for a business park are permitted by Policy E.5.4.7 c).</del>  d) <del>Consulting offices related to land development services, such as surveying, engineering, planning or design, services shall be limited to less than 10,000 square metres per free standing building.</del></p>	<p>E.5.4.5 Offices within the Employment Area – Business Park designation shall comply with the following criteria:  a) Offices are prestige business park uses and shall generally be located along the exterior of <i>employment areas</i> at intersections of arterial or collector roads.  b) Offices shall be restricted in function, scale and type and shall be limited in size through the Zoning By-law.  c) Industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design services shall be limited to less than 4,000 square metres per free standing building.</p>

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<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>E.5.5.3 The size of the offices within the Employment Area – Airport Employment Growth District designation shall be determined by the Zoning By-law but shall be less than <b>4,000</b> <del>10,000</del> square metres per free standing building.</p>	<p>E.5.5.3 The size of the offices within the Employment Area – Airport Employment Growth District designation shall be determined by the Zoning By-law but shall be less than <b>4,000</b> square metres per free standing building.</p>
<p>Insert new Policy E.5.7, as follows:  <b>E.5.7 Provincially Significant Employment Zones</b>  <i><b>Provincially Significant Employment Zones are identified on Schedule “X” – Provincially Significant Employment Zones.</b></i></p>	<p>E.5.7 Provincially Significant Employment Zones   <i>Provincially Significant Employment Zones are identified on Schedule H – Provincially Significant Employment Zones.</i></p>

Appendix “E” – Volume 1: Chapter F – Implementation

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>F.1.1.10 c) the amount of employment and/or non-employment land to meet the projected needs for up to the <del>20 year</del> <b>2051 planning time</b> horizon; or,</p>	<p>F.1.1.10 c) the amount of employment and/or non-employment land to meet the projected needs for up to the 2051 planning horizon; or,</p>
<p>Insert new Policy F.1.1.13, as follows:  <b>F.1.1.13 Conversion of any lands designed as Employment Area to permit non-employment uses may only be considered through a <i>Municipally Initiated Comprehensive Review</i> where both Provincial conversion criteria specified in the Growth Plan for the Greater Golden Horseshoe and local conversion criteria as noted in Policy F.1.1.11 have been satisfied.</b></p>	<p>F.1.1.13 Conversion of any lands designed as Employment Area to permit non-employment uses may only be considered through a <i>Municipally Initiated Comprehensive Review</i> where both Provincial conversion criteria specified in the Growth Plan for the Greater Golden Horseshoe and local conversion criteria as noted in Policy F.1.1.11 have been satisfied.</p>
<p>Insert new Policy F.1.17.8, as follows:  <b>F.1.17.8 The City will engage with Indigenous communities and coordinate on land use planning matters.</b></p>	<p>F.1.17.8 The City will engage with Indigenous communities and coordinate on land use planning matters.</p>
<p>That Table F.1.19.1: Other Information and Materials be amended by adding the following row under Section 4 – Environmental:  <b>aa) Wildland Fire Assessment</b></p>	<p>aa) Wildland Fire Assessment</p>
<p>F.3.1.3.1 The City recognizes there are <i>areas of archaeological potential</i> and <i>archaeological resources</i> that remain unidentified and have yet to be subjected to a detailed assessment by a licensed archaeologist. <b>The Archaeology Management Plan shall outline the City’s roles and responsibilities to guide the conservation and management of archaeology within the City of Hamilton, and to provide policy and protocol for implementation, ensuring that the management of archaeology is systematic and consistent across the City.</b> <del>To assist land owners and to provide for appropriate development, the City shall prepare an archaeology management plan.</del></p>	<p>F.3.1.3.1 The City recognizes there are <i>areas of archaeological potential</i> and <i>archaeological resources</i> that remain unidentified and have yet to be subjected to a detailed assessment by a licensed archaeologist. The Archaeology Management Plan shall outline the City’s roles and responsibilities to guide the conservation and management of archaeology within the City of Hamilton, and to provide policy and protocol for implementation, ensuring that the management of archaeology is systematic and consistent across the City.</p>
<p>F.3.1.3.2 Delete Policy in its entirety. <del>Until such time as an archaeology management plan is complete, archaeological resource sites or areas of archaeological potential shall be identified and evaluated in accordance with provincial guidelines and City policies and protocols.</del></p>	

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>F.3.1.5.1 In cases where a storm water management plan is being prepared for lands within the urban boundary, <b>it shall be informed by a subwatershed plan or equivalent, where appropriate, and</b> the following matters shall be addressed to avoid, minimize and/or mitigate storm water volumes, contaminant loads and impacts to receiving water courses associated with regular and extreme weather events:</p> <p>a) maintenance of groundwater quality and flow and stream base flow;</p> <p>b) protecting water quality and aquatic species and their habitats <b>particularly during extreme weather events;</b></p> <p>c) minimizing the disruption of pre-existing natural drainage patterns, wherever possible; <del>and,</del></p> <p>d) prevention of increases in stream channel erosion and flood risk;</p> <p><b>e) minimizing stormwater flows and reliance on stormwater management ponds, which includes appropriate low impact development and green infrastructure;</b></p> <p><b>f) establishing planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces, and encourage a design approach which protects natural features and maximizes vegetation; and,</b></p> <p><b>g) alignment with the City’s Water, Wastewater and Stormwater Master Plan.</b></p>	<p>F.3.1.5.1 In cases where a storm water management plan is being prepared for lands within the urban boundary, it shall be informed by a subwatershed plan or equivalent, where appropriate, and the following matters shall be addressed to avoid, minimize and/or mitigate storm water volumes, contaminant loads and impacts to receiving water courses:</p> <p>a) maintenance of groundwater quality and flow and stream base flow;</p> <p>b) protecting water quality and aquatic species and their habitats particularly during extreme weather events;</p> <p>c) minimizing the disruption of pre-existing natural drainage patterns, particularly during extreme weather events, wherever possible;</p> <p>d) prevention of increases in stream channel erosion and flood risk;</p> <p>e) minimizing stormwater flows and reliance on stormwater management ponds, which includes appropriate <i>low impact development and green infrastructure</i>;</p> <p>f) establishing planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces, and encourage a design approach which protects natural features and maximizes vegetation; and,</p> <p>g) alignment with the City’s Water, Wastewater and Stormwater Master Plan.</p>
<p>Insert new Section F.3.1.8 – Water, Wastewater and Stormwater Master Plan and renumber subsequent policies.</p> <p><b>F.3.1.8 Water, Wastewater and Stormwater Master Plan</b></p>	<p>F.3.1.8 Water, Wastewater and Stormwater Master Plan</p>
<p>Insert new Policy F.3.1.8.1, as follows:</p> <p><b>F.3.1.8.1 The City shall develop a Water, Wastewater and Stormwater Master Plan to determine the long and short-term water, wastewater and stormwater infrastructure needs to support growth to the year 2051.</b></p>	<p>F.3.1.8.1 The City shall develop a Water, Wastewater and Stormwater Master Plan to determine the long and short-term water, wastewater and stormwater infrastructure needs to support growth to the year 2051.</p>
<p>Insert new Policy F.3.1.8.2, as follows:</p> <p><b>F.3.1.8.2 The City’s Water, Wastewater and Stormwater Master Plan shall be maintained and updated as necessary through a comprehensive review process.</b></p>	<p>F.3.1.8.2 The City’s Water, Wastewater and Stormwater Master Plan shall be maintained and updated as necessary through a comprehensive review process.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
Insert new Policy F.3.1.8.3, as follows: <b>F.3.1.8.3 Future amendments to this Official Plan shall be considered as required to adopt applicable policies resulting from an update to the Water, Wastewater and Stormwater Master Plan.</b>	F.3.1.8.3 Future amendments to this Official Plan shall be considered as required to adopt applicable policies resulting from an update to the Water, Wastewater and Stormwater Master Plan.
F.3.4.5 Targets for Air Quality <b>and Climate Change Mitigation and Adaptation</b>	F.3.4.5 Targets for Air Quality and Climate Change Mitigation and Adaptation
F.3.4.5.1 The City’s objective is to increase the number of good air quality days, where the Province’s Air Quality <b>Health Index (AQHI) is less than 30 7, and to meet all federal and provincial Ambient Air Quality Criteria. The City also has objectives to achieve both corporate and community-wide greenhouse emission reduction targets that align with the Intergovernmental Panel on Climate Change’s (IPCC) Special Report on Global Warming of 1.5° C recommendations</b> over the lifetime of this Plan, by encouraging and undertaking actions to reduce greenhouse gas emissions towards the following locally established targets.	F.3.4.5.1 The City’s objective is to increase the number of good air quality days, where the Province’s Air Quality Health Index (AQHI) is less than 7, and to meet all federal and provincial Ambient Air Quality Criteria. The City also has objectives to achieve both corporate and community-wide greenhouse emission reduction targets that align with the Intergovernmental Panel on Climate Change’s (IPCC) Special Report on Global Warming of 1.5° C recommendations.
Insert new Policy F.3.4.5.2, as follows: <b>F.3.4.5.2 Corporate greenhouse gas emissions are those emissions that the City has direct control over and are generated from municipal operations such as corporate fleet vehicles, corporate buildings, water and wastewater distribution and treatment.</b>	F.3.4.5.2 Corporate greenhouse gas emissions are those emissions that the City has direct control over and are generated from municipal operations such as corporate fleet vehicles, corporate buildings, water and wastewater distribution and treatment.
Delete Table F.3.4.2 title and contents in their entirety and replace with the following text: <b>Table F.3.4.2: Hamilton’s Corporate Greenhouse Gas Emission Reduction Targets</b> <b>2030 – 50% reduction of 2005 emission levels</b> <b>2050 – 50% reduction of 2005 emission levels</b>	Table F.3.4.2: Hamilton’s Corporate Greenhouse Gas Emission Reduction Targets 2030 – 50% reduction of 2005 emission levels 2050 – 50% reduction of 2005 emission levels
Insert new Policy F.3.4.5.3, as follows: <b>F.3.4.5.3 Community greenhouse gas emissions are those emissions that are outside the City’s direct control and are generated from community sources of emissions such as personal vehicles, privately owned buildings, industry, and agriculture.</b>	F.3.4.5.3 Community greenhouse gas emissions are those emissions that are outside the City’s direct control and are generated from community sources of emissions such as personal vehicles, privately owned buildings, industry, and agriculture.
Insert new Table F.3.4.3, as follows: <b>Table F.3.4.3: Hamilton’s Community Greenhouse Gas Emission Reduction Targets</b> <b>2020 – 20% reduction of 2006 emissions levels</b> <b>2030 – 50% reduction of 2006 emission levels</b> <b>2050 – 80% reduction of 2006 emission levels</b>	Table F.3.4.3: Hamilton’s Community Greenhouse Gas Emission Reduction Targets 2020 – 20% reduction of 2006 emissions levels 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Insert new Policy F.3.4.5.4, as follows:  <b>F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track, analyze and report on Hamilton’s progress on achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and municipal operations.</b></p>	<p>F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track, analyze and report on Hamilton’s progress on achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and municipal operations.</p>
<p>Revise section heading:  <b>F.3.5 Land Supply and Development Activity</b></p>	<p><b>F.3.5 Land Supply and Development Activity</b></p>
<p>F.3.5.1 The City shall monitor the designated urban land supply to ensure there is sufficient land available to accommodate a mix and range of housing types, employment opportunities, and other land uses to meet the projected needs for up to a <del>20</del> <b>30</b> year time horizon. The monitoring shall include <b>annual reporting on the following</b>:</p> <ul style="list-style-type: none"> <li>a) the <b>residential intensification rate</b>;</li> <li>b) <del>achievement</del> <b>the planned density</b> of the <del>designated greenfield area</del> <b>density</b>;</li> <li>c) the <b>planned density of the urban growth centre and other urban nodes</b>; <del>target and intensification targets, including,</del></li> <li>d) <b>construction activity including</b> the range and mix of housing types;</li> <li>e) <b>the Vacant Residential Land Inventory</b>;</li> <li>f) <b>comparison of the City’s actual population and employment growth to the forecasted population growth identified in Policy A.2.3.1 and employment growth identified in Policy A.2.3.2</b>; <del>and,</del></li> <li>g) employment land absorption; <del>and,</del></li> <li><b>h) housing affordability.</b></li> </ul>	<p>F.3.5.1 The City shall monitor the designated urban land supply to ensure there is sufficient land available to accommodate a mix and range of housing types, employment opportunities, and other land uses to meet the projected needs for up to a 30 year time horizon. The monitoring shall include annual reporting on the following:</p> <ul style="list-style-type: none"> <li>a) the residential intensification rate;</li> <li>b) the planned density of the designated <i>greenfield area</i>;</li> <li>c) the planned density of the urban growth centre and other <i>urban nodes</i>;</li> <li>d) construction activity including the range and mix of housing types;</li> <li>e) the Vacant Residential Land Inventory;</li> <li>f) comparison of the City’s actual population and employment growth to the forecasted population growth identified in Policy A.2.3.1 and employment growth identified in Policy A.2.3.2;</li> <li>g) employment land absorption; and,</li> <li>h) housing affordability.</li> </ul>
<p>Insert new Policy F.3.5.2, as follows:  <b>F.3.5.2 The City shall monitor the cost of housing and land development and provide annual reports on housing and land development costs, including social housing development costs.</b></p>	<p>F.3.5.2 The City shall monitor the cost of housing and land development and provide annual reports on housing and land development costs, including social housing development costs.</p>
<p>Insert new Section F.3.7 – State of the Infrastructure Report and Public Works and renumber subsequent policies accordingly.  <b>F.3.7 State of the Infrastructure Report and Public Works</b></p>	<p>F.3.7 State of the Infrastructure Report and Public Works</p>



<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Insert new Policy F.3.7.1, as follows:  <b>F.3.7.1 The City will assess <i>infrastructure</i> risks and vulnerabilities, including those caused by the <i>impacts of a changing climate</i>, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.</b></p>	<p>F.3.7.1 The City will assess <i>infrastructure</i> risks and vulnerabilities, including those caused by the <i>impacts of a changing climate</i>, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.</p>

Appendix “F” – Volume 1: Chapter G – Glossary

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Active Transportation: <del>non-motorized travel, including walking, cycling, inline skating and wheelchair movements. The active transportation network includes sidewalks, crosswalks, designated road lanes and off-road trails to accommodate active transportation (Metrolinx, 2008).</del>  <b>means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. (PPS, 2020)</b></p>	<p>Active transportation: means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. (PPS, 2020)</p>
<p>Adverse Effects: as defined in the <u>Environmental Protection Act</u>, means one or more of:</p> <ul style="list-style-type: none"> <li>a) impairment of the quality of the natural environment for any use that can be made of it;</li> <li>b) injury or damage to property or plant or animal life;</li> <li>c) harm or material discomfort to any person;</li> <li>d) an adverse effect on the health of any person;</li> <li>e) impairment of the safety of any person;</li> <li>f) rendering any property or plant or animal life unfit for human use;</li> <li>g) loss of enjoyment of normal use of property; and,</li> <li>h) interference with normal conduct of business. (PPS, 200520)</li> </ul>	<p>Adverse Effects: as defined in the <u>Environmental Protection Act</u>, means one or more of:</p> <ul style="list-style-type: none"> <li>i) impairment of the quality of the natural environment for any use that can be made of it;</li> <li>j) injury or damage to property or plant or animal life;</li> <li>k) harm or material discomfort to any person;</li> <li>l) an adverse effect on the health of any person;</li> <li>m) impairment of the safety of any person;</li> <li>n) rendering any property or plant or animal life unfit for human use;</li> <li>o) loss of enjoyment of normal use of property; and,</li> <li>p) interference with normal conduct of business. (PPS, 2020)</li> </ul>
<p>Affordable: means:</p> <ul style="list-style-type: none"> <li>a) in the case of ownership housing, the least expensive of: <ul style="list-style-type: none"> <li>i) housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for <i>low and moderate income households</i>; or</li> <li>ii) housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the City of Hamilton; and,</li> </ul> </li> <li>b) in the case of rental housing, the least expensive of: <ul style="list-style-type: none"> <li>i) a unit for which the rent does not exceed 30 percent of gross annual household income for <i>low and moderate income households</i>; or</li> <li>ii) a unit for which the rent is at or below the average market rent of a unit in the City of Hamilton (PPS, 200520 amended); and,</li> </ul> </li> <li>c) in the case of housing developments, at least</li> </ul>	<p>Affordable: means:</p> <ul style="list-style-type: none"> <li>a) in the case of ownership housing, the least expensive of: <ul style="list-style-type: none"> <li>i) housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for <i>low and moderate income households</i>; or</li> <li>ii) housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the City of Hamilton; and,</li> </ul> </li> <li>b) in the case of rental housing, the least expensive of: <ul style="list-style-type: none"> <li>i) a unit for which the rent does not exceed 30 percent of gross annual household income for <i>low and moderate income households</i>; or</li> <li>ii) a unit for which the rent is at or below the average market rent of a unit in the City of Hamilton (PPS, 2020 amended); and,</li> </ul> </li> </ul>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<del>Grey highlighted strikethrough text</del> = text to be deleted	<b>Bolded text</b> = text to be added
<p>25 percent of either <i>affordable</i> ownership or <i>affordable</i> rental housing. For the purposes of the policies of this Plan, <i>affordable</i> housing developments may include a mix of <i>affordable</i> and market rate units, both ownership and rental.</p>	<p>c) in the case of housing developments, at least 25 percent of either <i>affordable</i> ownership or <i>affordable</i> rental housing. For the purposes of the policies of this Plan, <i>affordable</i> housing developments may include a mix of <i>affordable</i> and market rate units, both ownership and rental.</p>
<p>Add definition of Agri-food Network to Chapter G – Glossary.</p>	<p>Agri-food Network: Within the <i>Agricultural System</i>, a network that includes elements important to the viability of the agri-food sector such as regional <i>infrastructure</i> and transportation networks; on-farm buildings and <i>infrastructure</i>; agricultural services, farm markets, distributors, and primary processing; and vibrant, agriculture-supportive communities. (Greenbelt Plan, 2017)</p>
<p>Add definition of Agricultural System to Chapter G – Glossary.</p>	<p>Agricultural System:  A system comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has two components:  a) An agricultural land base comprised of <i>prime agricultural areas</i>, including <i>specialty crop areas</i>, and <i>rural lands</i> that together create a continuous productive land base for agriculture; and  b) An <i>agri-food network</i> which includes <i>infrastructure</i>, services, and assets important to the viability of the agri-food sector. (PPS, 2020)</p>
<p><del>Alternative Energy Systems: means sources of energy or energy conversion processes that significantly reduce the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems. Alternative Energy Systems undertakings do not include renewable energy undertakings as defined in the <u>Green Energy and Green Economy Act, 2009</u>.</del> <b>means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems (PPS, 2020).</b></p>	<p>Alternative energy system: means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems (PPS, 2020).</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Alvars: means naturally open areas of thin or no soil over essentially flat limestone, dolostone, or marble rock, supporting a sparse vegetation cover of mostly shrubs and herbs (Greenbelt Plan, 200517).</p>	<p>Alvars: means naturally open areas of thin or no soil over essentially flat limestone, dolostone, or marble rock, supporting a sparse vegetation cover of mostly shrubs and herbs (Greenbelt Plan, 2017).</p>
<p>Archaeological Resources: Include artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the <i>Ontario Heritage Act</i> (PPS, 200520).</p>	<p>Archaeological Resources: Include artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the <i>Ontario Heritage Act</i> (PPS, 2020).</p>
<p>Area of Archaeological Potential: A defined geographical area with the potential to contain <i>archaeological resources</i>. Criteria for determining archaeological potential are established by the Province, this Plan and the City’s Archaeological Management Plan. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the <i>Ontario Heritage Act</i> (PPS, 200520, amended).</p>	<p>Area of Archaeological Potential: A defined geographical area with the potential to contain <i>archaeological resources</i>. Criteria for determining archaeological potential are established by the Province, this Plan and the City’s Archaeological Management Plan. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the <i>Ontario Heritage Act</i> (PPS, 2020, amended).</p>
<p>Areas of Natural and Scientific Interest (ANSI): means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education (PPS, 200520).</p>	<p>Areas of Natural and Scientific Interest (ANSI): means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education (PPS, 2020).</p>
<p>Built Heritage Resources: means one or more <del>significant</del> buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community, <b>including an Indigenous community</b> (PPS, 2020). These resources may be identified through inclusion in the City’s <b>Municipal Heritage Register of Property of Cultural Heritage Value or Interest</b>, designation or heritage conservation easement under the <i>Ontario Heritage Act</i>, and/or listed by local, provincial or federal jurisdictions.</p>	<p>Built Heritage Resources: means one or more buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community, including an Indigenous community (PPS, 2020). These resources may be identified through inclusion in the City’s Municipal Heritage Register, designation or heritage conservation easement under the <i>Ontario Heritage Act</i>, and/or listed by local, provincial or federal jurisdictions.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Coastal Wetland: means</p> <p>a) any wetland that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Mary’s, St. Clair, Detroit, Niagara, and St. Lawrence Rivers); or</p> <p>b) any other wetland that is on a tributary to any of the above-specified water bodies and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected. (PPS, 200520)</p>	<p>Coastal Wetland: means</p> <p>a) any wetland that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Mary’s, St. Clair, Detroit, Niagara, and St. Lawrence Rivers); or</p> <p>b) any other wetland that is on a tributary to any of the above-specified water bodies and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected. (PPS, 2020)</p>
<p>Compact Urban Form: means a land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. <b>Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation.</b> (Growth Plan, 200619, as amended).</p>	<p>Compact Urban Form: means a land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation. (Growth Plan, 2019, as amended).</p>
<p>Complete Communities: <del>Complete communities meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided (Growth Plan, 2006).</del></p> <p><b>Places such as mixed-use neighbourhoods or other areas within cities, towns, and urban areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and community facilities/services. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts (Growth Plan, 2019, as amended, amended).</b></p>	<p>Complete Communities: Places such as mixed-use neighbourhoods or other areas within cities, towns, and urban areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and community facilities/services. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts (Growth Plan, 2019, as amended, amended).</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Add definition of Complete Streets to Chapter G – Glossary.</p>	<p>Complete Streets: Streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists (Growth Plan, 2019, as amended).</p>
<p>Connectivity: means the degree to which <i>Core Areas</i> are connected to one another by links such as plant and animal movement corridors, hydrological and nutrient cycling, genetic transfer, and energy flows from food webs (Greenbelt Plan, 2005<del>17</del>).</p>	<p>Connectivity: means the degree to which <i>Core Areas</i> are connected to one another by links such as plant and animal movement corridors, hydrological and nutrient cycling, genetic transfer, and energy flows from food webs (Greenbelt Plan, 2017).</p>
<p>Conserved: in the context of <i>cultural heritage resources</i>, means the identification, protection, use and/or management of <i>cultural heritage</i> and <i>archaeological resources</i> in such a way that their heritage values, attributes and integrity are retained. This may be addressed through <b>the implementation of recommendations set out in a conservation plan, archaeological assessment and / or cultural heritage impact assessment that has been approved, accepted or adopted by the City. Mitigative measures and / or alternative development approaches can be included in these plans and assessments or statement</b> (PPS, 2005<del>20</del>, amended).</p>	<p>Conserved: in the context of <i>cultural heritage resources</i>, means the identification, protection, use and/or management of <i>cultural heritage</i> and <i>archaeological resources</i> in such a way that their heritage values, attributes and integrity are retained. This may be addressed through the implementation of recommendations set out in a conservation plan, archaeological assessment and / or cultural heritage impact assessment that has been approved, accepted or adopted by the City. Mitigative measures and / or alternative development approaches can be included in these plans and assessments (PPS, 2020, amended).</p>
<p><del>Cultural Heritage Landscape: A defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the <i>Ontario Heritage Act</i>, and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value (PPS, 2005).</del></p> <p><b>means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. <i>Cultural heritage landscapes</i> may be properties that have been determined to have cultural heritage value or interest under the <i>Ontario</i></b></p>	<p>Cultural Heritage Landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. <i>Cultural heritage landscapes</i> may be properties that have been determined to have cultural heritage value or interest under the <i>Ontario Heritage Act</i>, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms (PPS, 2020).</p>

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<p><b>Heritage Act, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms (PPS, 2020).</b></p>	
<p>Built Boundary: The limits of the developed urban area as defined by the Minister of Public Infrastructure Renewal in accordance with Policy <del>2.2.3.5</del> <b>in consultation with affected municipalities for the purpose of measuring the minimum intensification target in this Plan.</b> (Growth Plan, <del>2006</del> <b>19, as amended</b>).</p>	<p>Built Boundary: The limits of the developed urban area as defined by the Minister in consultation with affected municipalities for the purpose of measuring the minimum intensification target in this Plan. (Growth Plan, 2019, as amended).</p>
<p>Downtown Urban Growth Centre: means the area corresponding with the Downtown Hamilton Community Improvement Project Area as defined at the date of adoption of this Plan and subject to Policy <del>2.2.4</del> <b>2.2.3</b> of the Province’s Growth Plan for the Greater Golden Horseshoe (<del>2006</del> <b>19, as amended</b>).</p>	<p>Downtown Urban Growth Centre: means the area corresponding with the Downtown Hamilton Community Improvement Project Area as defined at the date of adoption of this Plan and subject to Policy 2.2.3 of the Province’s Growth Plan for the Greater Golden Horseshoe (2019, as amended).</p>
<p>Dynamic Beach Hazard: means areas of inherently unstable accumulations of shoreline sediments along the Great Lakes – St. Lawrence River System and large inland lakes, as identified by provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance (PPS, <del>2005</del> <b>20</b>).</p>	<p>Dynamic Beach Hazard: means areas of inherently unstable accumulations of shoreline sediments along the Great Lakes – St. Lawrence River System and large inland lakes, as identified by provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance (PPS, 2020).</p>
<p>Ecological Function: means the natural processes, products, or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical, and socio-economic interactions (<del>PPS, 2005</del> <b>Greenbelt Plan, 2017</b>).</p>	<p>Ecological Function: means the natural processes, products, or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical, and socio-economic interactions (Greenbelt Plan, 2017).</p>

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<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Ecological Value: means the value of vegetation in maintaining the health of the <i>key natural heritage</i> or <i>key hydrologic feature</i> and the related ecological features and <i>ecological functions</i>, as measured by factors such as the diversity of species, the diversity of habitats, and the suitability and amount of habitats that are available for rare, threatened and endangered species (<b>Greenbelt Plan, 2017</b>).</p>	<p>Ecological Value: means the value of vegetation in maintaining the health of the <i>key natural heritage</i> or <i>key hydrologic feature</i> and the related ecological features and <i>ecological functions</i>, as measured by factors such as the diversity of species, the diversity of habitats, and the suitability and amount of habitats that are available for rare, threatened and endangered species (Greenbelt Plan, 2017).</p>
<p>Employment Area <del>(formerly referred to as Industrial Areas)</del>: Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities (PPS, 2005<del>20</del>).</p>	<p>Employment Area: Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities (PPS, 2020).</p>
<p>Erosion hazard: means the loss of land, due to human or natural processes, that poses a threat to life and property. The <i>erosion hazard</i> limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over an one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance (PPS, 2005<del>20</del>).</p>	<p>Erosion hazard: means the loss of land, due to human or natural processes, that poses a threat to life and property. The <i>erosion hazard</i> limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over an one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance (PPS, 2020)</p>
<p>Fish Habitat: means the spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend on directly or indirectly in order to carry out their life processes (PPS, 2005<del>20</del>).</p>	<p>Fish Habitat: means the spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend on directly or indirectly in order to carry out their life processes (PPS, 2020).</p>
<p>Flood Plain: for river, stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards (PPS, 2005<del>20</del>).</p>	<p>Flood Plain: for river, stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards (PPS, 2020).</p>
<p>Flood Fringe: for river, stream and small inland lake systems, means the outer portion of the <i>flood plain</i> between the <i>floodway</i> and the <i>flooding hazard</i> limit. Depths and velocities of flooding are generally less severe in the <i>flood fringe</i> than those experienced in the <i>floodway</i> (PPS, 2005<del>20</del>).</p>	<p>Flood Fringe: for river, stream and small inland lake systems, means the outer portion of the <i>flood plain</i> between the <i>floodway</i> and the <i>flooding hazard</i> limit. Depths and velocities of flooding are generally less severe in the <i>flood fringe</i> than those experienced in the <i>floodway</i> (PPS, 2020).</p>
<p>Flooding Hazard: means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:</p>	<p>Flooding Hazard: means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:</p>



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<p>a) Along the shorelines of the Great Lakes – St. Lawrence River System and large inland lakes, the flooding hazard limit is based on the one hundred year flood level plus an allowance for wave uprush and other water-related hazards.</p> <p>b) Along river, stream and small inland lake systems, the flooding hazard limit is the greater of:</p> <ul style="list-style-type: none"> <li>i) the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;</li> <li>ii) the one hundred year flood; and,</li> <li>iii) a flood which is greater than i) or ii) which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Ministry of Natural Resources;</li> <li>iv) except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where past history of flooding supports the lowering of the standard). (PPS, 2005<del>20</del>)</li> </ul>	<p>a) Along the shorelines of the Great Lakes – St. Lawrence River System and large inland lakes, the flooding hazard limit is based on the one hundred year flood level plus an allowance for wave uprush and other water-related hazards.</p> <p>b) Along river, stream and small inland lake systems, the flooding hazard limit is the greater of:</p> <ul style="list-style-type: none"> <li>i) the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;</li> <li>ii) the one hundred year flood; and,</li> <li>iii) a flood which is greater than i) or ii) which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Ministry of Natural Resources;</li> <li>iv) except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where past history of flooding supports the lowering of the standard). (PPS, 2020)</li> </ul>
<p>Floodway: For river, stream and small inland lake systems, means the portion of the <i>flood plain</i> where the development and site alteration would cause a danger to public health and safety or property damage (PPS, 2005<del>20</del>).</p>	<p>Floodway: For river, stream and small inland lake systems, means the portion of the <i>flood plain</i> where the development and site alteration would cause a danger to public health and safety or property damage (PPS, 2020).</p>
<p>Add definition of Green Infrastructure to Chapter G – Glossary.</p>	<p>Green Infrastructure: means natural and human-made elements that provide ecological and hydrological functions and processes. <i>Green infrastructure</i> can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs (PPS, 2020).</p>

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Greyfields: means previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant ( <b>Growth Plan, 2019, as amended</b> ).	Greyfields: means previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant (Growth Plan, 2019, as amended).
Ground Water Feature: refers to water related features in the earth’s subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeological investigations (PPS, 2005 <b>20</b> ).	Ground Water Feature: refers to water related features in the earth’s subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeological investigations (PPS, 2020).
Growth Plan for the Greater Golden Horseshoe: means a Provincial plan prepared under the <u>Places to Grow Act, 2005</u> . It is a framework for implementing the Government of Ontario’s version for building stronger, prosperous communities by better managing growth in this region to 2034 <b>51</b> .	Growth Plan for the Greater Golden Horseshoe: means a Provincial plan prepared under the <u>Places to Grow Act, 2005</u> . It is a framework for implementing the Government of Ontario’s version for building stronger, prosperous communities by better managing growth in this region to 2051.
<del>Growth Related Integrated Growth Strategy (GRIDS) 2: A Growth analysis for the City that determines where and how and future growth will be accommodated within the City over the next 30+ years to the year 2051. GRIDS focuses on the highest components of the Official Plan dealing with urban boundary and urban structure that will form the backbone of land use designation decisions in the Official Plan.</del>	Growth Related Integrated Growth Strategy (GRIDS) 2: A Growth analysis for the City that determines where and how and future growth will be accommodated within the City to the year 2051.
Add definition of Hazardous Forest Types for Wildland Fire to Chapter G – Glossary.	Hazardous Forest Types for Wildland Fire: means forest types assessed as being associated with the risk of high to extreme wildland fire using risk assessment tools established by the Ontario Ministry of Natural Resources and Forestry, as amended from time to time (PPS, 2020).
Hazardous Lands: means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes – St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the <i>flooding hazard</i> , erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that	Hazardous Lands: means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes – St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the <i>flooding hazard</i> , erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this

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<p>covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits (PPS, 2005<del>20</del>).</p>	<p>means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits (PPS, 2020).</p>
<p>Hazardous Sites: means property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography) (PPS, 2005<del>20</del>).</p>	<p>Hazardous Sites: means property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography) (PPS, 2020).</p>
<p><del>Heritage Attributes: means the principal features, characteristics, context and appearance that contribute to the cultural heritage significance of a protected heritage property (PPS, 2005).</del>  <b>means the principal features or elements that contribute to a <i>protected heritage property's</i> cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a <i>protected heritage property</i>)(PPS, 2020).</b></p>	<p>Heritage Attributes: means the principal features or elements that contribute to a <i>protected heritage property's</i> cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a <i>protected heritage property</i>)(PPS, 2020).</p>
<p>Higher Order Transit/<del>Rapid Transit</del>: Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic where possible, and therefore can achieve a speed and frequency of service greater than conventional transit. <i>Higher order transit</i> 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 (Growth Plan, 2006<del>19</del>, <b>as amended</b>).</p>	<p>Higher Order Transit: Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic where possible, and therefore can achieve a speed and frequency of service greater than conventional transit. <i>Higher order transit</i> 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 (Growth Plan, 2019, as amended).</p>
<p>Hydrologic Function: means the functions of the hydrological cycle that includes the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things (PPS, 2005<del>20</del>).</p>	<p>Hydrologic Function: means the functions of the hydrological cycle that includes the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things (PPS, 2020).</p>
<p>Add definition of Impacts of a Changing Climate to Chapter G – Glossary.</p>	<p>Impacts of a Changing Climate: means the present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability (PPS, 2020).</p>

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<p>Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, sewage treatment systems, <b>stormwater management systems</b>, waste management systems, <del>electric power generation and transmission</del>, <b>electricity generation facilities, electricity transmission and distribution systems</b>, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities (PPS, <del>2005</del><b>20</b>).</p>	<p>Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, sewage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities (PPS, 2020).</p>
<p>Intensification: means the development of a property, site or area at a higher density than currently exists through:</p> <ul style="list-style-type: none"> <li>a) redevelopment, including the reuse of brownfield sites;</li> <li>b) the <i>development</i> of vacant and/or underutilized lots within previously developed areas;</li> <li>c) infill <i>development</i>; and</li> <li>d) the expansion or conversion of existing buildings. (PPS, <del>2005</del><b>20</b>)</li> </ul>	<p>Intensification: means the development of a property, site or area at a higher density than currently exists through:</p> <ul style="list-style-type: none"> <li>a) redevelopment, including the reuse of brownfield sites;</li> <li>b) the <i>development</i> of vacant and/or underutilized lots within previously developed areas;</li> <li>c) infill <i>development</i>; and</li> <li>d) the expansion or conversion of existing buildings. (PPS, 2020)</li> </ul>
<p><del>Intensification Areas: means lands identified by municipalities or the Province within a settlement area that are to be the focus for accommodating intensification. Intensification areas include urban growth centres, intensification corridors, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields (Growth Plan, 2006, amended).</del></p>	<p>Definition deleted in its entirety.</p>
<p>Intermittent Streams: means stream-related watercourses that contain water or are dry at times of the year and are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year (Greenbelt Plan, <del>2005</del><b>17</b>).</p>	<p>Intermittent Streams: means stream-related watercourses that contain water or are dry at times of the year and are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year (Greenbelt Plan, 2017).</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
<p>Key Natural Heritage Features: means the following:</p> <ul style="list-style-type: none"> <li>a) <i>Significant habitat of endangered and threatened species;</i></li> <li>b) <i>Fish habitat;</i></li> <li>c) <i>Wetlands;</i></li> <li>d) <i>Life Science Areas of Natural and Scientific Interest (ANSIs)</i></li> <li>e) <i>Significant valleylands;</i></li> <li>f) <i>Significant wildlife habitat;</i></li> <li>g) <i>Sand barrens, savannahs, and tallgrass prairies;</i></li> <li><b>h) Significant woodlands;</b> and</li> <li>i) <i>Alvars</i></li> </ul> <p>(Greenbelt Plan, 2017)</p>	<p>Key Natural Heritage Features: means the following:</p> <ul style="list-style-type: none"> <li>a) <i>Significant habitat of endangered and threatened species;</i></li> <li>b) <i>Fish habitat;</i></li> <li>c) <i>Wetlands;</i></li> <li>d) <i>Life Science Areas of Natural and Scientific Interest (ANSIs)</i></li> <li>e) <i>Significant valleylands;</i></li> <li>f) <i>Significant wildlife habitat;</i></li> <li>g) <i>Sand barrens, savannahs, and tallgrass prairies;</i></li> <li>h) <b>Significant woodlands;</b> and</li> <li>i) <i>Alvars</i></li> </ul> <p>(Greenbelt Plan, 2017)</p>
<p>Lake: means any inland body of standing water usually fresh water larger than a pool or pond or a body of water filling a depression in the earth’s surface (Greenbelt Plan, <del>2005</del><b>2017</b>).</p>	<p>Lake: means any inland body of standing water usually fresh water larger than a pool or pond or a body of water filling a depression in the earth’s surface (Greenbelt Plan, 2017).</p>
<p>Life Science Areas of Natural and Scientific Interest (ANSIs): means lands and waters containing natural landscapes or features that are important for natural heritage protection, appreciation, scientific study, or education. Life Science ANSIs are identified by the Ministry of Natural Resources <b>and Forestry</b> using evaluation procedures established by that Ministry, as amended from time to time (Greenbelt Plan, <del>2005</del><b>2017</b>).</p>	<p>Life Science Areas of Natural and Scientific Interest (ANSIs): means lands and waters containing natural landscapes or features that are important for natural heritage protection, appreciation, scientific study, or education. Life Science ANSIs are identified by the Ministry of Natural Resources and Forestry using evaluation procedures established by that Ministry, as amended from time to time (Greenbelt Plan, 2017).</p>
<p>Low and Moderate Income Households: means:</p> <ul style="list-style-type: none"> <li>a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the City of Hamilton; or,</li> <li>b) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the City of Hamilton. (PPS, <del>2005</del><b>2020</b>, amended)</li> </ul>	<p>Low and Moderate Income Households: means:</p> <ul style="list-style-type: none"> <li>a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the City of Hamilton; or,</li> <li>b) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the City of Hamilton. (PPS, 2020, amended).</li> </ul>

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Add definition of Low Impact Development to Chapter G – Glossary.	<p><b>Low Impact Development:</b> An approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater. Low impact development can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems. Low impact development often employs vegetation and soil in its design, however, that does not always have to be the case and the specific form may vary considering local conditions and community character (Growth Plan, 2019, as amended).</p>

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<p>Add definition of Major Goods Movement Facilities and Corridors to Chapter G – Glossary.</p>	<p>Major goods movement facilities and corridors: means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, <i>airports</i>, <i>rail facilities</i>, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are freight-supportive may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives (PPS, 2020).</p>
<p>Major Office: Major office is generally defined as freestanding office buildings of <del>10,000</del> <b>4,000</b> m<sup>2</sup> or greater or with <del>500</del> <b>200</b> jobs or more (Growth Plan, 2006<b>19, as amended</b>).</p>	<p>Major Office: Major office is generally defined as freestanding office buildings of 4,000 m<sup>2</sup> or greater or with 200 jobs or more (Growth Plan, 2019, as amended).</p>
<p>Major Transit Station Area: The area including and around any existing or planned higher order transit station within an <del>settlement</del> <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 <del>to</del> <b>800</b> m radius of a transit station, representing about a 10-minute walk (Growth Plan, 2006<b>19, as amended, amended</b>).</p>	<p>Major Transit Station Area: 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 m radius of a transit station, representing about a 10-minute walk (Growth Plan, 2019, as amended, amended).</p>
<p>Major <del>Transit</del> Trip Generator: <del>means a facility or area which generates significant volumes of passenger and/or goods/services trips to/from residential, commercial and/or industrial land uses (Metrolinx, 2008).</del>  <b>Origins and destinations with high population densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, post-secondary institutions and other public service facilities, and other mixed-use areas) (Growth Plan, 2019, as amended).</b></p>	<p>Major Trip Generator: Origins and destinations with high population densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, post-secondary institutions and other public service facilities, and other mixed-use areas) (Growth Plan, 2019, as amended).</p>
<p>Minimum Distance Separation (MDS) Formulae: means formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odour from livestock and manure storage facilities (PPS, 2005<b>20</b>).</p>	<p>Minimum Distance Separation (MDS) Formulae: means formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odour from livestock and manure storage facilities (PPS, 2020).</p>

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<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Multi-Modal [transportation]: The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine (Growth Plan, 2006-19, <b>as amended</b>).</p>	<p>Multi-Modal [transportation]: The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine (Growth Plan, 2019, as amended).</p>
<p>Multiple Dwelling: means a building or part thereof containing <del>three</del> <b>five</b> or more dwelling units <del>but shall not include a street townhouse dwelling</del>. Examples of such dwellings include block townhouse dwellings, stacked townhouse dwellings, <b>street townhouse dwellings fronting onto a condominium road</b>, and apartment dwellings.</p>	<p>Multiple Dwelling: means a building or part thereof containing five or more dwelling units. Examples of such dwellings include block townhouse dwellings, stacked townhouse dwellings, street townhouse dwellings fronting onto a condominium road, and apartment dwellings.</p>
<p>Municipally Initiated Comprehensive Review: means a plan, undertaken by the City, which comprehensively applies the policies and schedules of <del>the</del> <b>A Place to Grow: Growth Plan</b> for the Greater Golden Horseshoe, the Provincial Policy Statement and the Official Plan. It can be undertaken on specific land use components, such as residential, employment, or undertaken as one comprehensive plan.</p>	<p>Municipally Initiated Comprehensive Review: means a plan, undertaken by the City, which comprehensively applies the policies and schedules of A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Provincial Policy Statement and the Official Plan. It can be undertaken on specific land use components, such as residential, employment, or undertaken as one comprehensive plan.</p>
<p>Natural Self-Sustaining Vegetation: means vegetation dominated by native plant species that can grow and persist without direct human management protection, or tending (Greenbelt Plan, 2005<b>17</b>).</p>	<p>Natural Self-Sustaining Vegetation: means vegetation dominated by native plant species that can grow and persist without direct human management protection, or tending (Greenbelt Plan, 2017).</p>
<p>Negative Impacts: means</p> <ul style="list-style-type: none"> <li>a) In regard to water, degradation to the <i>quality or quantity of surface or ground water, key hydrologic features or vulnerable areas</i>, and their related <i>hydrologic functions</i>, due to single, multiple or successive <i>development or site alteration</i> activities;</li> <li>b) In regard to <i>fish habitat</i>, the harmful alteration, disruption, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the <i>Fisheries Act</i>, using the guiding principle of no net loss of productive capacity; and,</li> <li>c) In regard to other <i>natural heritage features and areas</i>, degradation that threatens the health and integrity of the natural features or <i>ecological functions</i> for which an area is identified due to single, multiple, or successive <i>development or site alteration</i> activities.  <b>(Growth Plan, 2019, as amended)</b></li> </ul>	<p>Negative Impacts: means</p> <ul style="list-style-type: none"> <li>a) In regard to water, degradation to the <i>quality or quantity of surface or ground water, key hydrologic features or vulnerable areas</i>, and their related <i>hydrologic functions</i>, due to single, multiple or successive <i>development or site alteration</i> activities;</li> <li>b) In regard to <i>fish habitat</i>, the harmful alteration, disruption, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the <i>Fisheries Act</i>, using the guiding principle of no net loss of productive capacity; and,</li> <li>c) In regard to other <i>natural heritage features and areas</i>, degradation that threatens the health and integrity of the natural features or <i>ecological functions</i> for which an area is identified due to single, multiple, or successive <i>development or site alteration</i></li> </ul>



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	<p>activities. (Growth Plan, 2019, as amended)</p>
<p>Planned Corridors: means corridors, <b>or future corridors which are required to meet projected needs, and are</b> identified through provincial plans, <del>or preferred alignment(s) determined through the Environmental Assessment Act process, or</del> <b>identified through planning studies where the Ontario Ministry of Transportation , Metrolinx, Ontario Ministry of Energy, Northern Development and Mines or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing the identification of a corridor. Approaches for the protection of planned corridors may be recommended in guidelines developed by the Province which are required to meet projected needs</b> (PPS, 200520).</p>	<p>Planned Corridors: means corridors, or future corridors which are required to meet projected needs, and are identified through provincial plans, preferred alignment(s) determined through the <u>Environmental Assessment Act</u> process, or identified through planning studies where the Ontario Ministry of Transportation , Metrolinx, Ontario Ministry of Energy, Northern Development and Mines or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing the identification of a corridor. Approaches for the protection of planned corridors may be recommended in guidelines developed by the Province (PPS, 2020).</p>
<p>Add definition of Priority Transit Corridors to Chapter G – Glossary.</p>	<p>Priority Transit Corridors: Transit corridors shown in Schedule 5 of the <i>Growth Plan for the Greater Golden Horseshoe</i> as further identified by the Province for the purpose of implementing the Growth Plan (Growth Plan, 2019, as amended, amended).</p>
<p>Protected Heritage Property: means <del>real</del> property designated under Parts IV, V or VI of the <u>Ontario Heritage Act</u>; <b>property subject to a</b> heritage conservation easement property under Parts II or IV of the <u>Ontario Heritage Act</u>; <del>and property that is the subject of a covenant or agreement between the owner of a property and a conservation body or level of government, registered on title and executed with the primary purpose of preserving, conserving and maintaining a cultural heritage feature or resource, or preventing its destruction, demolition or loss</del> <b>property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites</b> (PPS, 200520).</p>	<p>Protected Heritage Property: means property designated under Parts IV, V or VI of the <u>Ontario Heritage Act</u>; property subject to a heritage conservation easement property under Parts II or IV of the <u>Ontario Heritage Act</u>; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites (PPS, 2020).</p>

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<p>Add definition of Provincially Significant Employment Zones to Chapter G – Glossary.</p>	<p>Provincially Significant Employment Zones: means areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs (Growth Plan 2019, as amended).</p>
<p>Quality and Quantity of Water: is measured by indicators <b>associated with hydrologic function</b> such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended <del>soils</del><b>solids</b>, temperature, bacteria, nutrients and hazardous contaminants, and hydrological regime (PPS, 2005<b>20</b>).</p>	<p>Quality and Quantity of Water: is measured by indicators associated with <i>hydrologic function</i> such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime (PPS, 2020).</p>
<p><del>Rapid Transit: Transit service separated partially or completely from general vehicular traffic and therefore able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by transit vehicles operating in mixed traffic. Rapid transit can include <i>light rail transit</i> and/or bus rapid transit (adapted from Metrolinx, 2008).</del></p>	<p>Definition deleted in its entirety.</p>
<p>Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including <i>brownfield sites</i> (PPS, 2005<b>20</b>).</p>	<p>Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including <i>brownfield sites</i> (PPS, 2020).</p>
<p><del>Renewable Energy Systems: means the production of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, a biomass resource or product, or solar and geothermal energy. These systems have the same meaning as a renewable energy undertaking under the <i>Green Energy and Green Economy Act, 2009</i>. a system that</del>  <b>generates electricity, heat and/or cooling from a renewable energy source. For the purposes of this definition, a renewable energy source is an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces (Growth Plan 2019, as amended).</b></p>	<p>Renewable Energy Systems: means a system that generates electricity, heat and/or cooling from a renewable energy source. For the purposes of this definition, a renewable energy source is an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces (Growth Plan 2019, as amended).</p>
<p>Residential Intensification: <i>Intensification</i> of a property, site or area which results in a net increase in residential units or accommodation and includes:</p>	<p>Residential Intensification: <i>Intensification</i> of a property, site or area which results in a net increase in residential units or accommodation and includes:</p>

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<p>a) redevelopment, including the redevelopment of brownfield sites;</p> <p>b) the <i>development</i> of vacant or underutilized lots within previously developed areas;</p> <p>c) infill <i>development</i>;</p> <p>d) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,</p> <p>e) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including <del>accessory apartments, secondary suites</del> <b>secondary dwelling units, secondary dwelling units – detached</b> and rooming houses. (PPS, 2005, <del>20</del>, <b>amended, amended</b>)</p>	<p>a) redevelopment, including the redevelopment of brownfield sites;</p> <p>b) the <i>development</i> of vacant or underutilized lots within previously developed areas;</p> <p>c) infill <i>development</i>;</p> <p>d) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,</p> <p>e) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including <i>secondary dwelling units, secondary dwelling units – detached</i> and rooming houses. (PPS, 2020, amended, amended)</p>
<p>Savannah: means land (not including land that is being used for agricultural purposes or no longer exhibits <i>savannah</i> characteristics) that:</p> <p>a) has vegetation with a significant component of non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances including fire, or both;</p> <p>b) has from 25 per cent to 60 per cent tree cover;</p> <p>c) has mineral soils; and,</p> <p>d) has been further identified, by the Ministry of Natural Resources or by any other person according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time. (Greenbelt Plan, 2005, <del>17</del>)</p>	<p>Savannah: means land (not including land that is being used for agricultural purposes or no longer exhibits <i>savannah</i> characteristics) that:</p> <p>a) has vegetation with a significant component of non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances including fire, or both;</p> <p>b) has from 25 per cent to 60 per cent tree cover;</p> <p>c) has mineral soils; and,</p> <p>d) has been further identified, by the Ministry of Natural Resources or by any other person according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time. (Greenbelt Plan, 2017)</p>
<p>Seepage Areas and Springs: means sites of emergence of groundwater where the water table is present at the ground surface (Greenbelt Plan, 2005, <del>17</del>).</p>	<p>means sites of emergence of groundwater where the water table is present at the ground surface (Greenbelt Plan, 2017).</p>
<p>Sensitive: in regard to surface water feature and ground water feature, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants (PPS, 2005, <del>20</del>).</p>	<p>Sensitive: in regard to surface water feature and ground water feature, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants (PPS, 2020).</p>

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<p>Significant: In regard to cultural heritage and archaeology, means cultural heritage resources that <del>are valued for the important contribution they make to our understanding of the history of a place, an event, or a people</del> <b>have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act (PPS, 200520).</b></p>	<p>Significant: In regard to cultural heritage and archaeology, means cultural heritage resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the <u>Ontario Heritage Act</u> (PPS, 2020).</p>
<p>Significant Areas of Natural and Scientific Interest: means an area identified as provincially significant by the Ontario Ministry of Natural Resources <b>and Forestry</b> using evaluation procedures established by the Province, as amended from time to time <b>(PPS, 2020).</b></p>	<p>Significant Areas of Natural and Scientific Interest: means an area identified as provincially significant by the Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time (PPS, 2020).</p>
<p>Significant Coastal Wetlands: means a coastal wetland identified as provincially significant by the Ontario Ministry of Natural Resources <b>and Forestry</b> using evaluation procedures established by the Province, as amended from time to time <b>(PPS, 200520).</b></p>	<p>Significant Coastal Wetlands: means a coastal wetland identified as provincially significant by the Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time (PPS, 2020).</p>
<p>Significant Habitat of Threatened or Endangered Species: means that habitat, as approved by the Ministry of Natural Resources <b>and Forestry</b>, that is necessary for the maintenance survival and/or recovery of naturally occurring or reintroduced populations of species at risk and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle. To identify which species are threatened or endangered, the City will refer to the Species at Risk in Ontario list that is prepared and updated by the Ministry of Natural Resources <b>and Forestry</b>. The City may collaborate with the Province during the early stages of the planning process, to ensure that the significant habitat of threatened or endangered species on lands affected by or contiguous to any proposed <i>development</i> or <i>site alteration</i> is properly evaluated and identified.</p>	<p>Significant Habitat of Threatened or Endangered Species: means that habitat, as approved by the Ministry of Natural Resources and Forestry, that is necessary for the maintenance survival and/or recovery of naturally occurring or reintroduced populations of species at risk and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle. To identify which species are threatened or endangered, the City will refer to the Species at Risk in Ontario list that is prepared and updated by the Ministry of Natural Resources and Forestry. The City may collaborate with the Province during the early stages of the planning process, to ensure that the significant habitat of threatened or endangered species on lands affected by or contiguous to any proposed <i>development</i> or <i>site alteration</i> is properly evaluated and identified.</p>
<p>Significant Valleylands: means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year which is ecologically important in terms of features, functions, representation or amount and contributing to the quality and diversity of an identifiable geographic area or natural heritage system (PPS, 202005, amended).</p>	<p>Significant Valleylands: means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year which is ecologically important in terms of features, functions, representation or amount and contributing to the quality and diversity of an identifiable geographic area or natural heritage system (PPS, 2020).</p>

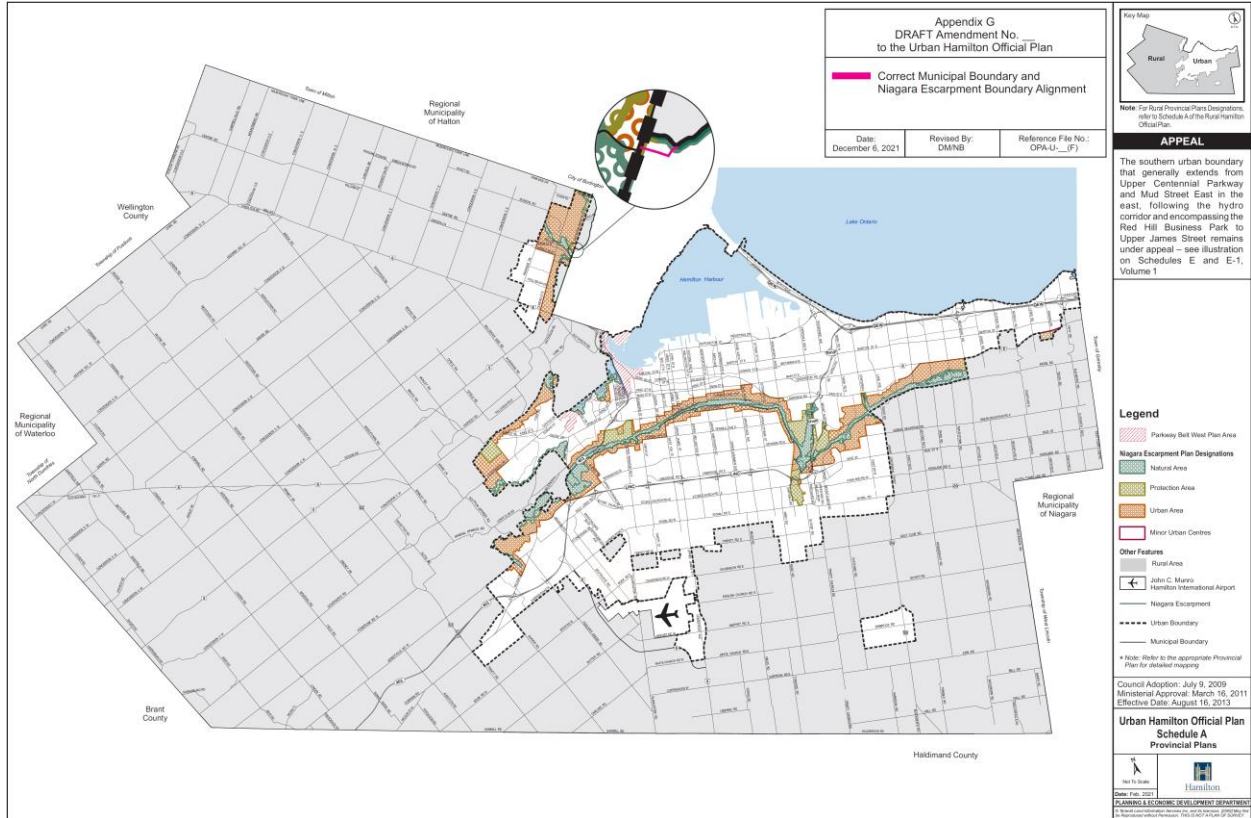
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<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Significant Wetlands: means an area identified as provincially significant by <del>the Province</del> <b>Ontario Ministry of Natural Resources and Forestry</b> using evaluation procedures established by the Province, as amended from time to time (PPS, <del>2005</del><b>20</b>).</p>	<p>Significant Wetlands: means an area identified as provincially significant by Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time (PPS, 2020).</p>
<p>Significant Wildlife Habitat: means wildlife habitat areas which are ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system. Significant Wildlife Habitat will be identified based on criteria established by the Province. (PPS, <del>2005</del><b>20</b>)</p>	<p>Significant Wildlife Habitat: means wildlife habitat areas which are ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system. Significant Wildlife Habitat will be identified based on criteria established by the Province. (PPS, 2020)</p>
<p>Site Alteration: means activities, such as grading, excavation, and the placement of fill that would change the landform and natural vegetative characteristics of a site (PPS, <del>2005, amended</del><b>20</b>).</p>	<p>Site Alteration: means activities, such as grading, excavation, and the placement of fill that would change the landform and natural vegetative characteristics of a site (PPS, 2020).</p>
<p>Special Policy Area: With respect to <i>Hazard Lands</i>, means an area within a community that has historically existed in the flood plain and where site-specific policies, approved by both the Ministers of Natural Resources <b>and Forestry</b> and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from the strict adherence to provincial policies concerning <i>development</i>. The criteria and procedures for approval are established by the Province (PPS, <del>2005</del><b>20</b>).</p>	<p>Special Policy Area: With respect to <i>Hazard Lands</i>, means an area within a community that has historically existed in the flood plain and where site-specific policies, approved by both the Ministers of Natural Resources and Forestry and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from the strict adherence to provincial policies concerning <i>development</i>. The criteria and procedures for approval are established by the Province (PPS, 2020).</p>
<p>Add definition of Strategic Growth Areas to Chapter G – Glossary.</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 <i>compact urban form</i>. <i>Strategic growth areas</i> include the <i>Downtown Urban Growth Centre</i>, <i>major transit station areas</i>, and other major opportunities that may include infill, <i>redevelopment</i>, <i>brownfield sites</i>, 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 corridors</i> may also be identified as <i>strategic growth areas</i> (Growth Plan, 2019, as amended, amended).</p>

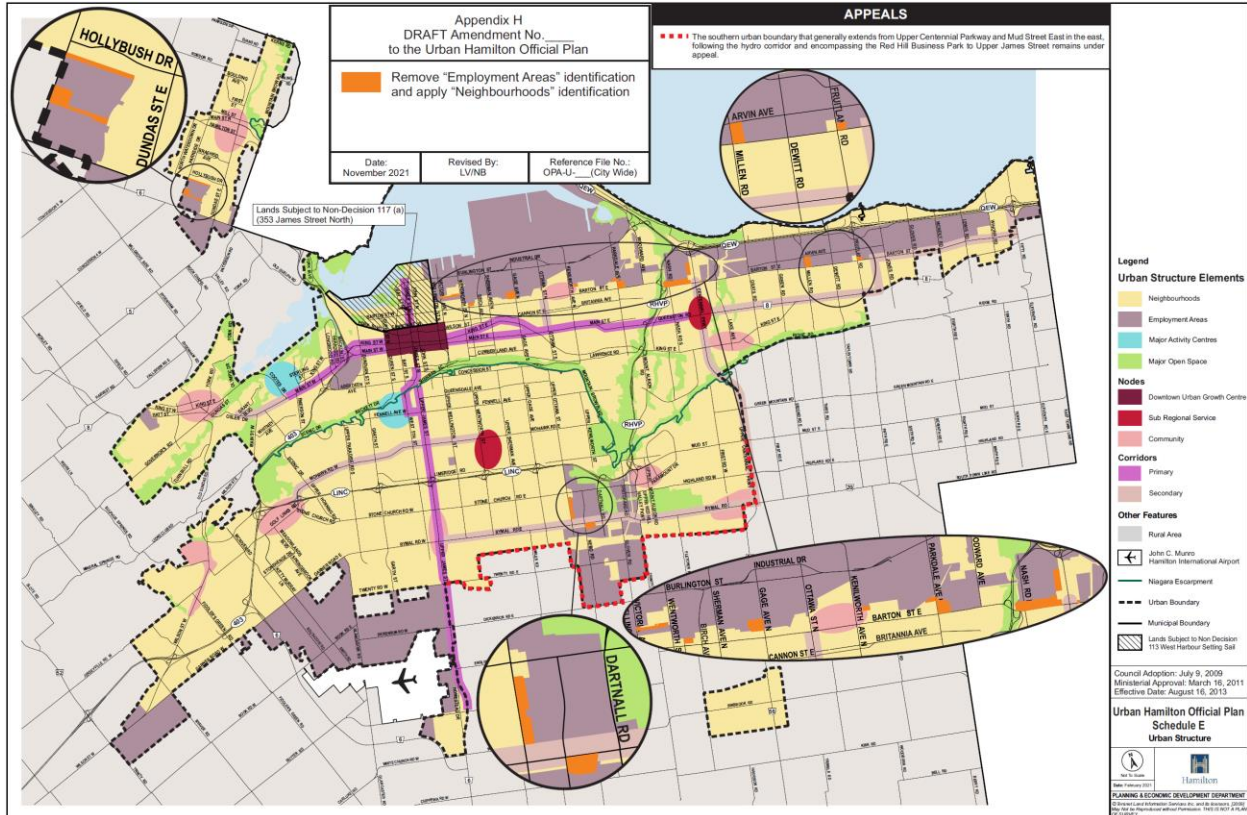
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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Surface Water Feature: refers to water-related features on the earth’s surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characterises (PPS, 2005 <del>20</del> ).	Surface Water Feature: refers to water-related features on the earth’s surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characterises (PPS, 2020).
Tallgrass Prairies: means land (not including land that is being used for agricultural purposes or no longer exhibits <i>tallgrass prairie</i> characteristics) that: a) has vegetation dominated by non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both; b) has less than 25 percent tree cover; c) has mineral soils; and, d) has been further identified, by the Minister of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources <b>and Forestry</b> , as amended from time to time. (Greenbelt Plan, 2005 <del>17</del> )	Tallgrass Prairies: means land (not including land that is being used for agricultural purposes or no longer exhibits <i>tallgrass prairie</i> characteristics) that: a) has vegetation dominated by non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both; b) has less than 25 percent tree cover; c) has mineral soils; and, d) has been further identified, by the Minister of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time. (Greenbelt Plan, 2017)
Transit-Supportive: Makes transit viable and improves the quality of the experience of using transit. When used in reference to development, it often refers to compact, mixed use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it often refers to design principles that make development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; and improved access between arterial roads and interior blocks in residential areas (Growth Plan, 2006 <del>19</del> , as amended).	Transit-Supportive: Makes transit viable and improves the quality of the experience of using transit. When used in reference to development, it often refers to compact, mixed use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it often refers to design principles that make development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; and improved access between arterial roads and interior blocks in residential areas (Growth Plan, 2019, as amended).
Transportation Demand Management: <del>means a program of incentives which influence whether, when, where and how people travel, and encourage them to make more efficient use of the transportation system (Metrolinx, 2008).</del> <b>set of strategies that result in more efficient use of the <i>transportation system</i> by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost (PPS, 2020).</b>	Transportation Demand Management: means a set of strategies that result in more efficient use of the <i>transportation system</i> by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost (PPS, 2020).

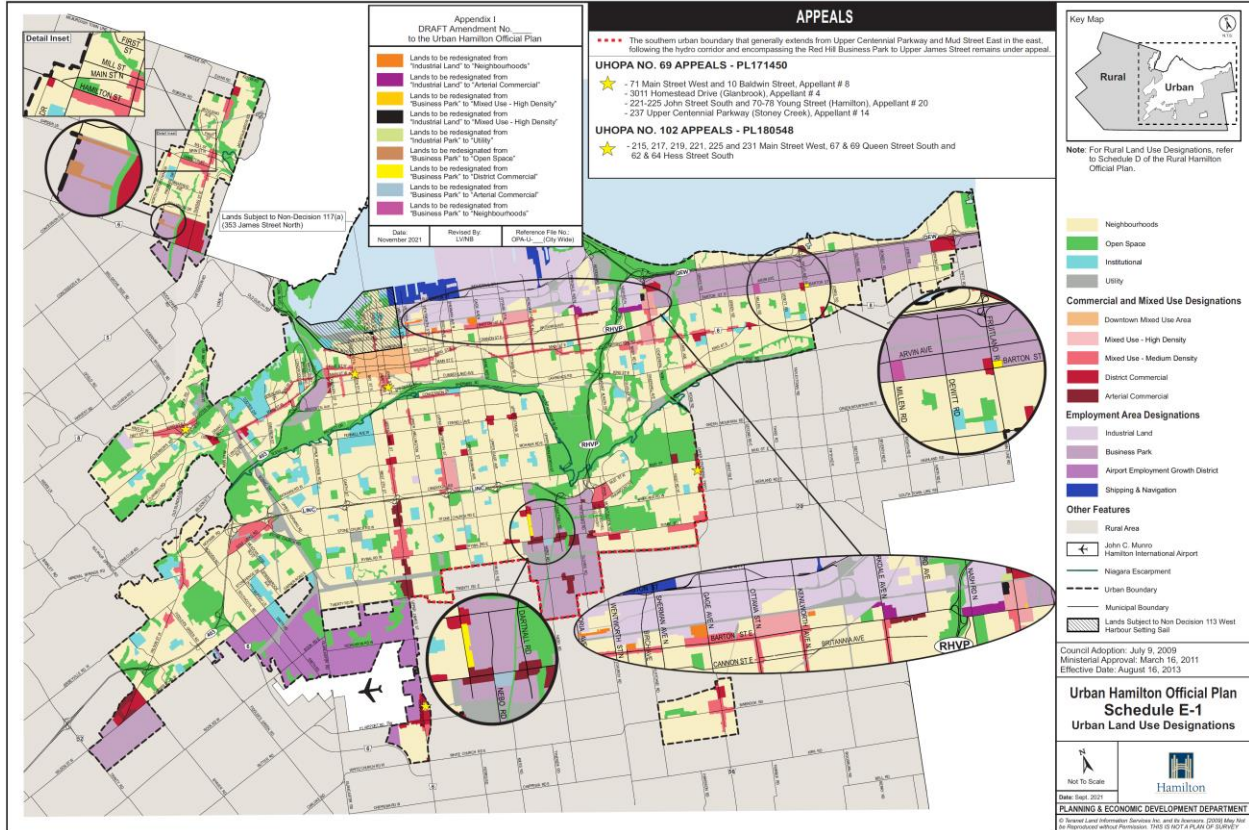
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<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Transportation System: A system consisting of <b>facilities</b>, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, <b>sidewalks</b>, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, <b>parking facilities</b>, park-and-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal <del>terminals</del> <b>facilities</b>, harbours, <b>airports, marine facilities</b>, and associated facilities such as storage and maintenance (PPS, 2005<b>20</b>).</p>	<p>Transportation System: A system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park-and-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, and associated facilities such as storage and maintenance (PPS, 2020).</p>
<p>Valley Lands: means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year (PPS, 2005<b>20</b>).</p>	<p>Valley Lands: means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year (PPS, 2020).</p>
<p>Warmwater Watercourse: means a watercourse, whether permanent, intermittent, or ephemeral, which supports or contributes to the support of <i>fish habitat</i> or species associated with warmwater such as carp, bass, warmwater benthic invertebrates, or have thermal characteristics of a warmwater stream such as designated by the Ministry of Natural Resources <b>and Forestry</b>. Warmwater species that are best adapted to prefer or usually occur at water temperatures greater than 25 degrees Celsius.</p>	<p>Warmwater Watercourse: means a watercourse, whether permanent, intermittent, or ephemeral, which supports or contributes to the support of <i>fish habitat</i> or species associated with warmwater such as carp, bass, warmwater benthic invertebrates, or have thermal characteristics of a warmwater stream such as designated by the Ministry of Natural Resources and Forestry. Warmwater species that are best adapted to prefer or usually occur at water temperatures greater than 25 degrees Celsius.</p>
<p>Waste Management System: means sites and facilities to accommodate solid waste from one or more municipalities and includes <del>landfill sites,</del> recycling facilities, transfer stations, processing sites and <b>disposal sites</b> <del>hazardous waste depot</del> (PPS, 2005<b>20</b>).</p>	<p>Waste Management System: means sites and facilities to accommodate solid waste from one or more municipalities and includes recycling facilities, transfer stations, processing sites and disposal sites (PPS, 2020).</p>
<p>Watershed: means an area that is drained by a river and its tributaries (<b>PPS, 2020</b>).</p>	<p>Watershed: means an area that is drained by a river and its tributaries (PPS, 2020).</p>
<p>Wildlife Habitat: means areas where plants, animals, and other organisms live, and find adequate amounts of food, water, shelter, and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. (PPS, 2005<b>20</b>)</p>	<p>Wildlife Habitat: means areas where plants, animals, and other organisms live, and find adequate amounts of food, water, shelter, and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. (PPS, 2020)</p>

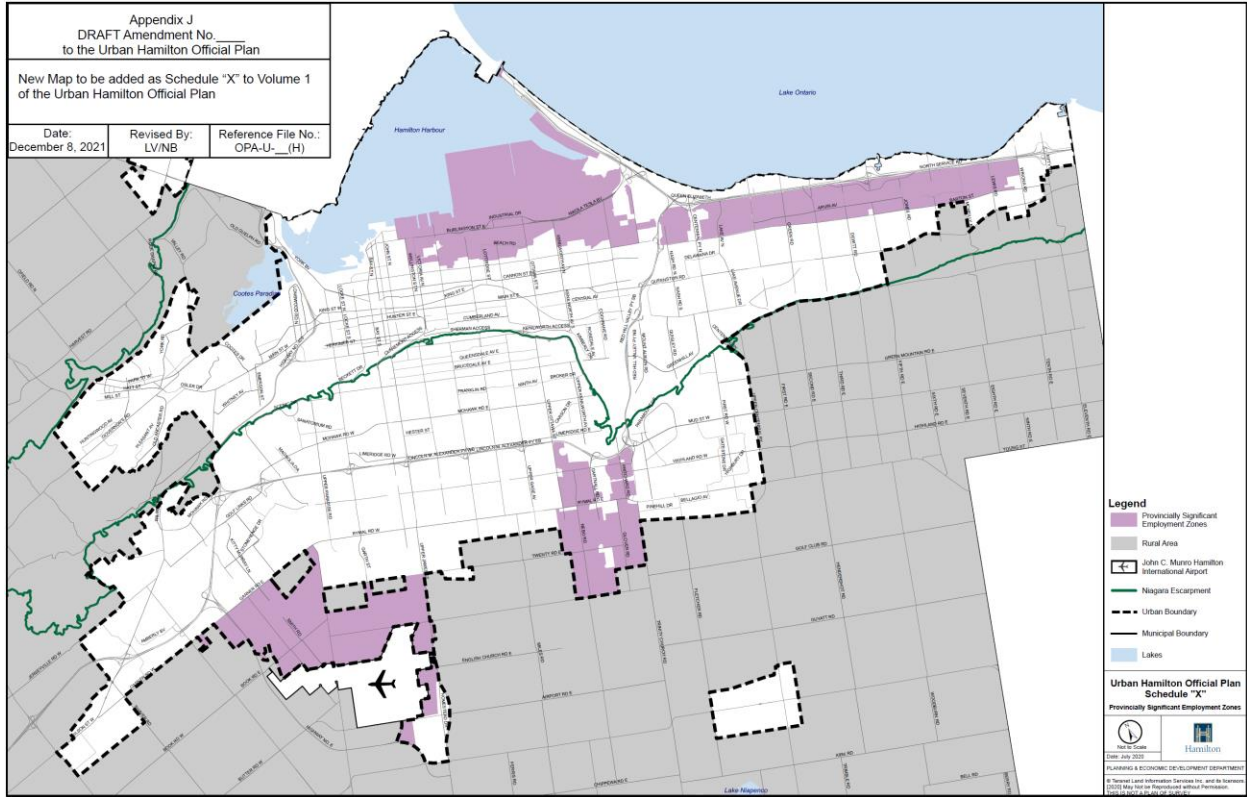
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<del>Grey highlighted strikethrough text</del> = text to be deleted	<b>Bolded text</b> = text to be added
Add definition of Wildland Fire Assessment and Mitigation Standards to Chapter G – Glossary.	Wildland Fire Assessment and Mitigation Standards: means the combination of risk assessment tools and environmentally appropriate mitigation measures identified by the Ontario Ministry of Natural Resources and Forestry to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, infrastructure and property from wildland fire (PPS, 2020).













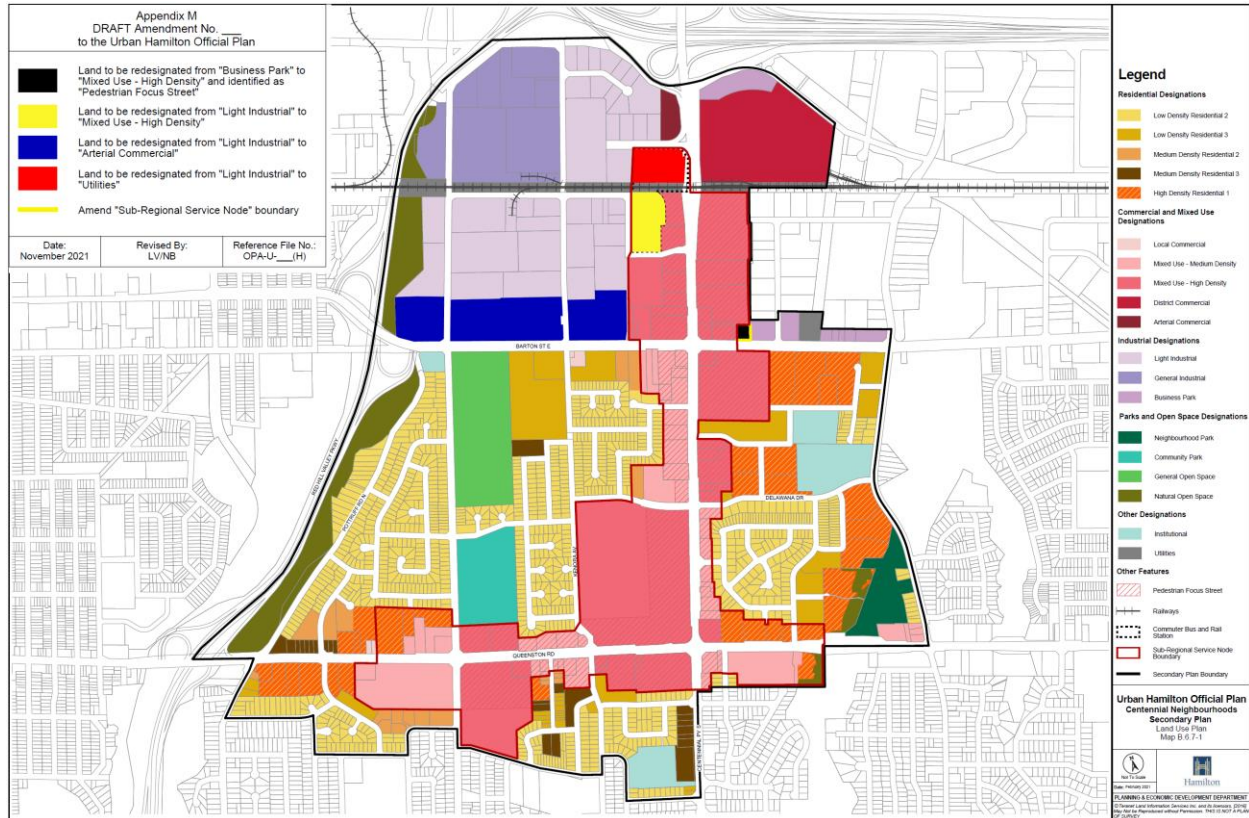
Appendix “L” – Volume 2: Chapter B – Secondary Plans

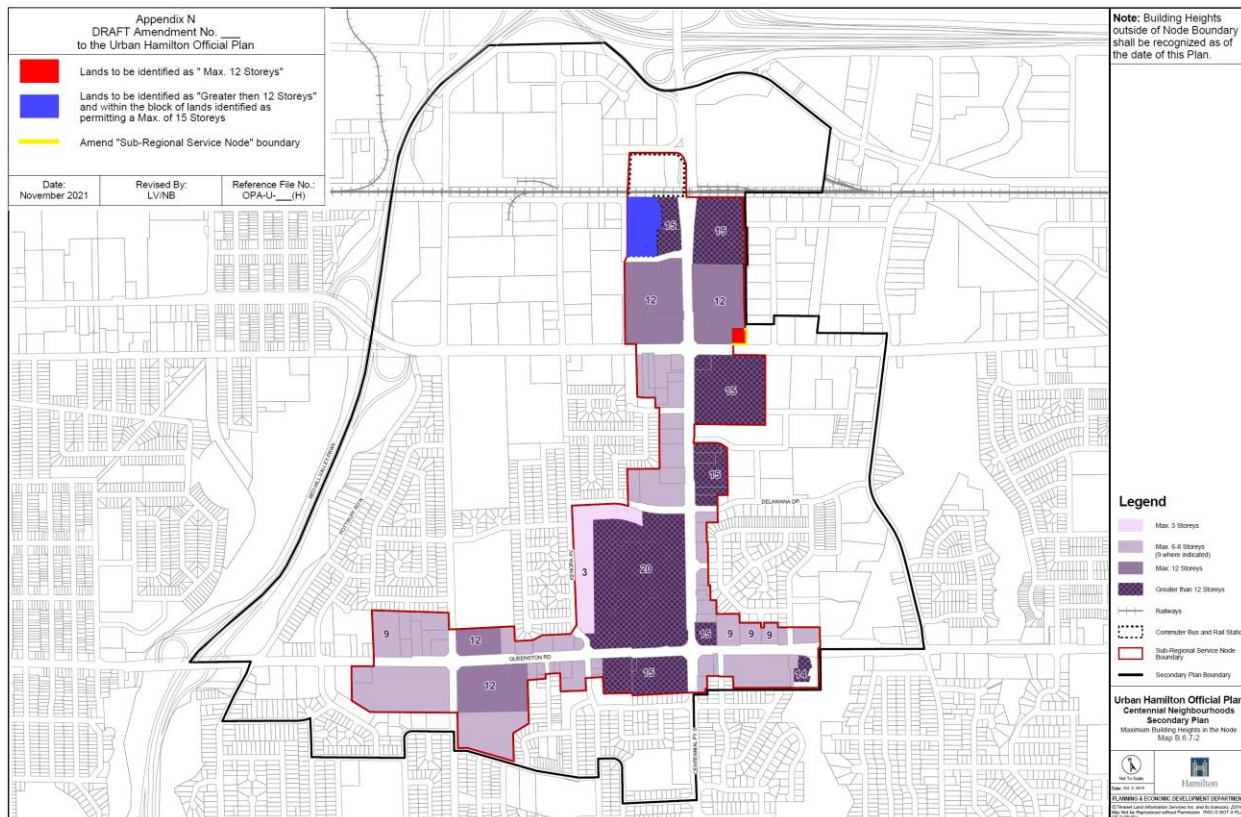
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>B.6.4.3.1 e) Free-standing office buildings shall have less than <b>4,000</b> <del>10,000</del>-square metres of gross floor area.</p>	<p>B.6.4.3.1 e) Free-standing office buildings shall have less than 4,000 square metres of gross floor area.</p>
<p>Delete Policy B.6.7.13 g) in its entirety.  <del>Notwithstanding Policy B.6.7.13 f), the minimum setback requirement shall not apply to the lands directly to the east of the GO Transit Rail and Bus Station lands, designated Light Industrial and identified as Site Specific Policy – Area A on Map B.6.7-4 – Centennial Neighbourhoods – Site Specific Policy Areas.</del></p>	
<p>B.6.7.18.1 Site Specific Policy – Area A (395 and 397 Centennial Parkway North, <del>25 Arrowsmith Road and 185 Bancroft Street</del>)            For the lands located at 395 and 397 Centennial Parkway North, <del>25 Arrowsmith Road and 185 Bancroft Street</del>, designated <del>Light Industrial</del> <b>Utilities</b> and shown as Site Specific Policy – Area A on Map B.6.7-4 – Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply:</p> <p>...</p> <p><b>g) Any future Official Plan Amendment and comprehensive redevelopment application for any mixed land uses, including sensitive land uses, developed as part of the <i>higher order transit</i> station, will only be considered at such a time when the waste management facility at 460 Kenora Avenue, identified as Site Specific Policy – Area C on Map B.6.7-4, Centennial Neighbourhoods – Area and Site Specific Policy Areas, be re-located elsewhere and decommissioned.</b></p>	<p>B.6.7.18.1 Site Specific Policy – Area A (395 and 397 Centennial Parkway North)            For the lands located at 395 and 397 Centennial Parkway North, designated Utilities and shown as Site Specific Policy – Area A on Map B.6.7-4 – Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply:</p> <p>...</p> <p>g) Any future Official Plan Amendment and comprehensive redevelopment application for any mixed land uses, including sensitive land uses, developed as part of the <i>higher order transit</i> station, will only be considered at such a time when the waste management facility at 460 Kenora Avenue, identified as Site Specific Policy – Area C on Map B.6.7-4, Centennial Neighbourhoods – Area and Site Specific Policy Areas, be re-located elsewhere and decommissioned.</p>
<p>B.6.7.18.4 Notwithstanding Policies E.5.4.5 and E.5.4.6 of Volume 1 <b>and the definition of major office within the Glossary of Volume 1</b>, for the lands designated Employment Area-Business Park, located at 480 and 500 Centennial Parkway North and 20 Warrington Street, shown as Parcel B in Urban Site Specific Area UHC-4, the following provisions shall apply:</p> <p>a) office buildings with a minimum gross floor area of 2,000 sq. m and a maximum gross floor area of 9,999 sq.m. shall be permitted;</p>	<p>B.6.7.18.4 Notwithstanding Policies E.5.4.5 and E.5.4.6 of Volume 1 and the definition of major office within the Glossary of Volume 1, for the lands designated Employment Area-Business Park, located at 480 and 500 Centennial Parkway North and 20 Warrington Street, shown as Parcel B in Urban Site Specific Area UHC-4, the following provisions shall apply:</p> <p>a) office buildings with a minimum gross floor area of 2,000 sq. m and a maximum gross floor area of 9,999 sq.m. shall be permitted;</p>

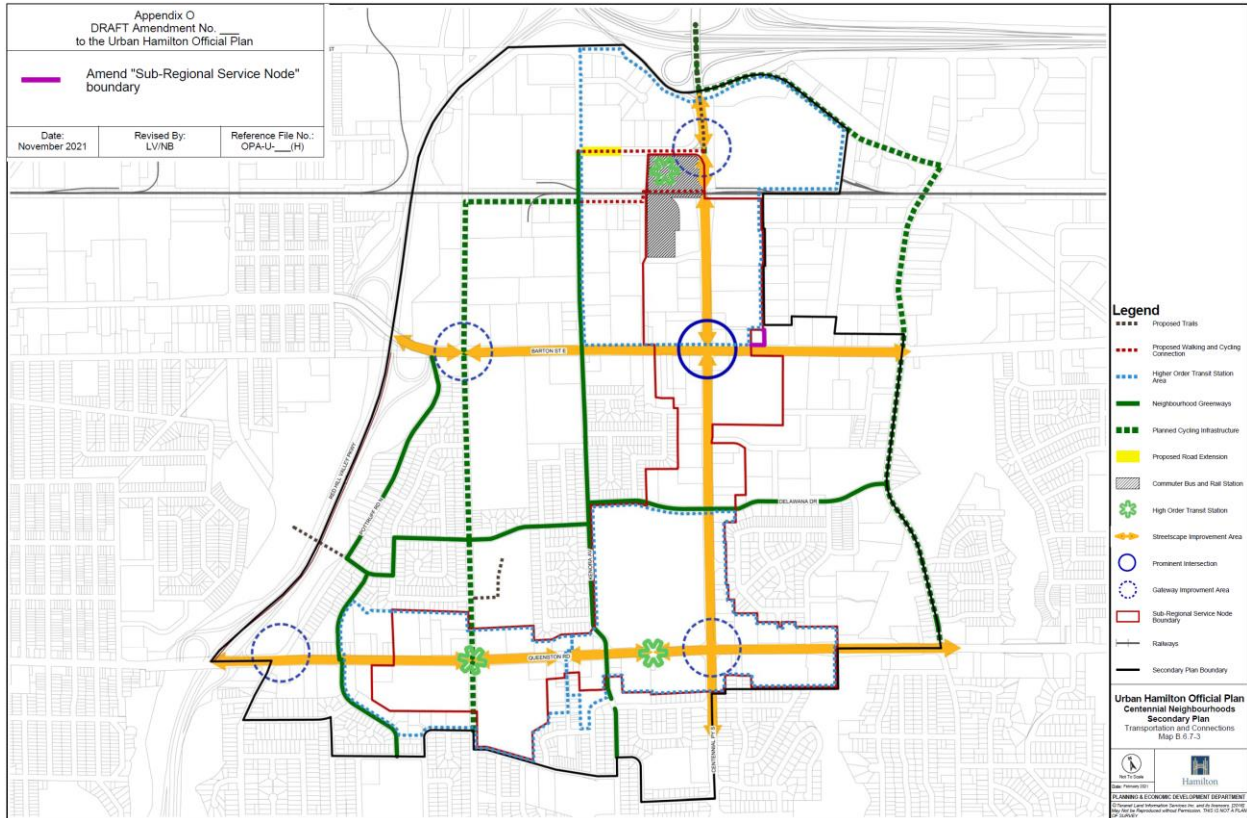
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>B.6.7.18.8 Area Specific Policy – Area H (<del>north side of 2255 and 2371 Barton Street East</del>)            For the lands located <del>on the north side of</del> <b>at 2255 and 2371 Barton Street East</b>, designated <del>Light Industrial and Business Park</del> <b>Arterial Commercial</b>, shown as Area Specific Policy – Area H on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, <del>the City shall assess of the appropriateness of these lands as employment lands during the next municipal comprehensive review, and may consider a conversion to other uses. The assessment shall consider, but is not limited to the following factors:</del> <b>notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands.</b>  <del>a) the existing function of the lands;</del>  <del>b) the proximity of the lands to major transportation routes;</del>  <del>c) opportunities to introduce transitional land uses along the edge of the industrial area; and,</del>  <del>d) consideration of the potential need for arterial commercial lands City-wide.</del></p>	<p>B.6.7.18.8 Area Specific Policy – Area H (2255 and 2371 Barton Street East)            For the lands located at 2255 and 2371 Barton Street East, designated Arterial Commercial, shown as Area Specific Policy – Area H on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands.</p>
<p>Add new policy B.6.7.18.X, as follows:  <b>B.6.7.18.X Site Specific Policy – Area “X” (185 Bancroft Street and 25 Arrowsmith Drive)</b>  <b>For the lands located at 185 Bancroft Street and 25 Arrowsmith Drive, designated Mixed Use - High Density and shown as Site Specific Policy – Area “X” on Map B.6.7-4 – Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply:</b>  <b>a) In addition to policy B.6.7.4 – Mixed Use - High Density Designation, the lands are also intended to include infrastructure and uses related to the use and expansion of the Commuter Bus and Rail Station, identified as a <i>higher order transit</i> station on Map B.6.7-3.</b></p>	<p>B.6.7.18.X Site Specific Policy – Area “X” (185 Bancroft Street and 25 Arrowsmith Drive)            For the lands located at 185 Bancroft Street and 25 Arrowsmith Drive, designated Mixed Use - High Density and shown as Site Specific Policy – Area “X” on Map B.6.7-4 – Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply:            a) In addition to policy B.6.7.4 - Mixed Use - High Density Designation, the lands are also intended to include infrastructure and uses related to the use and expansion of the Commuter Bus and Rail Station, identified as a <i>higher order transit</i> station on Map B.6.7-3.</p>
<p>Delete Policy B.7.4.18.8 in its entirety.  <del>Area Special Policy – Area H</del>  <del>B.7.4.18.8 For the lands located at:</del>  <del>i) Glover Road, Barton Street, Concession 1, dividing Lots 11 and 12 and Highway No. 8;</del>  <del>ii) 970 Barton Street; and,</del>  <del>iii) 1361 Barton Street;</del>  <del>and as shown as Area Specific Policy – Area H on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan, the following policy shall apply:</del>  <del>a) Sections and policies of the Greenbelt Plan, including Section 5.2.1, permit the implementation of the urban land use designations and policies of this Plan, as described in Chapter F – Implementation of Volume 1.</del></p>	

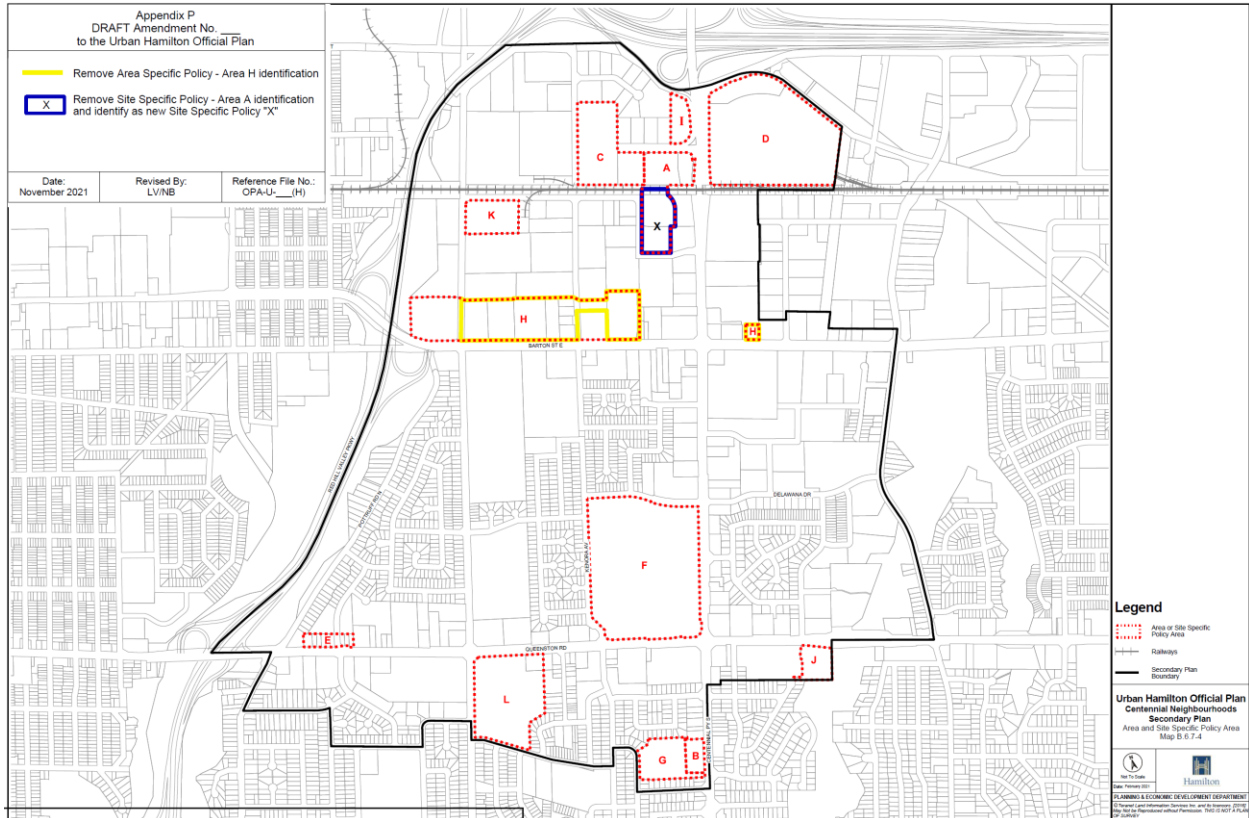


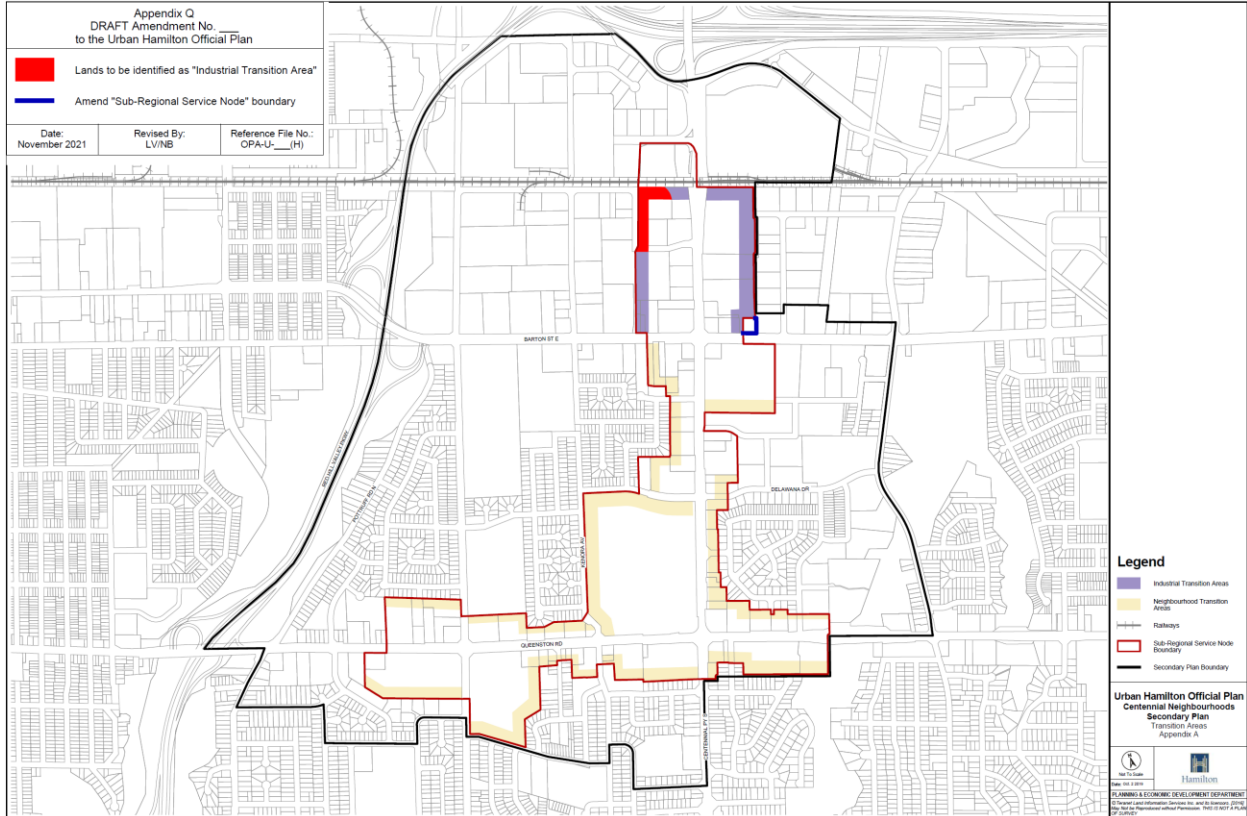


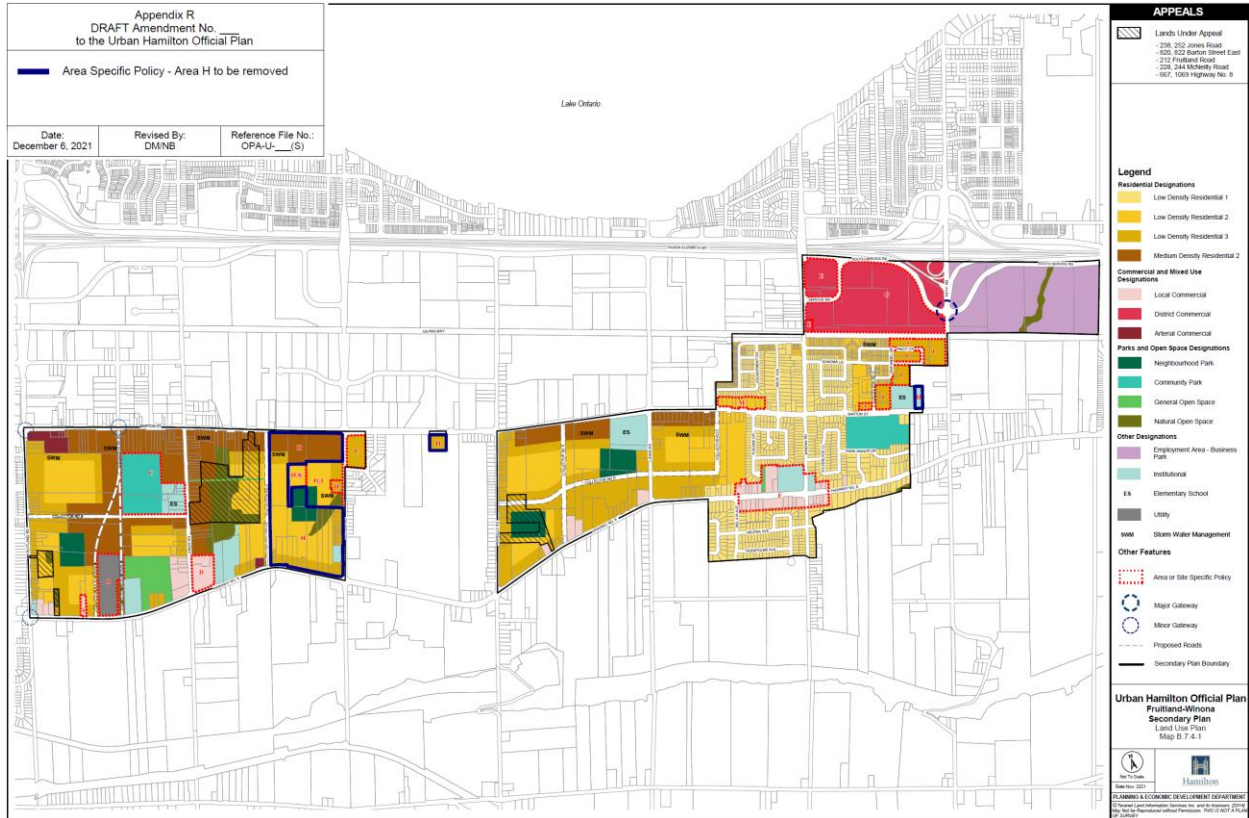












Appendix “S” – Volume 3: Chapter B – Urban Area Specific Policies

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Add new Hamilton Area Specific Policy, as follows:  <b>UH-“X” Lands located at 15-117 Shaw Street (north side), 360-368 Emerald St. N, 6-16 Douglas Avenue (even only), 83-105 Cheever Street (odd and even), 110-166 Burton Street</b>  <b>1.0 In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, should the lands redevelop at a higher intensity of residential use or for another <i>sensitive land use</i>, compatibility with adjacent uses in the Industrial Land designation will need to be demonstrated through the submission of a Noise Impact Study, Land Use Compatibility Study, Record of Site Condition, if required, and demonstrated compliance with all provincial guidelines for compatibility, to the satisfaction of the City.</b></p>	<p>UH-“X” Lands located at 15-117 Shaw Street (north side), 360-368 UH-“X” Emerald St. N, 6-16 Douglas Avenue (even only), 83-105 Cheever Street (odd and even), 110-166 Burton Street  <b>1.0</b> In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, should the lands redevelop at a higher intensity of residential use or for another <i>sensitive land use</i>, compatibility with adjacent uses in the Industrial Land designation will need to be demonstrated through the submission of a Noise Impact Study, Land Use Compatibility Study, Record of Site Condition, if required, and demonstrated compliance with all provincial guidelines for compatibility, to the satisfaction of the City.</p>
<p>Add new Hamilton Area Site Specific Policy, as follows:  <b>UH-“Y” Lands located at 268-276 Sanford Avenue North and 13-23 Westinghouse Avenue</b>  <b>1.0 In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, any future redevelopment of the parcels for <i>sensitive land uses</i> will require demonstration of compatibility with adjacent Employment uses, including but not limited to a Noise Impact Study, Land Use Compatibility Study, Record of Site Condition (if required) and compliance with all provincial compatibility guidelines.</b></p>	<p>UH-“Y” Lands located at 268-276 Sanford Avenue North and 13-23 Westinghouse Avenue  <b>1.0</b> In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, any future redevelopment of the parcels for <i>sensitive land uses</i> will require demonstration of compatibility with adjacent Employment uses, including but not limited to a Noise Impact Study, Land Use Compatibility Study, Record of Site Condition (if required) and compliance with all provincial compatibility guidelines.</p>
<p>Add new Hamilton Area Specific Policy, as follows:  <b>UH-“Z” Lands located at 39-67 Lloyd Street, including 43 Lloyd Street, and 224 Gage Avenue North</b>  <b>1.0 The lands are planned to redevelop as a neighbourhood park and, in addition to policy E.3.9.1 – Neighbourhoods Designation (Open Space and Parks) of Volume 1, a Record of Site Condition will be required prior to redevelopment for this use. Compatibility with nearby industrial uses must also be demonstrated prior to redevelopment.</b></p>	<p>UH-“Z” Lands located at 39-67 Lloyd Street, including 43 Lloyd Street, and 224 Gage Avenue North  <b>1.0</b> The lands are planned to redevelop as a neighbourhood park and, in addition to policy E.3.9.1 – Neighbourhoods Designation (Open Space and Parks) of Volume 1, a Record of Site Condition will be required prior to redevelopment for this use. Compatibility with nearby industrial uses must also be demonstrated prior to redevelopment.</p>

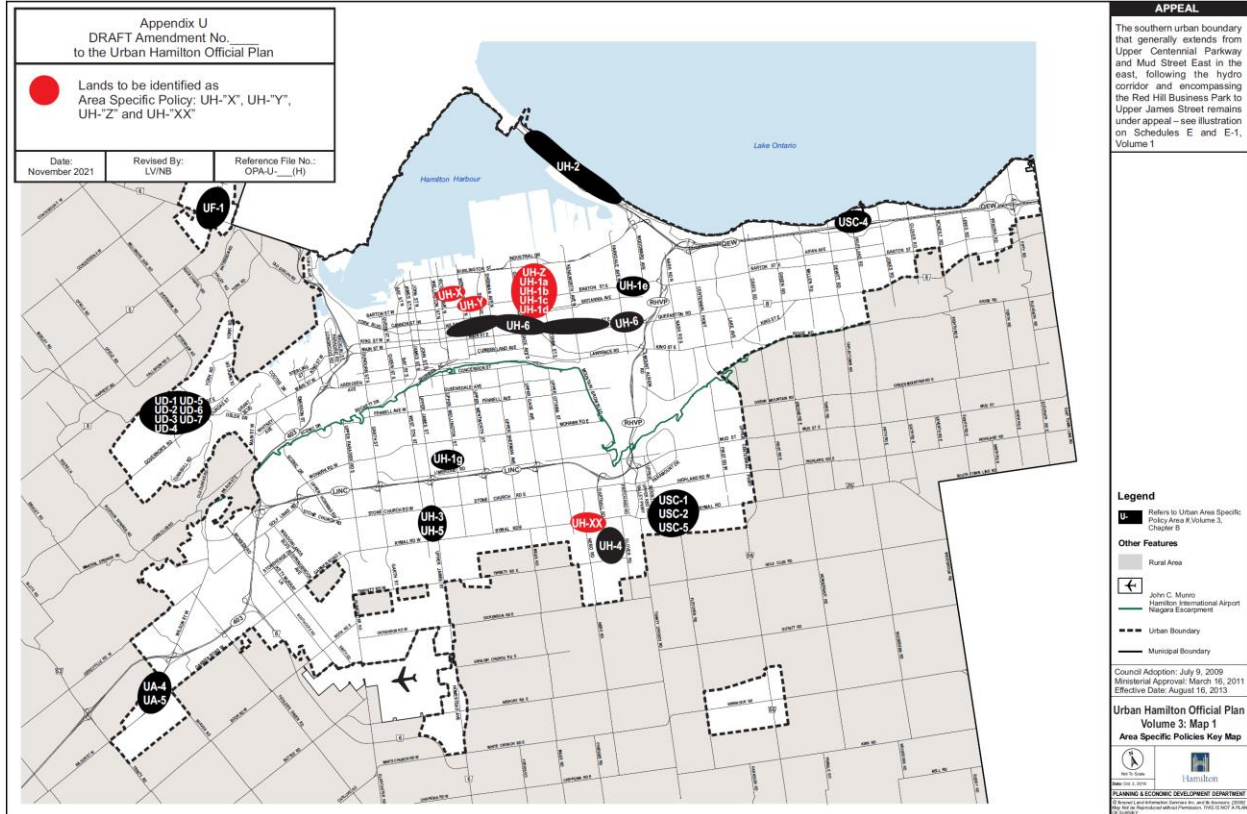
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Add new Hamilton Area Specific Policy, as follows:  <b>UH-“XX” Lands located at 1423-1475 Upper Ottawa Street (odd only), and 1515-1555 (odd only)</b>  <b>1.0 In addition to Section E.4.0 – Commercial and Mixed Use Designations, the following policies apply:</b>  <b>a) Notwithstanding policies E.4.7.2 and E.4.7.9, <i>sensitive land uses</i> such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.</b>  <b>b) Notwithstanding 4.7.2 b) existing medical offices are permitted on the first storey and above, and are permitted to expand in accordance with the regulations of the Zoning By-law.</b></p>	<p>UH-“XX” Lands located at 1423-1475 Upper Ottawa Street (odd only), and 1515-1555 (odd only)            1.0 In addition to Section E.4.0 – Commercial and Mixed Use Designations, the following policies apply:            a) Notwithstanding policies E.4.7.2 and E.4.7.9, <i>sensitive land uses</i> such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.            b) Notwithstanding 4.7.2 b) existing medical offices are permitted on the first storey and above, and are permitted to expand in accordance with the regulations of the Zoning By-law.</p>

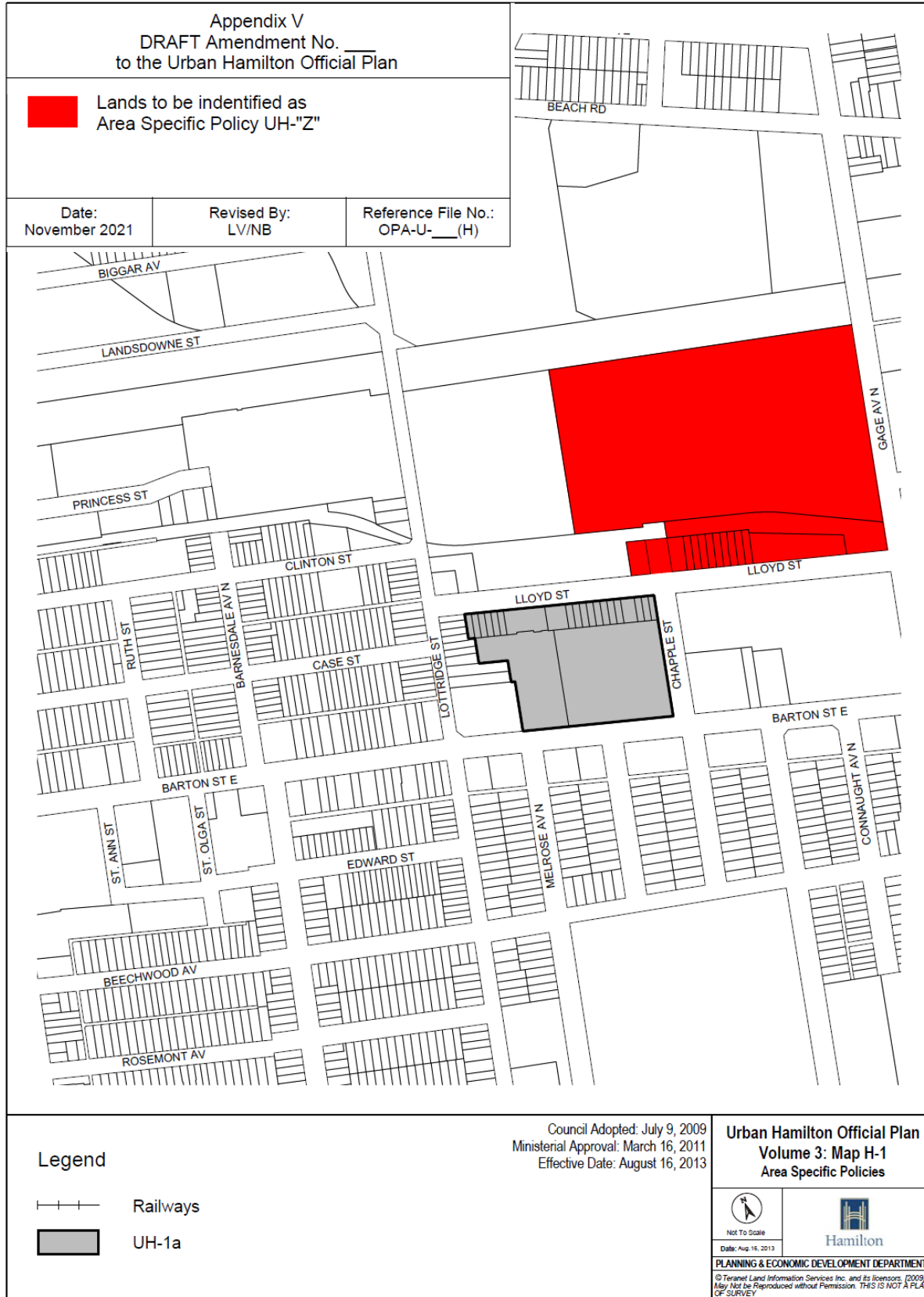


Appendix “T” – Volume 3: Chapter C – Urban Site Specific Policies

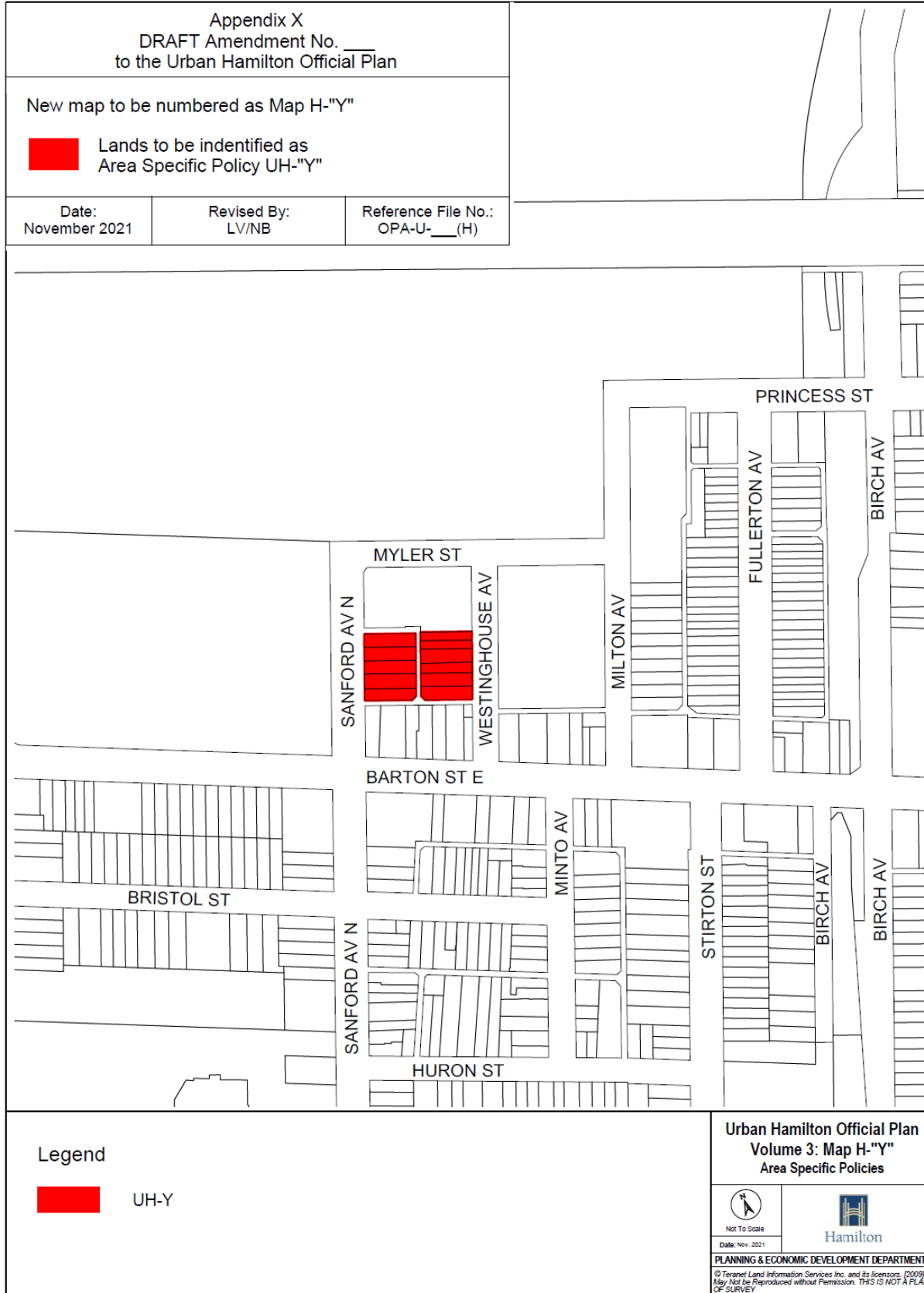
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Add new Hamilton Site Specific Policy, as follows:  <b>UHN-“X” Lands located at 85 Division Street and 77-79 Merchison Avenue, former City of Hamilton</b>  <b>1.0 In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, at the development stage, any future redevelopment of the parcels with <i>sensitive land uses</i> will require demonstration of compatibility with adjacent uses, including but not limited to a Detailed Noise Control Study, Land Use Compatibility Study, implementation of noise mitigation measures as deemed appropriate by the City, Record of Site Condition (if required) and compliance with all provincial compatibility guidelines. The applicant will also be required to investigate a Class 4 Noise Area classification under the NPC-300 guidelines of the Province.</b></p>	<p>UHN-“X” Lands located at 85 Division Street and 77-79 Merchison Avenue, former City of Hamilton  1.0 In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, at the development stage, any future redevelopment of the parcels with <i>sensitive land uses</i> will require demonstration of compatibility with adjacent uses, including but not limited to a Detailed Noise Control Study, Land Use Compatibility Study, implementation of noise mitigation measures as deemed appropriate by the City, Record of Site Condition (if required) and compliance with all provincial compatibility guidelines. The applicant will also be required to investigate a Class 4 Noise Area classification under the NPC-300 guidelines of the Province.</p>
<p>Add new Hamilton Site Specific Policy, as follows:  <b>UHN-“Y” Lands located at 286 Sanford Avenue North and 42 Westinghouse Avenue, former City of Hamilton</b>  <b>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, residential uses and other <i>sensitive land uses</i> are prohibited until a Noise Impact Study, Land Use Compatibility Study, and any other required studies are submitted to the satisfaction of the City.</b>  <b>2.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the existing office building at 286 Sanford Ave. North is permitted to have office floor area in excess of 500 square metres.</b></p>	<p>UHN-“Y” Lands located at 286 Sanford Avenue North and 42 Westinghouse Avenue, former City of Hamilton  1.0 Notwithstanding Policy E.3.2.3 of Volume 1, residential uses and other sensitive land uses are prohibited until a Noise Impact Study and any other required land use compatibility studies are submitted to the satisfaction of the City.  2.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the existing office building at 286 Sanford Ave. North is permitted to have office floor area in excess of 500 square metres.</p>
<p>Add new Hamilton Site Specific Policy, as follows:  <b>UHN-“Z” Lands located at 390 Victoria Avenue North, former City of Hamilton</b>  <b>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, the development of the lands for <i>sensitive land uses</i> shall be prohibited.</b></p>	<p>UHN-“Z” Lands located at 390 Victoria Avenue North, former City of Hamilton  1.0 Notwithstanding Policy E.3.2.3 of Volume 1, the development of the lands for sensitive land uses shall be prohibited.</p>
<p>Add new Hamilton Site Specific Policy, as follows:  <b>UHN-“XX” Lands located at 121 Shaw Street, former City of Hamilton</b>  <b>1.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the gross floor area of the existing individual office building on the lands shall be permitted to exceed 500 square metres.</b></p>	<p>UHN-“XX” Lands located at 121 Shaw Street, former City of Hamilton  1.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the gross floor area of the existing individual office building on the lands shall be permitted to exceed 500 square metres.</p>

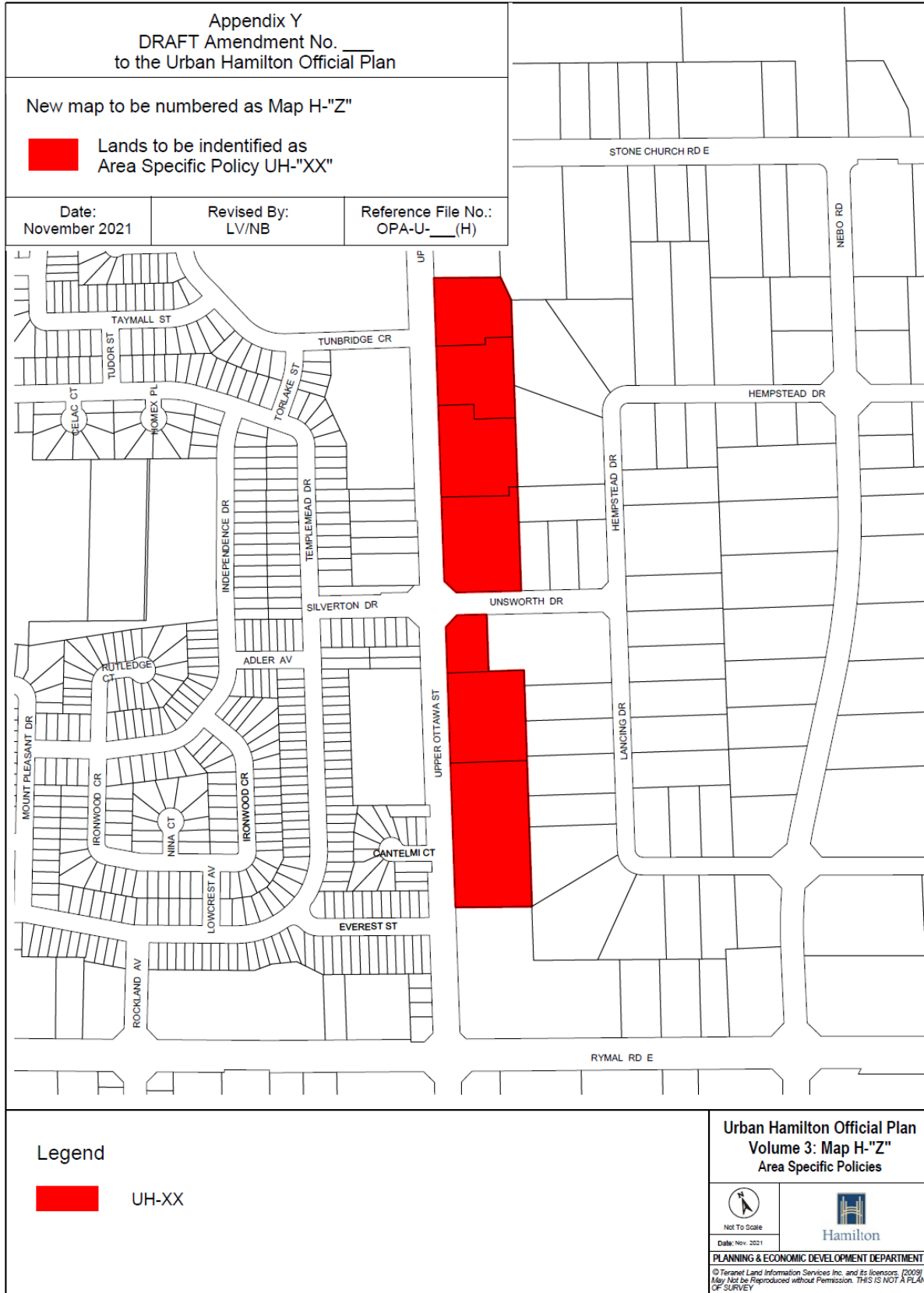
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Add new Hamilton Site Specific Policy, as follows:  <b>UHC-“X” Lands located at 1280 Rymal Road East and 385 Nebo Road, former City of Hamilton</b>  <b>1.0 Notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands.</b></p>	<p>UHC-“X” Lands located at 1280 Rymal Road East and 385 Nebo Road, former City of Hamilton            1.0 Notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands.</p>
<p>Add new Stoney Creek Site Specific Policy, as follows:  <b>UHSCC-“X” Lands located at 645-655 Barton Street, former City of Stoney Creek</b>  <b>1.0 Notwithstanding policies E.4.7.2 and E.4.7.9 of Volume 1, <i>sensitive land uses</i> such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.</b></p>	<p>UHSCC-“X” Lands located at 645-655 Barton Street, former City of Stoney Creek            1.0 Notwithstanding policies E.4.7.2 and E.4.7.9 of Volume 1, sensitive land uses such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.</p>

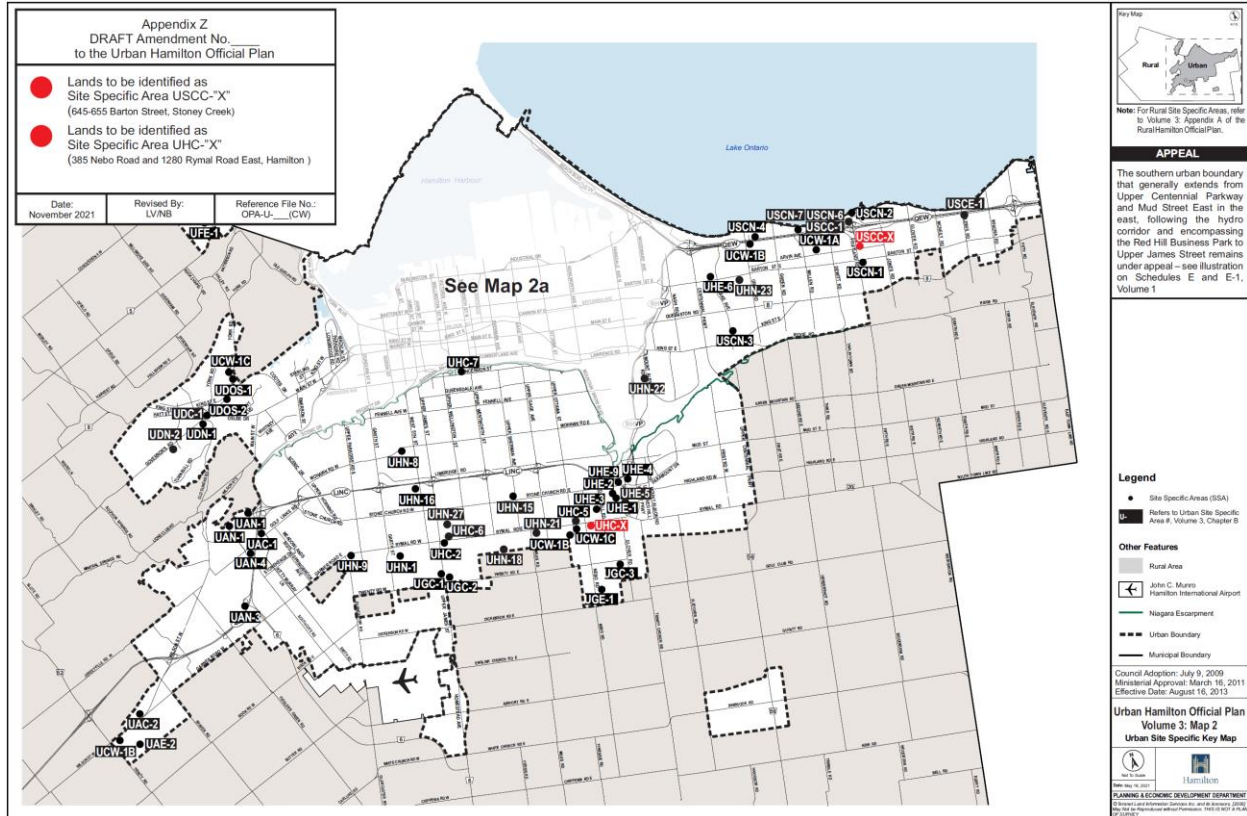




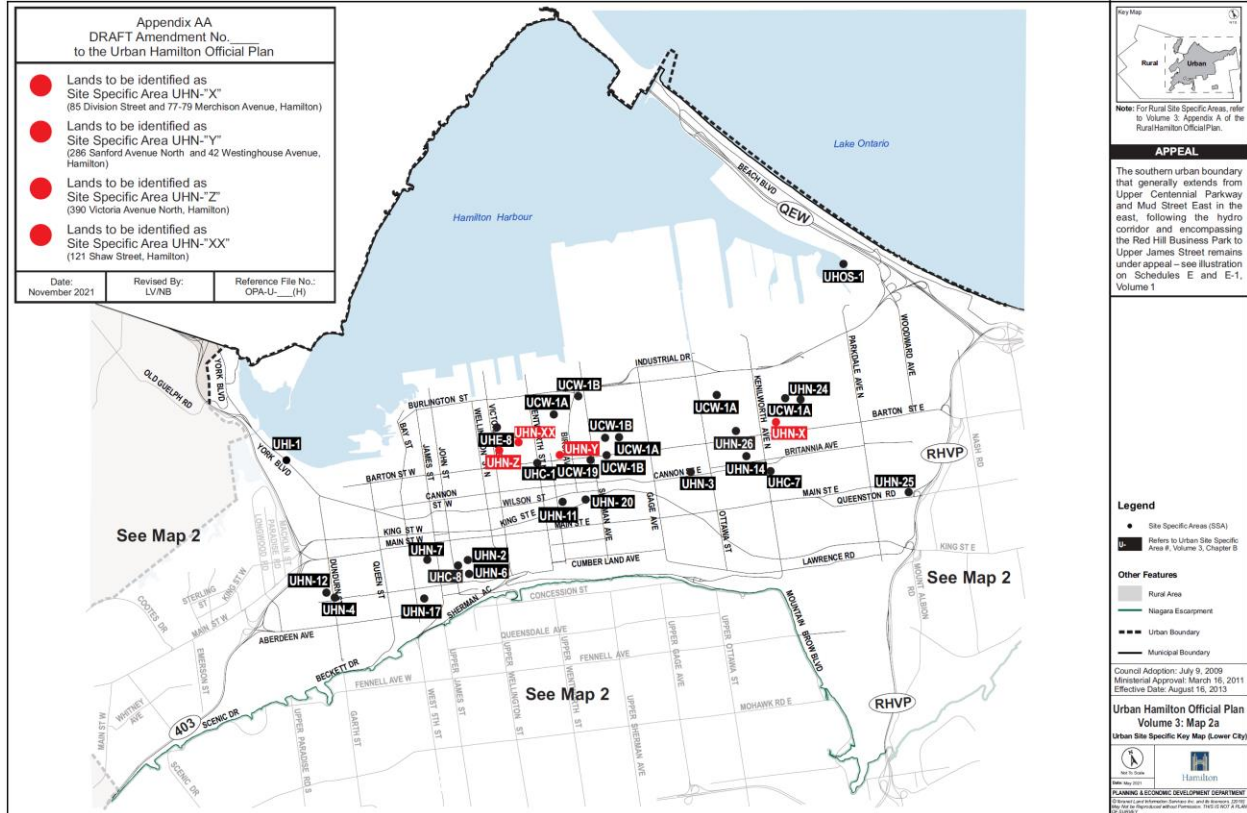












## PROPOSED Rural Hamilton Official Plan Amendment No. X

The following text, together with:

### Volume 1

Appendix "A" Chapter B – Communities

Appendix "B" Chapter D – Rural Systems, Designations and Resources

### Volume 3

Appendix "C" Chapter A – Rural Special Policy Areas

Appendix "D" Map A – Special Policy Areas

attached hereto, constitutes Official Plan Amendment No. "X" to the Rural Hamilton Official Plan.

### 1.0 Purpose and Effect:

The purpose and effect of this Amendment is to amend, add, and delete policies to implement Council direction for the No Urban Boundary Expansion growth scenario to accommodate population and job growth to the year 2051 as part of the City of Hamilton's Municipal Comprehensive Review.

### 2.0 Location:

The lands affected by this Amendment are located within the Rural Area of the City of Hamilton.

### 3.0 Basis:

The basis for permitting this Amendment is:

- To update the Urban Hamilton Official Plan and Rural Hamilton Official Plan to implement Council direction for the No Urban Boundary Expansion growth management strategy.

### 4.0 Actual Changes:

#### 4.1 Volume 1 – Parent Plan

#### *Text*

##### 4.1.1 Chapter B – Communities

- a. That Policy B.2.1 of Volume 1: Chapter B – Communities be amended, as outlined in Appendix "A", attached to this Amendment.

#### 4.1.2 Chapter D – Rural Systems

- a. That Volume 1: Chapter D – Rural Systems, Designations and Resources be amended by adding two new policies, Policies D.3.2.1 and D.4.2.1, as outlined in Appendix "B", attached to this Amendment.

### 4.2 Volume 3 – Special Policy and Site Specific Areas

#### *Text*

#### 4.2.1 Chapter A – Rural Special Policy Areas

- a. That Policy A.2.0 of Volume 3: Chapter A – Rural Special Policy Areas be deleted in its entirety, as outlined in Appendix "C", attached to this Amendment.

#### *Schedules and Appendices*

#### 4.2.2 Map

- a. That Volume 3: Map A – Rural Special Policy Areas be amended, as shown on Appendix "D", 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 \_\_\_\_\_<sup>th</sup> of \_\_\_\_\_, 2022.

**The  
City of Hamilton**

\_\_\_\_\_  
F. Eisenberger  
MAYOR

\_\_\_\_\_  
A. Holland  
CITY CLERK

Appendix "A" – Volume 1: Chapter B – Communities

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>B.2.1 Communities in the <i>rural area</i> of the City of Hamilton can be defined in multiple ways. Land use definitions of communities include:  a) the <i>urban boundary</i> which delineates the urban area from the <i>rural area</i>. <b>The urban boundary is delineated through the Urban Hamilton Official Plan. It is the intent of the City of Hamilton to maintain a firm urban boundary. Lands shall not be removed from the boundaries of <i>Rural Hamilton</i> and added to the <i>Urban Area</i>;</b> <del>Policies pertaining to the urban boundary are not included in this Plan;</del>  and, ...</p>	<p>B.2.1 Communities in the <i>rural area</i> of the City of Hamilton can be defined in multiple ways. Land use definitions of communities include:  a) the <i>urban boundary</i> which delineates the urban area from the <i>rural area</i>. The urban boundary is delineated through the Urban Hamilton Official Plan. It is the intent of the City of Hamilton to maintain a firm urban boundary. Lands shall not be removed from the boundaries of <i>Rural Hamilton</i> and added to the <i>Urban Area</i>; and, ...</p>

Appendix "B" – Volume 1: Chapter D – Rural Systems, Designations and Resources

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Add new policy D.3.2.1 and renumber subsequent policies accordingly:</p> <p><b>D.3.2.1 Lands designated Specialty Crop shall not be redesignated for <i>non-agricultural uses</i>.</b></p>	<p>D.3.2.1 Lands designated Specialty Crop shall not be redesignated for <i>non-agricultural uses</i>.</p>
<p>Add new policy D.4.2.1 and renumber subsequent policies accordingly:</p> <p><b>D.4.2.1 Lands designated Rural shall not be redesignated for uses not permitted by the policies of this Plan.</b></p>	<p>D.4.2.1 Lands designated Rural shall not be redesignated for uses not permitted by the policies of this Plan.</p>

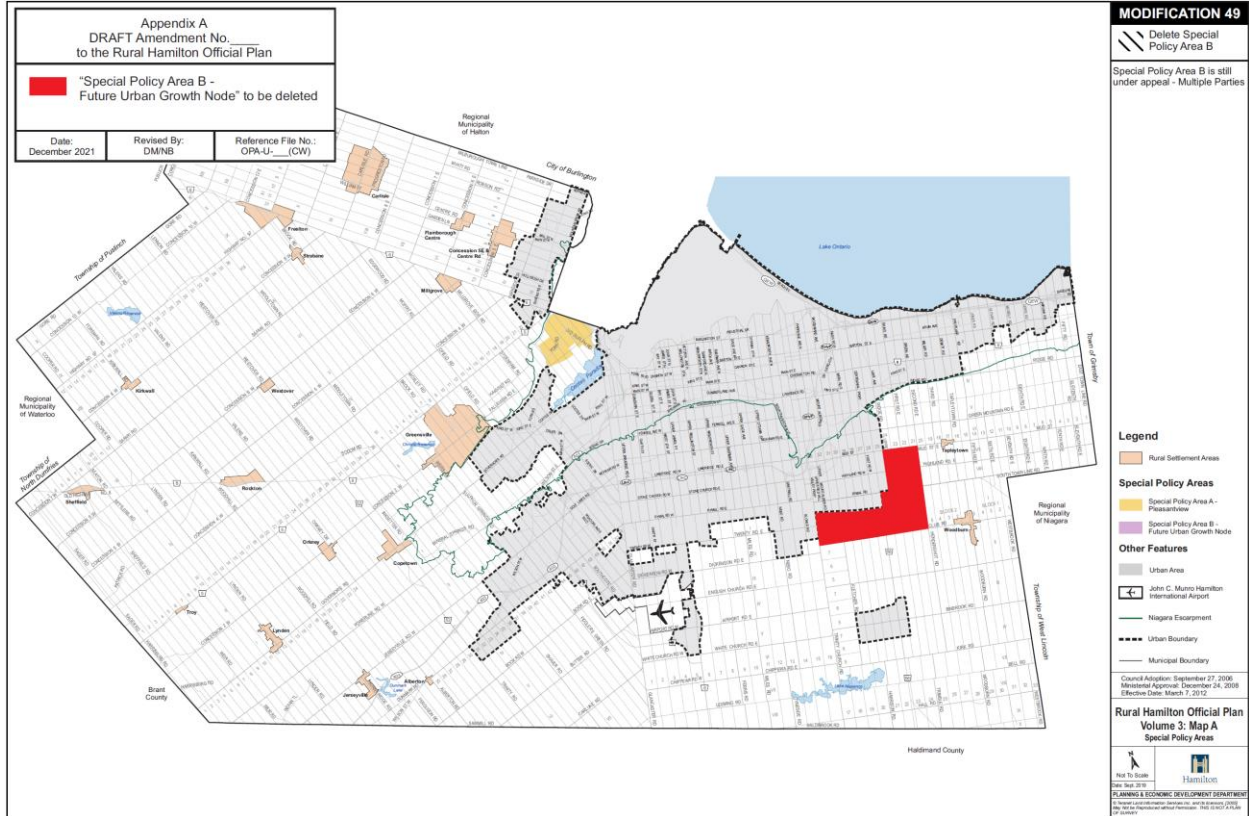
Appendix "C" – Volume 3: Chapter A – Rural Special Policy Areas

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Delete Special Policy Area B in its entirety.</p> <p><b>A.2.0 SPA B – FUTURE URBAN GROWTH DISTRICT</b></p> <p><del>The lands identified as Special Policy Area B on Map A – Special Policy Areas, are generally bounded by Mud Street, Second Road and Hendershot Road on the east, Golf Club Road on the south, Trinity Church Road on the west and the existing urban boundary (west side of Centennial Parkway) on the north. Following a comprehensive growth management study known as GRIDS (Growth Related Integrated Development Strategy), Council has approved SPA B to be the preferred location of a future transit oriented urban community integrated with the existing land uses and servicing infrastructure of urban communities in the present Urban Area boundaries to the west and north.</del></p> <p><del><b>2.1</b> The lands identified as SPA B are designated on Schedule D – Rural Land Use Designations, as Agriculture and Rural by this Plan and are subject to all relevant policies pertaining to agriculture and rural uses at this time. They shall not be construed to be within the Urban Area until such time as a comprehensive amendment has been developed by the City of Hamilton and approved to permit urban uses in part or all of such lands.</del></p> <p><del><b>2.2</b> The City shall not accept nor approve a privately initiated amendment to this Plan pertaining to SPA B prior to consideration of the municipally initiated studies as set out below and the preparation and final approval of a municipally initiated comprehensive amendment to permit urban uses in part or all of SPA B.</del></p> <p><del>As part of the comprehensive amendment process, the City will complete background studies and conduct community planning and public consultation processes including the establishment of a Community Liaison Committee. The background studies and consultation processes shall assist in identifying the layout of future land uses, determining land supply and infrastructure requirements, and developing community growth management policies and designations. More specifically, the background studies shall include the following:</del></p> <p><del>a) A comprehensive review and land budget analysis to determine the need for an urban boundary expansion which includes an assessment</del></p>	

Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p>Bolded text = text to be added</p>
<p>of occupied and vacant urban land, land use densities and intensification opportunities;</p> <p><del>b) A sub-watershed plan, including management objectives for storm water infrastructure;</del></p> <p><del>c) Environmental Impact Statements pertaining to the Natural Heritage System as required by applicable Official Plan and provincial policies;</del></p> <p><del>d) Demonstrating that the public infrastructure which is planned or available will be suitable to service the future employment lands over the long term. This infrastructure shall include, but not be limited to, the provision of full municipal sanitary sewage and water supply and an appropriate transportation network;</del></p> <p><del>e) Completion of a financing policy for urban services and other community infrastructure;</del></p> <p><del>f) An assessment of agricultural capability which considers directing the urban growth district onto those lands which are not, or on lower priority lands, which are designated Agriculture;</del></p> <p><del>g) Demonstrating that impacts from new or expanding urban areas on agricultural operations which are adjacent or close to the urban areas are mitigated to the extent feasible; and</del></p> <p><del>h) Other studies and policies which the City deems necessary for the development of SPA B as a sustainable transit oriented urban community.</del></p> <p><b>2.3</b> In addition to the above, the City shall also prepare a Secondary Plan concurrently with, or immediately following, the approval of the comprehensive amendment. Through this Secondary Plan, the following additional requirements will be required:</p> <p>a) Sub-watershed plans and Secondary Plan policies/designations related to the protection and/or management of natural heritage features and functions, including management objectives for storm water infrastructure;</p> <p>b) The designation of appropriate employment land uses and policies pertaining to the design and density of such uses;</p> <p>c) Completion of the City Wide Water/Wastewater (Lake Based System) Master Plan, the City-wide Storm Water Master Plan and the City Wide Transportation Master Plan, That will produce a comprehensive infrastructure servicing strategy for proposed urban land uses in SPA B and adjacent urban communities as may be relevant;</p> <p>d) Completion of Class Environmental Assessments for major urban servicing infrastructure deemed to be essential for commencement or completion of development of all or part of SPA B lands; and</p>	



<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>e) <del>An urban development staging, phasing or implementation strategy in keeping with City-wide Master Plan priorities and Secondary Plan objectives.</del>  <b>2.4</b> The City shall establish a comprehensive public participation process that will include a Community Liaison Committee comprised of landowners, public agencies and appointed City Councillors to oversee the development of the Secondary Plan referred to in Policy 2.3.  <b>2.5</b> Coincident with the adoption of a comprehensive amendment the City will repeal SPA B in its entirety.</p>	



## Proposed Text Amendments – Growth Management

Grey highlighted strikethrough text = text to be deleted

**Bolded text** = text to be added

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
<b>Volume 1, Chapter A – Introduction</b>				
A	<p>Chapter A – Introduction</p> <p>Hamilton is a city of many communities: diverse by nature of geography and history; united by a common future. Hamilton has a vision for its future – a vision for a vibrant, healthy, sustainable city. The vision, known as <del>Vision 2020</del> <b>Our Future Hamilton, that builds on Vision 2020</b>, has been shared by citizens, businesses, community groups, organizations and our local government since <del>1992</del> <b>2017</b>. An Official Plan is a guiding document – its goals and policies move the City towards achieving its visions for the future – visions that are expressed both through <del>Vision 2020</del> <b>Our Future Hamilton</b> and the City's Strategic Plan. ... This Plan and the policies contained herein implement many of the principles <del>expressed by in Vision 2020</del> <b>Our Future Hamilton</b> and the City's Strategic Plan.</p>	<p>Chapter A – Introduction</p> <p>Hamilton is a city of many communities: diverse by nature of geography and history; united by a common future. Hamilton has a vision for its future – a vision for a vibrant, healthy, sustainable city. The vision, known as Our Future Hamilton, that builds on Vision 2020, has been shared by citizens, businesses, community groups, organizations and our local government since 2017. An Official Plan is a guiding document – its goals and policies move the City towards achieving its visions for the future – visions that are expressed both through Our Future Hamilton and the City's Strategic Plan. ... This Plan and the policies contained herein implement many of the principles in Our Future Hamilton and the City's Strategic Plan.</p>	<p>✓</p> <p>Matter of Interest</p>	<p>Vision 2020 was originally adopted by the former Region of Hamilton-Wentworth in 1992 to help guide the direction of the community, and was updated by the City of Hamilton in 2003. Our Future Hamilton replaced Vision 2020 in 2017, as the City's new 25-year community plan that reflects the values and aspirations of Hamiltonians.</p>
A.1.2	<p>A.1.2 Hamilton's Future – A Time for Change</p> <p><del>Over the next 30 years</del> <b>By 2051</b>, the City is expected to grow to achieve a population of <del>660,000</del> <b>820,000</b> and <del>300,000</del> <b>360,000</b></p>	<p>A.1.2 Hamilton's Future – A Time for Change</p> <p>By 2051, the City is expected to grow to achieve a population of 820,000 and 360,000 jobs. The shape, look and feel of</p>	<p>✓</p> <p>Matter of Interest</p> <p>Growth Plan</p>	<p>Updated population and job forecasts to 2051.</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>jobs. The shape, look and feel of the City will change - influenced not only by physical growth but by economic, and demographic <b>and climate</b> change, as well. An aging population, a declining number of people per household, the effects of the global economy on local companies, increasing pressures on community services, <b>the impacts of a changing climate</b>, and urban pressure on rural resources will result in change – physical, economic and social. The City will experience many changes over the lifetime of this Plan. Change brings energy and opportunities. To effect positive change the City must harness that energy, take advantage of the opportunities, and manage any undesirable impacts. Our location in the Golden Horseshoe, as well as the City’s strengthening relationship with the Greater Toronto Area (GTA) municipalities, provide both benefits and challenges. Hamilton has become an attractive place to live because of <b>its the amenities and reasonable housing prices relative to other cities in the region</b>. However, many of our residents <b>are commuting</b> commute to jobs outside Hamilton. One of the City’s key priorities is to increase employment opportunities within our boundaries. Another challenge is that our strong social service network serves populations <b>both within and outside</b></p>	<p>the City will change - influenced not only by physical growth but by economic, demographic and climate change, as well. An aging population, a declining number of people per household, the effects of the global economy on local companies, increasing pressures on community services, <i>the impacts of a changing climate</i>, and urban pressure on rural resources will result in change – physical, economic and social. The City will experience many changes over the lifetime of this Plan. Change brings energy and opportunities. To effect positive change the City must harness that energy, take advantage of the opportunities, and manage any undesirable impacts. Our location in the Golden Horseshoe, as well as the City’s strengthening relationship with the Greater Toronto Area (GTA) municipalities, provide both benefits and challenges. Hamilton has become an attractive place to live because of its amenities and reasonable housing prices relative to other cities in the region. However, many of our residents commute to jobs outside Hamilton. One of the City’s key priorities is to increase employment opportunities within our boundaries. Another challenge is that our strong social service network serves populations who require assistance and reside both within and outside the City.</p>	Schedule 3	

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<del>the City</del> who require assistance <b>and reside both within and outside the City.</b>			
A.1.3	<p>A.1.3 Function of the Official Plan  This Plan projects a long-term vision for the physical <i>development</i> of the City <del>over the next 30 years</del> <b>to 2051.</b> <del>It's</del> The policies provide the direction for managing long term <i>development</i> to achieve social, economic and environmental objectives of the City's vision. The Plan:</p> <ul style="list-style-type: none"> <li><del>is one of the primary implementation arms of Vision 2020</del> <b>implements Our Future Hamilton</b> and the City's Strategic Plan;</li> <li>is a legal document whose origin is derived from the <u>Planning Act, R.S.O., 1990 c. P.13</u>;</li> <li>builds on the concepts of provincial initiatives that support the building of strong communities [such as the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, the <del>Greenbelt</del> <b>Niagara Escarpment Plan</b>]; and,</li> <li>is one of the key implementation mechanisms for the City's Growth Strategy (GRIDS 2) and other corporate initiatives, including Master Plans (Transportation and Infrastructure, Recreational, <b>Parks</b>), <del>and the Social Development Strategy,</del> <b>the Corporate Energy and Sustainability Policy and the Community Climate Change Action Plan.</b></li> </ul>	<p>A.1.3 Function of the Official Plan  This Plan projects a long-term vision for the physical <i>development</i> of the City to 2051. The policies provide the direction for managing long term <i>development</i> to achieve social, economic and environmental objectives of the City's vision. The Plan:</p> <ul style="list-style-type: none"> <li>implements Our Future Hamilton and the City's Strategic Plan;</li> <li>is a legal document whose origin is derived from the <u>Planning Act, R.S.O., 1990 c. P.13</u>;</li> <li>builds on the concepts of provincial initiatives that support the building of strong communities [such as the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, the Niagara Escarpment Plan]; and,</li> <li>is one of the key implementation mechanisms for the City's Growth Strategy (GRIDS 2) and other corporate initiatives, including Master Plans (Transportation and Infrastructure, Recreational, Parks), the Social Development Strategy, the Corporate Energy and Sustainability Policy and the Community Climate Change Action Plan.</li> </ul> <p>The Urban Hamilton Official Plan applies to lands within the <i>urban area</i>.</p>	<p>√ Matter of Interest</p>	<p>Vision 2020 was originally adopted by the former Region of Hamilton-Wentworth in 1992 to help guide the direction of the community, and was updated by the City of Hamilton in 2003. Our Future Hamilton replaced Vision 2020 in 2017, as the City's new 25-year community plan that reflects the values and aspirations of Hamiltonians.</p> <p>The City's Corporate Energy and Sustainability Policy and the Community Climate Change Action Plan have been approved by Council and should be referenced to reflect the City's key climate change plans/policies.</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	The Urban Hamilton Official Plan applies to lands within the <i>urban area</i> .			
A.1.4	<p>A.1.4 Principles of the Official Plan  The Official Plan plays a major role in setting a framework of actions that will lead to the sustainable, healthy future envisioned by <del>Vision 2020</del> <b>Our Future Hamilton</b> and the City’s Strategic Plan. The framework of the Official Plan is centred on the following principles:</p> <ul style="list-style-type: none"> <li>• compact and healthy urban communities that provide opportunities to live, work, play, and learn;</li> <li>• a strong rural community protected by firm urban boundaries;</li> <li>• environmental systems – land, air and water – that are protected and enhanced;</li> <li>• balanced transportation networks that offer choice so people can walk, cycle, take transit, or drive, and recognize the importance of goods movement to our local economy;</li> <li>• <b>reducing Greenhouse Gas (GHG) emissions and adapting to the impacts of a changing climate;</b></li> <li>• a growing, strong, prosperous and diverse economy;</li> <li>• <b>a wide range and healthy supply of housing options for current and future residents;</b></li> <li>• <b>planning for a City that is equitable and inclusive, and which meets the</b></li> </ul>	<p>A.1.4 Principles of the Official Plan  The Official Plan plays a major role in setting a framework of actions that will lead to the sustainable, healthy future envisioned by Our Future Hamilton and the City’s Strategic Plan. The framework of the Official Plan is centred on the following principles:</p> <ul style="list-style-type: none"> <li>• compact and healthy urban communities that provide opportunities to live, work, play, and learn;</li> <li>• a strong rural community protected by firm urban boundaries;</li> <li>• environmental systems – land, air and water – that are protected and enhanced;</li> <li>• balanced transportation networks that offer choice so people can walk, cycle, take transit, or drive, and recognize the importance of goods movement to our local economy;</li> <li>• reducing Greenhouse Gas (GHG) emissions and adapting to the impacts of a changing climate;</li> <li>• a growing, strong, prosperous and diverse economy;</li> <li>• a wide range and healthy supply of housing options for current and future residents;</li> <li>• planning for a City that is equitable and inclusive, and which meets the evolving needs of Hamilton’s diverse population;</li> </ul>	<p align="center">√  Matters of Interest</p>	<p>Vision 2020 was originally adopted by the former Region of Hamilton-Wentworth in 1992 to help guide the direction of the community, and was updated by the City of Hamilton in 2003. Our Future Hamilton replaced Vision 2020 in 2017, as the City’s new 25-year community plan that reflects the values and aspirations of Hamiltonians.</p> <p>Local Context will ...</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p><b>evolving needs of Hamilton's diverse population</b></p> <ul style="list-style-type: none"> <li>• financial stability; and,</li> <li>• strategic and wise use of infrastructure services and existing built environment.</li> </ul>	<ul style="list-style-type: none"> <li>• financial stability; and,</li> <li>• strategic and wise use of infrastructure services and existing built environment.</li> </ul>		

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
A.1.6	<p>A.1.6 Supporting Plans and Strategies  This Official Plan relies on legislation, strategies, plans and guidelines as implementation tools to move the City’s communities forward to meet, not only City directions, but also provincial requirements. Examples include:</p> <ul style="list-style-type: none"> <li>• Growth Related Integrated Development Strategy (GRIDS 2) - The purpose of GRIDS 2 is to integrate growth management for land use and community services to achieve the City’s Vision through the long-term <i>development</i> of land uses and services based on environmental priorities, social issues, economic opportunities and population studies.</li> <li>• ...</li> <li>• <b>Other Initiatives – The City has developed a Corporate Energy and Sustainability Policy, a Community Climate Change Action Plan, and developed Corporate Goals and Areas of Focus for Climate Mitigation and Adaptation to provide a comprehensive, coordinated and multidisciplinary approach to climate change mitigation and adaptation. These plans will require, where possible, incentivize and encourage environmental sustainability including reducing GHG emissions and improving climate resiliency.</b></li> </ul>	<p>A.1.6 Supporting Plans and Strategies  This Official Plan relies on legislation, strategies, plans and guidelines as implementation tools to move the City’s communities forward to meet, not only City directions, but also provincial requirements. Examples include:</p> <ul style="list-style-type: none"> <li>• Growth Related Integrated Development Strategy (GRIDS 2) - The purpose of GRIDS 2 is to integrate growth management for land use and community services to achieve the City’s Vision through the long-term <i>development</i> of land uses and services based on environmental priorities, social issues, economic opportunities and population studies.</li> <li>• ...</li> <li>• Other Initiatives – The City has developed a Corporate Energy and Sustainability Policy, a Community Climate Change Action Plan, and developed Corporate Goals and Areas of Focus for Climate Mitigation and Adaptation to provide a comprehensive, coordinated and multidisciplinary approach to climate change mitigation and adaptation. These plans will require, where possible, incentivize and encourage environmental sustainability including reducing GHG emissions and improving climate resiliency.</li> </ul>	<p align="center">√  Matter of Interest</p>	<p>The City’s Corporate Energy and Sustainability Policy, a Community Climate Change Action Plan, and developed Corporate Goals and Areas of Focus for Climate Mitigation and Adaptation have been approved by Council.</p>



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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
A.2.1	<p>A.2.1 <del>Vision 2020</del> <b>Our Future Hamilton</b></p> <p>The City has <b>long</b> been a leader in the area of community sustainability. In 1992, the former Region of Hamilton-Wentworth adopted Vision 2020. <del>In 2002, the City undertook a review of the Vision in light of many changes that had taken place within the previous 10 years. The ‘Building a Strong Foundation’ public consultation process renewed not only the City’s commitment, but also the community’s commitment to making informed decisions based on environmental, economic and social considerations. The updated vision was adopted by City Council in September, 2003.</del> <b>Adopted by Council in 2016, Our Future Hamilton provides a 25-year community vision that builds on the legacy of Vision 2020, and reflects the values and aspirations of the nearly 55,000 residents who participated in the visioning process.</b></p> <p><b>Hamilton’s Vision 2020</b></p> <p><del>As citizens, businesses and government of the City of Hamilton we accept responsibility for making decisions that lead to a healthy, sustainable future. We celebrate our strengths as a vibrant, diverse City of natural beauty nestled around the Niagara Escarpment and Hamilton Harbour. We are able to achieve our full potential through safe access to clean air and water, food, shelter, education, satisfying employment,</del></p>	<p>A.2.1 Our Future Hamilton</p> <p>The City has long been a leader in the area of community sustainability. In 1992, the former Region of Hamilton-Wentworth adopted Vision 2020. Adopted by Council in 2016, Our Future Hamilton provides a 25-year community vision that builds on the legacy of Vision 2020, and reflects the values and aspirations of the nearly 55,000 residents who participated in the visioning process.</p> <p>Our Future Hamilton – Community Priorities</p> <p>Community Engagement and Participation – Our Future Hamilton is a collaborative place where...</p> <ul style="list-style-type: none"> <li>• People work together and make a positive impact on the community.</li> <li>• Citizens are consulted and involved in making the decisions that impact them.</li> <li>• A passion and sense of pride for the city exists among residents, driving volunteerism and community-based initiatives.</li> </ul> <p>Economic Prosperity &amp; Growth – Our Future Hamilton is an ambitious place where...</p> <ul style="list-style-type: none"> <li>• People successfully provide for themselves and their families and have opportunities to grow and develop.</li> <li>• Post-secondary institutions and businesses collaborate with the City, contributing to the success of our economy.</li> </ul>	<p style="text-align: center;">√</p> <p>Matter of Interest</p>	<p>Referencing City’s current policy document and revised GRIDS 2 10 Directions!</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	<p>spirituality and culture. We weigh social/health, economic and environmental costs, benefits and risks equally when making decisions.</p> <p><b>Action</b> – Sustainable community goals, strategies and targets are achieved by committing resources and acting decisively.</p> <p><b>Access</b> – People have the ability to contribute and participate in community life regardless of physical and mental ability, income, age, gender, spiritual or cultural background or geographic location.</p> <p><b>Accountability</b> – Community leaders measure and report on progress in achieving the Vision.</p> <p><b>Adaptability</b> – We learn from the past and take action to create positive change.</p> <p><b>Our Future Hamilton – Community Priorities</b></p> <p><b>Community Engagement and Participation – Our Future Hamilton is a collaborative place where...</b></p> <ul style="list-style-type: none"> <li>• People work together and make a positive impact on the community.</li> <li>• Citizens are consulted and involved in making the decisions that impact them.</li> <li>• A passion and sense of pride for the city exists among residents, driving volunteerism and community-based initiatives.</li> </ul>	<ul style="list-style-type: none"> <li>• Residents can work in the city in one of the increasing number of quality, well-paying local jobs.</li> <li>• A prosperous and diverse local and regional economy benefits all residents.</li> </ul> <p>Healthy &amp; Safe Communities – Our Future Hamilton is a caring place where...</p> <ul style="list-style-type: none"> <li>• People lead happy lives in safe neighbourhoods and friendly communities.</li> <li>• We all have access to the services and supports we need to be healthy and active.</li> <li>• Our city is safe and inviting, and people continue to work together to take care of and support each other.</li> </ul> <p>Clean &amp; Green – Our Future Hamilton is an environmentally sustainable place where...</p> <ul style="list-style-type: none"> <li>• A flourishing natural environment enriches the quality of life for community members.</li> <li>• Organizations take a leadership role and operate in a sustainable manner.</li> <li>• Everyone has a deep understanding and respect for the natural environment and its important contribution to our lives.</li> </ul> <p>Built Environment &amp; Infrastructure – Our Future Hamilton is a people friendly place where...</p> <ul style="list-style-type: none"> <li>• The quality of life, well-being and enjoyment of its residents influences design and planning</li> <li>• It is easy to get around our city and Hamilton's transportation systems are well-connected regionally.</li> </ul>		

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	<p><b>Economic Prosperity &amp; Growth – Our Future Hamilton is an ambitious place where...</b></p> <ul style="list-style-type: none"> <li>• People successfully provide for themselves and their families and have opportunities to grow and develop.</li> <li>• Post-secondary institutions and businesses collaborate with the City, contributing to the success of our economy.</li> <li>• Residents can work in the city in one of the increasing number of quality, well-paying local jobs.</li> <li>• A prosperous and diverse local and regional economy benefits all residents.</li> </ul> <p><b>Healthy &amp; Safe Communities – Our Future Hamilton is a caring place where...</b></p> <ul style="list-style-type: none"> <li>• People lead happy lives in safe neighbourhoods and friendly communities.</li> <li>• We all have access to the services and supports we need to be healthy and active.</li> <li>• Our city is safe and inviting, and people continue to work together to take care of and support each other.</li> </ul> <p><b>Clean &amp; Green – Our Future Hamilton is an environmentally sustainable place where...</b></p> <ul style="list-style-type: none"> <li>• A flourishing natural environment enriches the quality of life for community members.</li> </ul>	<ul style="list-style-type: none"> <li>• Hamilton is connected to its rich history through architecture.</li> <li>• Public spaces are well maintained and vibrant, with greenspace and attractions for residents and visitors.</li> <li>• Neighbourhoods have a variety of homes and amenities.</li> </ul> <p>Culture &amp; Diversity – Our Future Hamilton is a vibrant place where...</p> <ul style="list-style-type: none"> <li>• People of all ages, backgrounds and abilities are accepted and celebrated.</li> <li>• There is always something to do in Hamilton, with a year-round calendar of events and a thriving local arts scene.</li> <li>• All of our downtown areas are bustling centres of economic and community activity.</li> <li>• People of all backgrounds, ages and abilities call Hamilton home and have access to the support and opportunities they need to succeed.</li> </ul> <p>In addition to Our Future Hamilton, the first phase of the City’s updated Growth Related Integrated Strategy (GRIDS 2) identified the following 10 ‘Directions’ endorsed by Council to evaluate decisions related to urban growth and development, and have informed the development options and growth policy concepts provided in the 10-year update to this Official Plan.</p> <p>Ten Directions to Guide Development:  Direction #1</p>		

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<ul style="list-style-type: none"> <li>• <b>Organizations take a leadership role and operate in a sustainable manner.</b></li> <li>• <b>Everyone has a deep understanding and respect for the natural environment and its important contribution to our lives.</b></li> </ul> <p><b>Built Environment &amp; Infrastructure – Our Future Hamilton is a people friendly place where...</b></p> <ul style="list-style-type: none"> <li>• <b>The quality of life, well-being and enjoyment of its residents influences design and planning</b></li> <li>• <b>It is easy to get around our city and Hamilton’s transportation systems are well-connected regionally.</b></li> <li>• <b>Hamilton is connected to its rich history through architecture.</b></li> <li>• <b>Public spaces are well maintained and vibrant, with greenspace and attractions for residents and visitors.</b></li> <li>• <b>Neighbourhoods have a variety of homes and amenities.</b></li> </ul> <p><b>Culture &amp; Diversity – Our Future Hamilton is a vibrant place where...</b></p> <ul style="list-style-type: none"> <li>• <b>People of all ages, backgrounds and abilities are accepted and celebrated.</b></li> <li>• <b>There is always something to do in Hamilton, with a year-round calendar of events and a thriving local arts scene.</b></li> <li>• <b>All of our downtown areas are bustling centres of economic and community activity.</b></li> <li>• <b>People of all backgrounds, ages and abilities call Hamilton home and have</b></li> </ul>	<p>Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.</p> <p>Direction #2 Encourage a compatible mix of uses in neighbourhoods, including a range of housing types and affordabilities, that provide opportunities to live, work, learn, shop and play, promoting a healthy, safe and complete community.</p> <p>Direction #3 Concentrate new development and infrastructure within existing built-up areas and within the urban boundary through intensification and adaptive re-use.</p> <p>Direction #4 Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape.</p> <p>Direction #5 Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and spirituality.</p> <p>Direction #6 Retain and intensify existing employment land, attract jobs in Hamilton’s strength areas and targeted new sectors, and support access to education and training for all residents.</p> <p>Direction #7 Expand transportation options through the development of complete streets that</p>		

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	<p><b>access to the support and opportunities they need to succeed.</b></p> <p><del>In addition to the Vision, Phase 1 of the GRIDS program identified nine ‘Directions’ to guide development decisions. These directions inform the requirements for background studies and were used as the basis for creating development options and growth policy concepts. The directions also informed the development of this Official Plan.</del></p> <p><b>In addition to Our Future Hamilton, the first phase of the City’s updated Growth Related Integrated Strategy (GRIDS 2) identified the following 10 ‘Directions’ endorsed by Council to evaluate decisions related to urban growth and development, and have informed the development options and growth policy concepts provided in the 10-year update to this Official Plan.</b></p> <p><del>Nine</del> <b>Ten</b> Directions to Guide Development:</p> <p>Direction #1  <del>Encourage a compatible mix of uses in neighbourhoods that provide opportunities to live, work, and play. Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.</del></p> <p>Direction #2  <del>Concentrate new development within existing built-up areas and within a firm urban boundary. Encourage a compatible mix of uses in neighbourhoods,</del></p>	<p>encourage travel by foot, bike and transit, and enhance efficient inter-regional transportation connections.</p> <p>Direction #8  Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.</p> <p>Direction #9  Protect ecological systems and the natural environment, reduce waste, improve air, land and water quality, and encourage the use of green infrastructure.</p> <p>Direction #10  Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and communities, protect cultural heritage resources, and support arts and culture as an important part of community identity.</p>		

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	<p>including a range of housing types and affordabilities, that provide opportunities to live, work, learn, shop and play, promoting a healthy, safe and complete community.</p> <p>Direction #3  <del>Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and enjoyment of the rural landscape. In Rural Hamilton Official Plan: Concentrate new development and infrastructure within existing built-up areas and within the urban boundary through intensification and adaptive re-use.</del></p> <p>Direction #4  <del>Design neighbourhoods to improve access to community life. Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape.</del></p> <p>Direction #5  <del>Retain and attract jobs in Hamilton's strength areas and in targeted new sectors.</del>  <b>Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and spirituality.</b></p> <p>Direction #6  <del>Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.</del>  <b>Retain and</b></p>			

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	<p><b>intensify existing employment land, attract jobs in Hamilton’s strength areas and targeted new sectors, and support access to education and training for all residents.</b></p> <p>Direction #7  <del>Maximize the use of existing buildings, infrastructure and vacant or abandoned land.</del> <b>Expand transportation options through the development of complete streets that encourage travel by foot, bike and transit, and enhance efficient inter-regional transportation connections.</b></p> <p>Direction #8  <del>Protect ecological systems and improve air, land and water quality.</del> <b>Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.</b></p> <p>Direction #9  <del>Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and settlements.</del> <b>Protect ecological systems and the natural environment, reduce waste, improve air, land and water quality, and encourage the use of green infrastructure.</b></p> <p>Direction #10  <b>Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and communities, protect cultural heritage resources, and</b></p>			

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	<b>support arts and culture as an important part of community identity.</b>																															
A.2.3	A.2.3 <b>Growth Management – Provincial</b> The Province of Ontario’s <i>A Places to Grow: Growth Plan for the Greater Golden Horseshoe (20062019) (Growth Plan)</i> , as <b>amended</b> , sets out a vision to <del>2034</del> <b>2051</b> for how and how much growth should occur in the Greater Golden Horseshoe (GGH). This area is expected to grow by <del>3.74</del> <b>4.6</b> million people by <del>2034</del> <b>2051</b> with Hamilton projecting to take a <del>1.7</del> <b>5.1</b> % share <b>of the GGH growth</b> .	A.2.3 Growth Management – Provincial The Province of Ontario’s <i>A Places to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan)</i> , as amended, sets out a vision to 2051 for how and how much growth should occur in the Greater Golden Horseshoe (GGH). This area is expected to grow by 4.6 million people by 2051 with Hamilton projecting to take a 5.1% share of the GGH growth.	√ PPS Policy 1.1.3.5	Updated population forecasts to 2051.																												
A.2.3.1	<b>A.2.3.1 Population Forecasts – City Wide</b> Hamilton’s <del>2034</del> <b>2051</b> population forecasts are as follows: <b>Table A.1 – Population Forecasts, 2004-<del>2034</del>2021-2051</b>	A.2.3.1 Population Forecasts – City Wide Hamilton’s 2051 population forecasts are as follows: <b>Table A.1 – Population Forecasts, 2021-2051</b>	√ PPS Policy 1.2.5  Growth Plan Forecasts	Updated population forecasts to 2051.																												
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	<b>Canada Census data and Growth Plan Schedule 3 forecasts for 2051.</b>																											
A.2.3.2 (New)	<p>Insert new Policy A.2.3.2 and renumber subsequent policies.</p> <p><b>A.2.3.2 Household Forecasts – City Wide</b>  <b>Hamilton’s 2051 household forecasts are as follows:</b>  <b>Table A.2 – Household Forecasts, 2021-2051</b></p> <table border="1"> <thead> <tr> <th>Year</th> <th>Households</th> </tr> </thead> <tbody> <tr> <td>2021</td> <td>222,500</td> </tr> <tr> <td>2031</td> <td>258,100</td> </tr> <tr> <td>2041</td> <td>295,200</td> </tr> <tr> <td>2051</td> <td>332,800</td> </tr> <tr> <td><b>Change 2021 - 2051</b></td> <td><b>110,300</b></td> </tr> </tbody> </table> <p><b>Source: Hemson Consulting Ltd. based on Statistics Canada Census data and Growth Plan Schedule 3 forecasts for 2051.</b></p>	Year	Households	2021	222,500	2031	258,100	2041	295,200	2051	332,800	<b>Change 2021 - 2051</b>	<b>110,300</b>	<p>A.2.3.2 Household Forecasts – City Wide  Hamilton’s 2051 household forecasts are as follows:  Table A.2 – Household Forecasts, 2021-2051</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Population</th> </tr> </thead> <tbody> <tr> <td>2021</td> <td>222,500</td> </tr> <tr> <td>2031</td> <td>258,100</td> </tr> <tr> <td>2041</td> <td>295,200</td> </tr> <tr> <td>2051</td> <td>332,800</td> </tr> <tr> <td><b>Change 2021 - 2051</b></td> <td><b>110,300</b></td> </tr> </tbody> </table> <p>Source: Hemson Consulting Ltd. based on Statistics Canada Census data and Growth Plan Schedule 3 forecasts for 2051</p>	Year	Population	2021	222,500	2031	258,100	2041	295,200	2051	332,800	<b>Change 2021 - 2051</b>	<b>110,300</b>	<p>√  PPS Policy 1.2.5  Growth Plan Forecasts</p>	Updated household forecasts to 2051.
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A.2.3.2 (Existing)	<p>A.2.3.23 Hamilton's employment forecasts for 2021-2051 by type are as follows:            Table A.2. Employment Forecasts<sup>1</sup></p> <table border="1"> <thead> <tr> <th>Year</th> <th>Total<sup>1</sup></th> </tr> </thead> <tbody> <tr> <td><del>2021-2001</del></td> <td><del>210,000</del> <b>238,000</b></td> </tr> <tr> <td><del>2031-2011</del></td> <td><del>230,000</del> <b>271,000</b></td> </tr> <tr> <td><del>2041-2021</del></td> <td><del>270,000</del> <b>310,000</b></td> </tr> <tr> <td><del>2051-2031</del></td> <td><del>300,000</del> <b>357,000</b></td> </tr> <tr> <td>Change <del>2001-2031</del> <b>2021-2051</b></td> <td><del>90,000</del> <b>119,000</b></td> </tr> </tbody> </table> <p>Source: <sup>1</sup>Growth Plan for the Greater Golden Horseshoe – number rounded up            Greater Golden Horseshoe: Growth Forecasts to 2051 by Hemson Consulting Ltd., 2020</p>	Year	Total <sup>1</sup>	<del>2021-2001</del>	<del>210,000</del> <b>238,000</b>	<del>2031-2011</del>	<del>230,000</del> <b>271,000</b>	<del>2041-2021</del>	<del>270,000</del> <b>310,000</b>	<del>2051-2031</del>	<del>300,000</del> <b>357,000</b>	Change <del>2001-2031</del> <b>2021-2051</b>	<del>90,000</del> <b>119,000</b>	<p>A.2.3.3 Hamilton's employment forecasts for 2021-2051 are as follows:            Table A.2. Employment Forecasts<sup>1</sup></p> <table border="1"> <thead> <tr> <th>Year</th> <th>Total<sup>1</sup></th> </tr> </thead> <tbody> <tr> <td>2021</td> <td>238,000</td> </tr> <tr> <td>2031</td> <td>271,000</td> </tr> <tr> <td>2041</td> <td>310,000</td> </tr> <tr> <td>2051</td> <td>357,000</td> </tr> <tr> <td>Change 2021 - 2051</td> <td>119,000</td> </tr> </tbody> </table> <p>Source: <sup>1</sup>Greater Golden Horseshoe: Growth Forecasts to 2051 by Hemson Consulting Ltd., 2020</p>	Year	Total <sup>1</sup>	2021	238,000	2031	271,000	2041	310,000	2051	357,000	Change 2021 - 2051	119,000	<p>Yes</p> <p>Growth Plan – Schedule 3</p>	<p>Update planning horizon to 2051</p> <p>Updated Employment Forecasts to 2051.</p>
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A.2.3.3.1 (Existing)	<p>Downtown Urban Growth Centre Density Target</p> <p>A.2.3.34.1 Hamilton's <i>Downtown Urban Growth Centre</i> shall be <b>has been</b> planned to achieve a minimum gross density of <del>250</del> <b>500</b> people and jobs per hectare by 20351. Overall density in excess of this target may be achievable and desirable.</p>	<p>Downtown Urban Growth Centre Density Target</p> <p>A.2.3.4.1 Hamilton's <i>Downtown Urban Growth Centre</i> has been planned to achieve a minimum gross density of 500 people and jobs per hectare by 2051. Overall density in excess of this target may be achievable and desirable.</p>	<p>√</p> <p>PPS Policy 1.1.3.5</p>	<p>Updated density target based on No Urban Boundary Expansion growth scenario to 2051.</p>																								

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A.2.3.3.2 (Existing)	<del>A.2.3.3.2 Increases to the Downtown Urban Growth Centre density target shall be considered as part of a review of the Downtown Secondary Plan. The review of the Downtown Secondary Plan shall consider the results of office and employment strategy studies and infrastructure needs studies completed for the downtown area.</del>		√ Matter of Interest	
A.2.3.3.3 (Existing)	Greenfield Density Target A.2.3.3.3 <del>Greenfield areas</del> shall be planned to achieve an overall minimum density of <del>50</del> <b>60</b> people and jobs per hectare. The <i>greenfield</i> density target shall be measured over Hamilton’s <i>greenfield area</i> , excluding natural heritage features designated in this Plan, <b>right-of-way for electrical transmission lines, energy transmission pipelines, roads classified as freeways, as defined and mapped as part of the Ontario Road Network, as well as railways, employment areas, and cemeteries.</b> <del>The <i>greenfield area</i> includes designated employment areas. On employment lands, the City shall plan to meet a density target of 37 people and jobs per hectare. On non-employment lands, densities will need to achieve a minimum average density of 70 persons and jobs per hectare to meet the overall density target.</del>	Greenfield Density Target A.2.3.4.3 <i>Greenfield areas</i> shall be planned to achieve an overall minimum density of 60 people and jobs per hectare. The <i>greenfield</i> density target shall be measured over Hamilton’s <i>greenfield area</i> , excluding natural heritage features designated in this Plan, right-of-way for electrical transmission lines, energy transmission pipelines, roads classified as freeways, as defined and mapped as part of the Ontario Road Network, as well as railways, <i>employment areas</i> , and cemeteries.	√ Growth Plan Policy 2.2.7.3	Growth Plan 2.2.7.3 - Conformity – Employment Areas are no longer part of the Greenfield Density Target calculation

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A.2.3.3.4 (Existing)	A.2.3.3.4 <del>Hamilton is required to</del> <b>The City shall</b> plan to achieve a minimum of <del>40</del> <b>80</b> % of all residential <i>development</i> occurring annually within its <i>built-up area</i> by <del>2015</del> . A total of <del>26,508</del> <b>88,280</b> units are to be accommodated within the <i>built-up area</i> between <del>2004</del> <b>2021</b> and <del>2034</del> <b>2051</b> . The <i>built-up area</i> for Hamilton is identified on Appendix G.	A.2.3.4.4 The City shall plan to achieve a minimum of 80% of all residential <i>development</i> occurring annually within its <i>built-up area</i> . A total of 88,280 units are to be accommodated within the <i>built-up area</i> between 2021 and 2051. The <i>built-up area</i> for Hamilton is identified on Appendix G.		Implementation of No Urban Boundary Expansion growth management strategy.
A.2.4	A.2.4 Growth Management - Hamilton In May 2006, City Council adopted the City's first Growth Management Strategy. The Growth Related Integrated <b>Development</b> Strategy (GRIDS) identified the broad land use structure, associated infrastructure and major transportation networks to be in place for Hamilton by 2031. <b>In November 2021, through the update to GRIDS known as GRIDS 2, City Council endorsed a No Urban Boundary Expansion growth scenario to plan for the City's growth to 2051. The No Urban Boundary Expansion scenario accommodates the City's growth to 2051 within the existing Urban Area through intensification and development of existing designated greenfield lands, and a limited amount of infill development within Rural Hamilton.</b>  The City will be required to accommodate 109,880 new housing units within the existing Urban Area, of	A.2.4 Growth Management - Hamilton <b>In May 2006, City Council adopted the City's first Growth Management Strategy. The Growth Related Integrated Development Strategy (GRIDS) identified the broad land use structure, associated infrastructure and major transportation networks to be in place for Hamilton by 2031. In November 2021, through the update to GRIDS known as GRIDS 2, City Council endorsed a No Urban Boundary Expansion growth scenario to plan for the City's growth to 2051. The No Urban Boundary Expansion scenario accommodates the City's growth to 2051 within the existing Urban Area through intensification and development of existing designated greenfield lands, and a limited amount of infill development within Rural Hamilton.</b>  The City will be required to accommodate 109,880 new housing	√ PPS Policy 1.1.1 e)	Implementation of No Urban Boundary Expansion growth management strategy.

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	<p>which 88,280 will be within the <i>built-up area</i> and 21,600 will be within the <i>greenfield area</i>. An additional 440 housing units will be developed through limited infill within <i>Rural Hamilton</i>.</p> <p>The recommended growth options were developed in accordance with the provincial growth forecasts. The land use recommendations from GRIDS form the basis of many policies within this Plan.</p>	<p>units within the existing Urban Area, of which 88,280 will be within the <i>built-up area</i> and 21,600 will be within the <i>greenfield area</i>. An additional 440 housing units will be developed through limited infill within <i>Rural Hamilton</i>.</p>		
<b>Volume 1, Chapter B – Communities</b>				
B.2.1.1	<p>B.2.1.1 The <i>urban boundary</i> defines the area where all <i>urban development</i> occurs. Lands within the <i>urban boundary</i> are already serviced or planned to be serviced with major roads, transit and full municipal services. The land within the <i>urban boundary</i> includes both the area within the <i>built-up area</i> and <i>greenfield area</i>. Lands within the <b>existing</b> <i>urban boundary</i> represent a 2030 year supply of designated urban land and are intended to accommodate the majority all of the City’s projected <b>urban</b> growth.</p>	<p>B.2.1.1 The <i>urban boundary</i> defines the area where all <i>urban development</i> occurs. Lands within the <i>urban boundary</i> are already serviced or planned to be serviced with major roads, transit and full municipal services. The land within the <i>urban boundary</i> includes both the area within the <i>built-up area</i> and <i>greenfield area</i>. Lands within the existing <i>urban boundary</i> represent a 30 year supply of designated urban land and are intended to accommodate all of the City’s projected urban growth.</p>		Implementation of No Urban Boundary Expansion growth management strategy.
B.2.2.1	<p>Delete existing policy in its entirety and replace with new policy, as follows:</p> <p>B.2.2.1 The exact limits of the lands to be included as part of the <i>urban boundary expansion</i> shall be determined as part of a <i>municipally initiated comprehensive review</i> and secondary plan. <b>The City’s urban boundary is firm and expansion to</b></p>	<p>B.2.2.1 The City’s urban boundary is firm and expansion to accommodate growth to the year 2051 is not required. All planned growth to 2051 shall be accommodated through development of the City’s existing designated <i>greenfield area</i> and intensification throughout the <i>Urban Area</i>, and a limited amount of infill development within <i>Rural Hamilton</i>.</p>		Implementation of No Urban Boundary Expansion growth management strategy.

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	accommodate growth to the year 2051 is not required. All planned growth to 2051 shall be accommodated through development of the City’s existing designated <i>greenfield area</i> and intensification throughout the <i>Urban Area</i> , and a limited amount of infill development within <i>Rural Hamilton</i> .			
B.2.2.2	<p>Delete existing policy B.2.2.2 in its entirety and replace with new policy, as follows.</p> <p><del>B.2.2.3 2.2.2 No urban boundary expansion shall occur until a municipally initiated comprehensive review and secondary plan have been completed.</del></p> <p><b>B.2.2.2 Notwithstanding Policy B.2.2.1, adjustments to the <i>urban boundary</i> may be permitted through a municipal comprehensive review provided:</b></p> <p><b>a) there is no net increase in land within the <i>urban area</i>;</b></p> <p><b>b) the adjustment would support the City’s ability to meet <i>intensification</i> and <i>redevelopment</i> targets provided in Section A.2.3 – Growth Management – Provincial;</b></p> <p><b>c) <i>prime agricultural areas</i> are avoided where possible. Alternative locations will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating impacts on the Agricultural System;</b></p>	<p>B.2.2.2 Notwithstanding Policy B.2.2.1, adjustments to the <i>urban boundary</i> may be permitted through a municipal comprehensive review provided:</p> <p>a) there is no net increase in land within the <i>urban area</i>;</p> <p>b) the adjustment would support the City’s ability to meet <i>intensification</i> and <i>redevelopment</i> targets provided in Section A.2.3 – Growth Management – Provincial;</p> <p>c) <i>prime agricultural areas</i> are avoided where possible. Alternative locations will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating impacts on the Agricultural System;</p> <p>d) the lands are not located within the <i>Greenbelt Area</i> and,</p> <p>e) there is sufficient reserve <i>infrastructure</i> capacity to service the lands.</p>	<p align="center">√</p> <p>Growth Plan Policy 2.2.8.4</p>	<p>Implementation of Growth Plan policy 2.2.8.4.</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>d) the lands are not located within the <i>Greenbelt Area</i> and,</p> <p>e) there is sufficient reserve <i>infrastructure</i> capacity to service the lands.</p>			
B.2.2.3	<p>Delete existing Policy B.2.2.3 in its entirety and replace with new policy as follows.</p> <p><b>B.2.2.3 Expansions of the Urban Area of 40 hectares or less in accordance with policy 2.2.8.5 and 2.2.8.6 of the A Place to Grow: Growth Plan shall not be permitted in advance of a municipal comprehensive review.</b></p> <p><del>B.2.2.4 2.2.3 — Prior to the initiation of an <i>urban boundary</i> expansion, the City shall undertake a <i>municipally initiated comprehensive review</i> and secondary plan, in accordance with the policies of the Growth Plan for the Greater Golden Horseshoe. As part of these processes, the City shall complete background studies and conduct community planning and public consultation events including the establishment of a community liaison committee. The background studies and consultation processes shall assist in identifying the layout of future land uses, determining more precise needs, land supply and infrastructure requirements, and development of community growth management policies and designations.</del></p>	<p>B.2.2.3 Expansions of the Urban Area of 40 hectares or less in accordance with policy 2.2.8.5 and 2.2.8.6 of the A Place to Grow: Growth Plan shall not be permitted in advance of a municipal comprehensive review.</p>	<p>√ Growth Plan Policy 2.2.8.5</p>	<p>Implementation of No Urban Boundary Expansion growth management strategy.</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>More specifically, a <i>municipally initiated comprehensive review</i> and secondary plan shall include the following elements:</p> <p>a) a comprehensive review and land budget analysis is required to determine the need for an <i>urban boundary expansion</i>, which includes an assessment of occupied and vacant urban land, brownfield availability, greenfield densities, and <i>intensification</i> targets to determine if sufficient opportunities to accommodate forecasted growth contained in Policy A.2.3.1 and Policy A.2.3.2 are not available;</p> <p>b) a <i>sub watershed plan</i> to address storm water infrastructure and natural heritage system impacts, in accordance with Section F.3.1.6 – Watershed and Sub-watershed Plans;</p> <p>c) Environmental Impact Statement(s) pertaining to the natural heritage system, as required by applicable Official Plan and provincial policies;</p> <p>d) in prime agricultural areas, the lands do not comprise specialty crop areas, there are no reasonable alternatives that avoid prime agricultural areas and there are no reasonable alternatives on lower priority agricultural lands;</p> <p>e) demonstrating that impacts from new or expanding urban areas on agricultural operations which are adjacent or close to the urban areas are mitigated to the extent feasible; and,</p>			



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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>i) the designation of appropriate land uses and policies pertaining to the design and density of such uses;</p> <p>ii) completion of Class Environmental Assessments for major urban servicing infrastructure deemed to be essential for commencement or completion of development of all or part of the lands; and,</p> <p>iii) an urban development staging, phasing or implementation strategy in keeping with City wide master plan priorities and secondary plan objectives.</p> <p>iv) the timing of the urban boundary expansion and the phasing of development within the greenfield areas shall not adversely affect the achievement of the residential intensification target and Greenfield density targets.</p> <p>f) completion of a financing policy for urban services and other community infrastructure; and,</p> <p>g) other studies and policies which the City deems necessary for the development of the future urban growth district as a sustainable transit oriented urban community.</p> <p>h) the urban boundary expansion makes available sufficient lands for a time horizon not exceeding 20 years, based on the analysis provided for in Policy B.2.2.3 a.</p>			
B.2.2.4 (Existing)	Delete Policy B.2.2.4 in its entirety.			Implementation of No Urban Boundary Expansion growth management strategy.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<del>B.2.2.5 2.2.4 — The City shall establish a comprehensive public participation process that will include a community liaison committee comprised of landowners, public agencies and appointed City Councillors to oversee the development of the secondary plan referred to in Policy B.2.2.4. B.2.2.3.</del>			
B.2.3	Delete Section B.2.3 Heading in its entirety.  <del>B.2.3 — Future Airport Employment Growth District</del>			Airport Employment Growth District Secondary Plan was approved by the Ontario Municipal Board in 2015.  Not renumbering subsequent section (keeping as a placeholder).
B.2.3.1	Delete Policy B.2.3.1 in its entirety.  <del>B.2.3.1 — The City shall undertake a municipally initiated comprehensive review and secondary plan for the lands identified in Policy B.2.2.1 a) above. The City shall undertake a <i>municipally initiated comprehensive review</i> and secondary plan for an Airport Employment Growth District, identified as Special Policy Area C in the Rural Hamilton Official Plan, generally bounded by the existing <i>urban boundary</i> adjacent to Upper James Street to the east, White Church and Fiddler’s Green Roads on the south, Garner Road on the west and Glancaster Road, and Twenty Road West on the north [Mod 5(b)].</del>			Airport Employment Growth District Secondary Plan was approved by the Ontario Municipal Board in 2015.
B.2.3.2	Delete Policy B.2.3.2 in its entirety.			Airport Employment Growth District Secondary Plan was

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>B.2.3.2— Upon completion of the secondary plan, including the phasing of <i>development</i> for the future Airport Employment Growth District, the City shall initiate an Official Plan amendment:</p> <p>a) to include specific lands within the <i>urban boundary</i>;</p> <p>b) to add new parent and secondary plan policies and mapping for the lands identified in Policy B.2.2.1 a) B.2.3.1 [Mod 5(c)]; and,</p> <p>c) to protect and reserve any additional lands deemed necessary for future employment growth. [Mod 5 (d)]</p>			approved by the Ontario Municipal Board in 2015.
B.2.3.3	<p>Delete Policy B.2.3.3 in its entirety.</p> <p><del>B.2.3.3— The City recognizes the long-term economic importance of the John C. Munro International Airport and associated highway infrastructure for its unique role as a catalyst for airport related and other employment uses. These future employment lands shall be subject to Policies B.2.2.1 to B.2.2.4— Urban Boundary Expansions. Lands in the vicinity of the John C. Munro International Airport should be designated for employment purposes that rely on this infrastructure [Mod 5(d)].</del></p>			Implementation of No Urban Boundary Expansion growth management strategy.
B.2.4.1.2	<p>B.2.4.1.2 The City's primary <del>intensification</del> <b>strategic growth</b> areas shall be the <i>Urban Nodes</i>, <del>and</del> <i>Urban Corridors</i> <b>and Major Transit Station Areas</b> as illustrated on Schedule E – Urban Structure and as</p>	<p>B.2.4.1.2 The City's primary <i>strategic growth areas</i> shall be the <i>Urban Nodes</i>, <i>Urban Corridors</i> and <i>Major Transit Station Areas</i> as illustrated on Schedule E – Urban Structure and as further defined in</p>	√ Growth Plan definition	New definition of Strategic Growth Areas replaces previous Intensification Areas.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	further defined in secondary plans and corridor studies for these areas, included in Volume 2.	secondary plans and corridor studies for these areas, included in Volume 2.		
B.2.4.1.3	<p>B.2.4.1.3 The <i>residential intensification</i> target of 80% or 88,280 housing units, specified in Policy A.2.3.3.4 shall generally be distributed through the <i>built-up area</i> as follows:</p> <p>a) The <i>Downtown Urban Growth Centre</i> shall be planned to accommodate approximately <del>20</del><b>30</b>% of the intensification target.</p> <p>b) The <i>Urban Nodes</i> and <i>Urban Corridors</i> identified in Section E.2.0 - Urban Structure, excluding the <i>Downtown Urban Growth Centre</i>, shall be planned to accommodate approximately 40% of the <i>residential intensification</i> target.</p> <p>c) <del>40</del><b>30</b>% of the <i>residential intensification</i> target is anticipated to occur within the Neighbourhoods as illustrated on Schedule E – Urban Structure. <b>The City will review and update its Zoning By-law to facilitate the planned 27,000 housing units to be developed within the Neighbourhoods through intensification.</b></p>	<p>B.2.4.1.3 The <i>residential intensification</i> target of 80% or 88,280 housing units, specified in Policy A.2.3.3.4 shall generally be distributed through the <i>built-up area</i> as follows:</p> <p>a) The <i>Downtown Urban Growth Centre</i> shall be planned to accommodate approximately 30% of the intensification target.</p> <p>b) The <i>Urban Nodes</i> and <i>Urban Corridors</i> identified in Section E.2.0 - Urban Structure, excluding the <i>Downtown Urban Growth Centre</i>, shall be planned to accommodate approximately 40% of the <i>residential intensification</i> target.</p> <p>c) 30% of the <i>residential intensification</i> target is anticipated to occur within the Neighbourhoods as illustrated on Schedule E – Urban Structure. The City will review and update its Zoning By-law to facilitate the planned 27,000 housing units to be developed within the Neighbourhoods through intensification.</p>	<p align="center">√</p> <p>Growth Plan Policy 2.2.2.1 a)</p>	Updated intensification targets as per No Urban Boundary Expansion growth management strategy.
B.3.1	<p>B.3.1 Strong Economy</p> <p>The policies of this Plan are both directly and indirectly intended to strengthen Hamilton’s economic competitiveness, prosperity and resilience as envisaged by <del>Vision 2020</del> <b>Our Future Hamilton</b>, the City’s Strategic Plan, the Economic</p>	<p>B.3.1 Strong Economy</p> <p>The policies of this Plan are both directly and indirectly intended to strengthen Hamilton’s economic competitiveness, prosperity and resilience as envisaged by Our Future Hamilton, the City’s Strategic Plan, the Economic Development Action</p>	<p align="center">√</p> <p>Matter of Interest</p>	Vision 2020 was originally adopted by the former Region of Hamilton-Wentworth in 1992 to help guide the direction of the community, and was updated by the City of Hamilton in 2003. Our Future Hamilton replaced

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	Development <del>Strategy</del> <b>Action Plan</b> and the Growth Plan for the Greater Golden Horseshoe.	Plan and the Growth Plan for the Greater Golden Horseshoe.		Vision 2020 in 2017, as the City's new 25-year community plan that reflects the values and aspirations of Hamiltonians.
<b>Volume 1, Chapter F – Implementation</b>				
F.3.5	Revise section heading:  <b>Land Supply and Development Activity</b>	<b>Land Supply and Development Activity</b>		Implements Council Direction from Nov. 19 for monitoring and annual reporting.
F.3.5.1	F.3.5.1 The City shall monitor the designated urban land supply to ensure there is sufficient land available to accommodate a mix and range of housing types, employment opportunities, and other land uses to meet the projected needs for up to a <del>20</del> <b>30</b> year time horizon. The monitoring shall include <b>annual reporting on the following</b> : a) the <b>residential intensification rate</b> ; b) <del>achievement</del> <b>the planned density</b> of the <del>designated greenfield area</del> <b>density</b> ; c) the <b>planned density of the</b> urban growth centre <b>and other urban nodes</b> ; <del>target and intensification targets, including,</del> d) <b>construction activity including</b> the range and mix of housing types; e) <b>the Vacant Residential Land Inventory</b> ; f) <b>comparison of the City's actual population and employment growth to the forecasted population growth identified in Policy A.2.3.1 and employment growth identified in Policy A.2.3.2</b> ; <del>and,</del> g) employment land absorption; <b>and,</b>	F.3.5.1 The City shall monitor the designated urban land supply to ensure there is sufficient land available to accommodate a mix and range of housing types, employment opportunities, and other land uses to meet the projected needs for up to a 30 year time horizon. The monitoring shall include annual reporting on the following: a) the residential intensification rate; b) the planned density of the designated <i>greenfield area</i> ; c) the planned density of the urban growth centre and other <i>urban nodes</i> ; d) construction activity including the range and mix of housing types; e) the Vacant Residential Land Inventory; f) comparison of the City's actual population and employment growth to the forecasted population growth identified in Policy A.2.3.1 and employment growth identified in Policy A.2.3.2; g) employment land absorption; and, h) housing affordability.		Implements Council Direction from Nov. 19 for monitoring and annual reporting.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	h) housing affordability.			
F.3.5.2 (New)	<b>F.3.5.2 The City shall monitor the cost of housing and land development and provide annual reports on housing and land development costs, including social housing development costs.</b>	F,3.5.2 The City shall monitor the cost of housing and land development and provide annual reports on housing and land development costs, including social housing development costs.		Implements Council Direction from Nov. 19 for monitoring and annual reporting.

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## Proposed Text Amendments – Employment

Grey highlighted strikethrough text = text to be deleted

**Bolded text** = text to be added

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required																			
			Provincial Conformity	Comments																		
<b>Volume 1, Chapter A – Introduction</b>																						
A.2.3.3.5 (New)	<p>Insert new Policy A.2.3.3.5, as follows:</p> <p><b>Employment Area Density Targets</b></p> <p><b>Hamilton’s Employment Areas are planned to achieve an overall density target of 29 jobs per hectare by the year 2051. The density target prescribed to each Employment Area land use designation shall be the average of all lands within the designation determined based on the nature of the employment uses anticipated for these areas over the planning horizon, as follows:</b></p> <p><b>Table A.3. Employment Area Densities</b></p> <table border="1"> <thead> <tr> <th>Designation</th> <th>Average Density in people and jobs per hectare</th> </tr> </thead> <tbody> <tr> <td><b>Industrial Land</b></td> <td><b>21.0</b></td> </tr> <tr> <td><b>Business Park</b></td> <td><b>38.0</b></td> </tr> <tr> <td><b>Airport Employment Growth District</b></td> <td><b>30.0</b></td> </tr> <tr> <td><b>Shipping and Navigation</b></td> <td><b>21.0</b></td> </tr> </tbody> </table>	Designation	Average Density in people and jobs per hectare	<b>Industrial Land</b>	<b>21.0</b>	<b>Business Park</b>	<b>38.0</b>	<b>Airport Employment Growth District</b>	<b>30.0</b>	<b>Shipping and Navigation</b>	<b>21.0</b>	<p><b>Employment Area Density Targets</b></p> <p>Hamilton’s Employment Areas are planned to achieve an overall density target of 29 jobs per hectare by the year 2051. The density target prescribed to each Employment Area land use designation shall be the average of all lands within the designation determined based on the nature of the employment uses anticipated for these areas over the planning horizon, as follows:</p> <p><b>Table A.3. Employment Area Densities</b></p> <table border="1"> <thead> <tr> <th>Designation</th> <th>Average Density in people and jobs per hectare</th> </tr> </thead> <tbody> <tr> <td>Industrial Land</td> <td>21.0</td> </tr> <tr> <td>Business Park</td> <td>38.0</td> </tr> <tr> <td>Airport Employment Growth District</td> <td>30.0</td> </tr> </tbody> </table>	Designation	Average Density in people and jobs per hectare	Industrial Land	21.0	Business Park	38.0	Airport Employment Growth District	30.0	<p>Yes</p> <p>Growth Plan Policy 2.2.5.13</p>	<p>Provide Employment densities based on different employment area typologies.</p>
Designation	Average Density in people and jobs per hectare																					
<b>Industrial Land</b>	<b>21.0</b>																					
<b>Business Park</b>	<b>38.0</b>																					
<b>Airport Employment Growth District</b>	<b>30.0</b>																					
<b>Shipping and Navigation</b>	<b>21.0</b>																					
Designation	Average Density in people and jobs per hectare																					
Industrial Land	21.0																					
Business Park	38.0																					
Airport Employment Growth District	30.0																					

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		Shipping and Navigation	21.0		
<b>Volume 1, Chapter B – Communities</b>					
B.3.1.2	<p><b>Employment Lands Areas</b></p> <p>a) protect the supply of Employment Areas, as designated on Schedule E-1 – Urban Land Use Designations, for employment uses by minimizing the establishment of non-employment lands uses, in accordance with the policies of this Plan;</p> <p>b) increase the supply of <del>shovel</del> <b>market-ready</b> employment <del>lands</del> <b>sites</b> though various initiatives;</p> <p>c) complete the Airport Employment Growth District Secondary Plan, associated Class Environmental Assessments, financial analysis and any other required studies; and,</p> <p>d) endeavour to provide for and plan for a range of lot sizes throughout the designated <del>e</del><b>Employment lands Areas</b>.</p>	<p><b>Employment Areas</b></p> <p>a) protect the supply of Employment Areas, as designated on Schedule E-1 – Urban Land Use Designations, for employment uses by minimizing the establishment of non-employment lands uses, in accordance with the policies of this Plan;</p> <p>b) increase the supply of market-ready employment sites though various initiatives;</p> <p>c) complete the Airport Employment Growth District Secondary Plan, associated Class Environmental Assessments, financial analysis and any other required studies; and,</p> <p>d) endeavour to provide for and plan for a range of lot sizes throughout the designated Employment Areas.</p>	<p>Yes</p> <p>PPS 1.3.1 c)</p>	<p>Update for consistent reference to employment areas.</p> <p>Responds to reference of ‘Market-ready’ employment sites in PPS 1.3.1 c).</p>	
<b>Volume 1, Chapter E – Urban Systems and Designations</b>					
E.2.7.7	<p><i>Employment Areas</i> shall be planned and designed to maximize access to <b>major goods movement facilities and corridors to ensure</b> efficiency of goods movement within the <i>Employment Areas</i>. Goods movement includes maximizing access to the highway network, the port, and the airport.</p>	<p><i>Employment Areas</i> shall be planned and designed to maximize access to <i>major goods movement facilities and corridors</i> to ensure efficiency of goods movement within the <i>Employment Areas</i>. Goods movement includes maximizing access to the highway network, the port, and the airport.</p>	<p>Yes</p> <p>Growth Plan 2.2.5.5</p>	<p>Major Goods Movement facilities and corridors to be added to UHOP Glossary as well</p>	



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E.4.5.11	All offices within the Mixed Use - High Density designation shall not exceed <del>10,000</del> <b>4,000</b> square metres of gross floor area for each free standing building.	All offices within the Mixed Use - High Density designation shall not exceed 4,000 square metres of gross floor area for each free standing building.	Yes  Growth Plan – definition of 'Major Office'	Growth Plan definition of 'Major Office' reduced size threshold of 10,000 sq. metres to 4,000 sq. metres.
E.4.6.14	All offices within the Mixed Use - Medium Density designation shall not exceed <del>10,000</del> <b>4,000</b> square metres of gross floor area for each free standing building.	All offices within the Mixed Use - Medium Density designation shall not exceed 4,000 square metres of gross floor area for each free standing building.	Yes  Growth Plan – definition of 'Major Office'	Growth Plan definition of 'Major Office' reduced size threshold of 10,000 sq. metres to 4,000 sq. metres.
E.5.1.11	Facilitate the movement of goods in Employment Areas through <b>efficient access to major goods movement facilities and corridors</b> , <del>an integrated goods movement network which includes</del> <b>efficient access to</b> provincial highways, the City's road network, rail, John C. Munro International Airport, and the <del>Port of</del> Hamilton <b>Oshawa Port Authority</b> , where such facilities exist and are feasible and appropriate for moving goods.	Facilitate the movement of goods in Employment Areas through efficient access to <i>major goods movement facilities and corridors</i> , including provincial highways, the City's road network, rail, John C. Munro International Airport, and the Hamilton Oshawa Port Authority, where such facilities exist and are feasible and appropriate for moving goods.	Yes  Growth Plan 2.2.5.5  PPS 1.1.3.2 g)	Reference to goods movement facilities and corridors.  Updated reference to port authority.
E.5.1.16 (New)	<b>Encourage efficient use of existing employment areas by increasing employment densities, and through the establishment of minimum density targets which reflect opportunities for intensification of employment area uses on sites that support active transportation and are served by existing or planned transit.</b>	Encourage efficient use of existing <i>employment areas</i> by increasing employment densities, and through the establishment of minimum density targets which reflect opportunities for <i>intensification</i> of employment area uses on sites that support <i>active transportation</i>	Yes  Growth Plan 2.2.5.1 a) and 2.2.5.13 c)	Reflects requirement to establish minimum density targets and to encourage

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		and are served by existing or planned transit.		intensification of certain employment areas.
E.5.1.17 (New)	<b>Recognize that all <i>employment areas</i>, including those within and outside of <i>provincially significant employment zones</i>, contribute to the local economy of Hamilton and the regional economy of the GTHA, and shall be protected for the long-term.</b>	Recognize that all <i>employment areas</i> , including those within and outside of <i>provincially significant employment zones</i> , contribute to the local economy of Hamilton and the regional economy of the GTHA, and shall be protected for the long-term.	Yes Growth Plan 2.2.5.12	New policy goal to reference provincially significant employment zones (PSEZ) areas and to also indicate that both PSEZ and non-PSEZ employment areas are important contributors to the local economy.
E.5.1.18 (New)	<b>Support the local and regional <i>agri-food network</i> by providing locations for logistical management and processing of agricultural products in close proximity to <i>major goods movement facilities and corridors</i>.</b>	Support the local and regional <i>agri-food network</i> by providing locations for logistical management and processing of agricultural products in close proximity to <i>major goods movement facilities and corridors</i> .	Yes Growth Plan policy 4.2.6.4 and 4.2.6.6	Responds to economic connection and support of agri-food network.
E.5.2.6	Prohibited Uses  The following uses shall be prohibited on lands designated Employment Area on Schedule E-1 – Urban Land Use Designations:  a) <i>major retail uses</i> ; <del>and</del> ,  b) residential uses; and,	Prohibited Uses  The following uses shall be prohibited on lands designated Employment Area on Schedule E 1 – Urban Land Use Designations:  a) <i>major retail uses</i> ;  b) residential uses; and,	Yes Growth Plan 2.2.5.7 a)	Reference to ancillary uses added.

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	<b>c) other <i>sensitive land uses</i> that are not ancillary to the primary employment uses.</b>	c) other <i>sensitive land uses</i> that are not ancillary to the primary employment uses.		
E.5.2.7.1 b)	<p>b) <i>Sensitive land uses</i> within the Neighbourhoods, Institutional or Commercial and Mixed Use designations shall be protected from the potential adverse impacts of heavy industrial uses within the lands designated Employment Area, and industrial uses shall be protected from <i>sensitive land uses</i> as follows:</p> <p>i) The City shall have regard for provincial guidelines concerning <b>land use compatibility</b> between industrial facilities and <i>sensitive land uses</i>, and in mitigating the potential adverse impacts not addressed by the guidelines. <b>Heavy industrial uses and <i>sensitive land uses</i> shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety, to ensure the long-term viability of heavy industrial uses in accordance with provincial guidelines, standards and procedures.</b></p> <p>ii) <b>Where avoidance of impacts is not possible, in accordance with Policy E.5.2.7.1 b) i), the City shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent <i>sensitive land uses</i> are only permitted if the development proponent submits a Land Use Compatibility Study to the satisfaction of the City detailing that the following are demonstrated in accordance with provincial guidelines, standards and procedures:</b></p> <p align="center"><b>1. there is an identified need for the proposed use;</b></p>	<p>b) <i>Sensitive land uses</i> within the Neighbourhoods, Institutional or Commercial and Mixed Use designations shall be protected from the potential adverse impacts of heavy industrial uses within the lands designated Employment Area, and industrial uses shall be protected from <i>sensitive land uses</i> as follows:</p> <p>i) The City shall have regard for provincial guidelines concerning land use compatibility between industrial facilities and <i>sensitive land uses</i>. Heavy industrial uses and <i>sensitive land uses</i> shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential <i>adverse effects</i> from odour, noise and other contaminants, and minimize risk to public health and safety, to ensure the long-term viability of heavy industrial uses in accordance with provincial guidelines, standards and procedures.</p> <p>ii) Where avoidance of impacts is not possible, in accordance with Policy E.5.2.7.1 b) i), the City shall</p>	<p align="center">Yes</p> <p>PPS 1.2.6.1, 1.2.6.2</p> <p>Growth Plan 2.2.5.8</p>	<p>New land use compatibility requirements in PPS.</p>

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	<ol style="list-style-type: none"> <li>2. <b>alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;</b></li> <li>3. <b><i>adverse effects</i> to the proposed <i>sensitive land use</i> are minimized and mitigated; and,</b></li> <li>4. <b>potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</b></li> </ol>	<p>protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent <i>sensitive land uses</i> are only permitted if the development proponent submits a Land Use Compatibility Study to the satisfaction of the City detailing that the following are demonstrated in accordance with provincial guidelines, standards and procedures:</p> <ol style="list-style-type: none"> <li>1. there is an identified need for the proposed use;</li> <li>2. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;</li> <li>3. <i>adverse effects</i> to the proposed <i>sensitive land use</i> are minimized and mitigated; and,</li> <li>4. potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</li> </ol>		
E.5.2.7.1 g)	Insert new subsection g) to Policy E.5.2.7.1 and renumber subsequent subsections accordingly.	E.5.2.7.1 The following provisions apply to all lands designated Employment Area	√ PPS	

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	<p>E.5.2.7.1 The following provisions apply to all lands designated Employment Area – Industrial Land, Employment Area – Business Park, Employment Area – Airport Employment Growth District, and Employment Area – Shipping and Navigation on Schedule E-1 – Urban Land Use Designations:</p> <p><b>g) Freight-intensive land uses shall be located in areas well served by major highways, airports, rail facilities and marine facilities.</b></p>	<p>– Industrial Land, Employment Area – Business Park, Employment Area – Airport Employment Growth District, and Employment Area – Shipping and Navigation on Schedule E-1 – Urban Land Use Designations:</p> <p>g) Freight-intensive land uses shall be located in areas well served by major highways, airports, rail facilities and marine facilities.</p>	<p>Policies 1.1.3.2 g) &amp; 1.8.1 d)</p>	
E.5.2.7.1 l) (New)	<p><b>l) Employment Areas identified as <i>provincially significant employment zones</i> on Schedule H – Provincially Significant Employment Zones shall be subject to the policies of E.5.7 of this Plan and the policies of their Employment Area designation as identified on Schedule E-1 – Urban Land Use Designations.</b></p>	<p>k) Employment Areas identified as <i>provincially significant employment zones</i> on Schedule H – Provincially Significant Employment Zones shall be subject to the policies of E.5.7 of this Plan and the policies of their Employment Area designation as identified on Schedule E-1 – Urban Land Use Designations.</p>	<p>Yes</p> <p>Growth Plan Policy 2.2.5.12</p>	<p>New policy to direct reader to Policy section E.5.7 PSEZ policies</p>
E.5.2.7.1 m) (New)	<p><b>m) Conversion of any lands in the Employment Area designations to permit non-employment uses, including <i>major retail</i> uses, shall only be undertaken as part of a <i>Municipally Initiated Comprehensive Review</i> in accordance with Policy F.1.1.13.</b></p>	<p>l) Conversion of any lands in the Employment Area designations to permit non-employment uses, including <i>major retail</i> uses, shall only be undertaken as part of a <i>Municipally Initiated Comprehensive Review</i> in accordance with Policy F.1.1.13.</p>	<p>Yes</p> <p>Growth Plan Policies 2.2.5.9, 2.2.5.10, &amp; 2.2.5.11</p>	<p>New policy to direct reader to Implementation Policy F.1.1.13 for future conversion</p>
E.5.2.8 (New)	<p><b>Density</b></p> <p><b>The minimum density targets for the Employment Area designations shall be in accordance with policy A.2.3.3.5 – Employment Area Density Targets, Table A.3 – Employment Area Densities.</b></p>	<p>Density</p> <p>The minimum density targets for the Employment Areas designations shall be in accordance with policy A.2.3.3.5 – Employment Area Density Targets, Table A.3 – Employment Area Densities.</p>	<p>Yes</p> <p>Growth Plan 2.2.5.13</p>	<p>New policy to redirect to employment density targets in Chapter A</p>

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E.5.4.2	Lands designated Employment Area – Business Park which are undeveloped, underutilized, or within the West Hamilton Innovation District ( <b>including McMaster Innovation Park</b> ), are planned for major employment growth in accordance with the employment and density targets in Section A.2.3.2 – Employment <del>Forecasts Targets</del> and Policy A.2.3.3.3- <b>5– Employment Area Density Targets.</b>	Lands designated Employment Area – Business Park which are undeveloped, underutilized, or within the West Hamilton Innovation District (including McMaster Innovation Park), are planned for major employment growth in accordance with the employment and density targets in Section A.2.3.2 – Employment Forecasts and Policy A.2.3.3.5– Employment Area Density Targets.	Yes  Tied to Growth Plan 2.2.5.13	Direct reader to forecasts in Chapter A.  New policy A.2.3.3.5 will address employment density targets as required by Growth Plan
E.5.4.5	<p>Offices within the Employment Area – Business Park designation shall comply with the following criteria:</p> <p><del>a) Offices, excluding industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design, shall be permitted where prestige uses for a business park are permitted by Policy E.5.4.7 c), and where the ancillary uses which serve the businesses and employees of the business park are permitted by Policy E.5.4.4. <b>Offices are prestige business park uses and shall generally be located along the exterior of employment areas at intersections of arterial or collector roads.</b></del></p> <p><del>b) Offices, excluding industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design, shall be restricted in function, scale and type and shall be limited in size through the Zoning By-law.</del></p> <p><del>c) Industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design services shall be limited to less than 10,000 <b>4,000</b> square metres per free standing building and shall only be permitted</del></p>	<p>Offices within the Employment Area – Business Park designation shall comply with the following criteria:</p> <p>a) Offices are prestige business park uses and shall generally be located along the exterior of <i>employment areas</i> at intersections of arterial or collector roads.</p> <p>b) Offices shall be restricted in function, scale and type and shall be limited in size through the Zoning By-law.</p> <p>c) Industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design services shall be limited to less than 4,000 square metres per free standing building.</p>	<p>No for a), b) and d)</p> <p>Yes for c)</p> <p>Growth Plan definition for Major Office</p>	<p>a) Previous policy for office location directed reader to ancillary uses policy and design policy, but clarification has been made to speak specifically to preferred location.</p> <p>b) Zoning by-law addresses limitations to scale, type and function for all uses.</p> <p>c) removed reference to previous size</p>

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	<p>where prestige uses for a business park are permitted by Policy E.5.4.7 e).</p> <p>d) Consulting offices related to land development services, such as surveying, engineering, planning or design, services shall be limited to less than 10,000 square metres per free standing building.</p>			<p>threshold for Major Office in GP. Deletion of locational policy due to duplication of a). Previous d) added to c).</p>
5.5.3	<p>The size of the offices within the Employment Area – Airport Employment Growth District designation shall be determined by the Zoning By-law but shall be less than <b>4,000</b> <del>10,000</del> square metres per free standing building.</p>	<p>The size of the offices within the Employment Area – Airport Employment Growth District designation shall be determined by the Zoning By-law but shall be less than <b>4,000</b> square metres per free standing building.</p>	<p>Yes</p> <p>Growth Plan threshold for Major Office</p>	<p>Update to recognize reduced threshold for size of major offices</p>
E.5.7 (New)	<p><b>Provincially Significant Employment Zones</b></p> <p><i>Provincially Significant Employment Zones are identified on Schedule H – Provincially Significant Employment Zones.</i></p>	<p>Provincially Significant Employment Zones</p> <p><i>Provincially Significant Employment Zones are identified on Schedule H – Provincially Significant Employment Zones.</i></p>	<p>Yes</p>	<p>New policy section established for when new policies for PSEZ are released by the province.</p>
E.5.7.1 (New)	<p><b>The Minister may identify <i>provincially significant employment zones</i> and may provide specific direction for planning in those areas to be implemented through appropriate official plan policies and designations and economic development strategies.</b></p>	<p>The Minister may identify <i>provincially significant employment zones</i> and may provide specific direction for planning in those areas to be implemented through appropriate official plan policies and designations and economic development strategies.</p>	<p>Yes</p> <p>Growth Plan 2.2.5.12</p>	<p>Refer back to province identifying PSEZs</p>
<b>Volume 1, Chapter F – Implementation</b>				
F.1.1.10	<p>c) the amount of employment and/or non-employment land to meet the projected needs for up to the <del>20-year</del> <b>2051 planning time</b> horizon; or,</p>	<p>c) the amount of employment and/or non-employment land to meet the projected needs for up to the 2051 planning horizon; or,</p>	<p>Yes</p> <p>Growth Plan</p>	<p>Reflect 2051 planning horizon of Growth Plan</p>

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F.1.1.13 (New)	<b>Conversion of any lands designed as Employment Area to permit non-employment uses may only be considered through a <i>Municipally Initiated Comprehensive Review</i> where both Provincial conversion criteria specified in the Growth Plan for the Greater Golden Horseshoe and local conversion criteria as noted in Policy F.1.1.11 have been satisfied.</b>	Conversion of any lands designed as Employment Area to permit non-employment uses may only be considered through a <i>Municipally Initiated Comprehensive Review</i> where both Provincial conversion criteria specified in the Growth Plan for the Greater Golden Horseshoe and local conversion criteria as noted in Policy F.1.1.11 have been satisfied.	Yes  Growth Plan 2.2.5.9	Policy to detail that conversion of employment land will only be considered through a MCR when both City and provincial criteria will be used for assessment.
<b>Volume 2, Chapter B – Hamilton Secondary Plans</b>				
<b>B.6.4 West Hamilton Innovation District</b>				
B.6.4.3.1	e) Free -standing office buildings shall have less than <b>4,000</b> <del>10,000</del> square metres of gross floor area.	e) Free -standing office buildings shall have less than 4,000 square metres of gross floor area.	Yes Growth Plan definition	Update for size threshold for major office
<b>B.6.7 Centennial Neighbourhoods</b>				
B.6.7.13 g)	<del>Notwithstanding Policy B.6.7.13 f), the minimum setback requirement shall not apply to the lands directly to the east of the GO Transit Rail and Bus Station lands, designated Light Industrial and identified as Site Specific Policy – Area A on Map B.6.7-4 – Centennial Neighbourhoods – Site Specific Policy Areas.</del>			No longer applicable as transition area will be required on lands redesignated to Mixed Use High Density
B.6.7.18.1	Site Specific Policy – Area A (395 and 397 Centennial Parkway North, <del>25 Arrowsmith Road and 185 Bancroft Street</del> )  For the lands located at 395 and 397 Centennial Parkway North, <del>25 Arrowsmith Road and 185 Bancroft Street</del> , designated <del>Light Industrial</del> <b>Utilities</b> and shown as Site Specific Policy – Area A on Map B.6.7-4 –	Site Specific Policy – Area A (395 and 397 Centennial Parkway North)  For the lands located at 395 and 397 Centennial Parkway North, designated Utilities and shown as Site Specific Policy – Area A on Map B.6.7-4 – Centennial		Implementing recommendation of Employment Land Review



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<p>Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply:</p> <p>a) Notwithstanding the permitted uses in Policy E.5.3.2 of Volume 1, these lands shall only be used for an interregional bus and rail transportation facility.</p> <p>b) The site shall be designed to accommodate a seamless integration of various modes of transportation including rail, bus, future rapid transit, vehicles, pedestrians, and cyclists.</p> <p>c) The site shall provide a safe, interesting, and engaging public realm. Over the long term, a public space shall be incorporated into the site design adjacent to Centennial Parkway North to provide opportunities for gathering and socialization.</p> <p>d) The transit station shall be well-designed for a high quality user experience that encourages appropriate connections via walking or cycling and makes the transit system more attractive to potential users. The design of the station shall be consistent with the urban design policies of Section B.6.7.12.</p> <p>e) The site shall be designed to minimize its ecological footprint through measures such as low impact design, the use of sustainable energy, and innovative water, landscape and waste management practices, where feasible.</p> <p>f) Enhanced landscaping shall be provided along the edges of the property and throughout the site.</p> <p><b>g) Any future Official Plan Amendment and comprehensive redevelopment application for any mixed land uses, including sensitive land uses, developed as part of the <i>higher order transit station</i>, will only be considered at such a time when the waste management facility at 460 Kenora Ave - Identified as Site Specific Policy - Area C on Map B.6.7-4, Centennial</b></p>	<p>Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply:</p> <p>a) Notwithstanding the permitted uses in Policy E.5.3.2 of Volume 1, these lands shall only be used for an interregional bus and rail transportation facility.</p> <p>b) The site shall be designed to accommodate a seamless integration of various modes of transportation including rail, bus, future rapid transit, vehicles, pedestrians, and cyclists.</p> <p>c) The site shall provide a safe, interesting, and engaging public realm. Over the long term, a public space shall be incorporated into the site design adjacent to Centennial Parkway North to provide opportunities for gathering and socialization.</p> <p>d) The transit station shall be well-designed for a high quality user experience that encourages appropriate connections via walking or cycling and makes the transit system more attractive to potential users. The design of the station shall be consistent with the urban design policies of Section B.6.7.12.</p> <p>e) The site shall be designed to minimize its ecological footprint through measures such as low impact design, the use of sustainable energy, and innovative water,</p>		
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	<p><b>Neighbourhoods - Area and Site Specific Policy Areas, be re-located elsewhere and decommissioned.</b></p>	<p>landscape and waste management practices, where feasible.</p> <p>f) Enhanced landscaping shall be provided along the edges of the property and throughout the site.</p> <p>g) Any future Official Plan Amendment and comprehensive redevelopment application for any mixed land uses, including sensitive land uses, developed as part of the <i>higher order transit</i> station, will only be considered at such a time when the waste management facility at 460 Kenora Ave - Identified as Site Specific Policy - Area C on Map B.6.7-4, Centennial Neighbourhoods - Area and Site Specific Policy Areas, be re-located elsewhere and decommissioned.</p>		
B.6.7.18.4	<p>Notwithstanding Policies E.5.4.5 and E.5.4.6 of Volume 1 <b>and the definition of major office within the Glossary of Volume 1</b>, for the lands designated Employment Area-Business Park, located at 480 and 500 Centennial Parkway North and 20 Warrington Street, shown as Parcel B in Urban Site Specific Area UHC-4, the following provisions shall apply:</p> <p>a) office buildings with a minimum gross floor area of 2,000 sq. m and a maximum gross floor area of 9,999 sq.m. shall be permitted;</p>	<p>Notwithstanding Policies E.5.4.5 and E.5.4.6 of Volume 1 and the definition of major office within the Glossary of Volume 1, for the lands designated Employment Area-Business Park, located at 480 and 500 Centennial Parkway North and 20 Warrington Street, shown as Parcel B in Urban Site Specific Area UHC-4, the following provisions shall apply:</p> <p>a) office buildings with a minimum gross floor area of 2,000 sq. m and a maximum gross floor area of 9,999 sq.m. shall be permitted;</p>	<p style="text-align: center;">Yes</p> <p>Reference to Major office definition</p>	<p>Major office definition update needs to be referenced</p>

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B.6.7.18.8	<p>Area Specific Policy – Area H (<del>north side of 2255 and 2371 Barton Street East</del>)</p> <p>For the lands located <del>on the north side of at 2255 and 2371 Barton Street East, designated Light Industrial and Business Park Arterial Commercial, shown as Area Specific Policy – Area H on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, the City shall assess of the appropriateness of these lands as employment lands during the next municipal comprehensive review, and may consider a conversion to other uses. The assessment shall consider, but is not limited to the following factors:</del> <b>notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands.</b></p> <p><del>a) the existing function of the lands;</del></p> <p><del>b) the proximity of the lands to major transportation routes;</del></p> <p><del>e) opportunities to introduce transitional land uses along the edge of the industrial area; and,</del></p> <p><del>d) consideration of the potential need for arterial commercial lands City wide.</del></p>	<p>Area Specific Policy – Area H (2255 and 2371 Barton Street East)</p> <p>For the lands located at 2255 and 2371 Barton Street East, designated Arterial Commercial, shown as Area Specific Policy – Area H on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands.</p>		Implementing recommendation of Employment Land Review
6.7.18.X (New)	<p><b>Site Specific Policy – Area “X” (185 Bancroft Street and 25 Arrowsmith Drive)</b></p> <p><b>For the lands located at 185 Bancroft Street and 25 Arrowsmith Drive, designated Mixed Use - High Density and shown as Site Specific Policy - Area "X" on Map B.6.7-4 - Centennial Neighbourhoods - Area and Site Specific Policy Areas, the following policies shall apply:</b></p> <p><b>a) In addition to policy B.6.7.7.4 - Mixed Use - High Density Designation, the lands are also intended to include infrastructure and uses related to the use and expansion of the Commuter Bus</b></p>	<p>Site Specific Policy – Area “X” (185 Bancroft Street and 25 Arrowsmith Drive)</p> <p>For the lands located at 185 Bancroft Street and 25 Arrowsmith Drive, designated Mixed Use - High Density and shown as Site Specific Policy - Area "X" on Map B.6.7-4 - Centennial Neighbourhoods - Area and Site Specific Policy Areas, the following policies shall apply:</p>		Implementing recommendation of Employment Land Review

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	and Rail Station , identified as a <i>higher order transit</i> station on Map B.6.7-3.	a) In addition to policy B.6.7.7.4 - Mixed Use - High Density Designation, the lands are also intended to include infrastructure and uses related to the use and expansion of the Commuter Bus and Rail Station, identified as a <i>higher order transit</i> station on Map B.6.7-3.		
<b>Volume 3 – Chapter B – Hamilton Area Site Specific Policies</b>				
<b>UH-“X” (New)</b>	<p>Lands located at 15-117 Shaw Street (north side), 360-368 Emerald St. N, 6-16 Douglas Avenue (even only), 83-105 Cheever Street (odd and even), 110 – 166 Burton Street</p> <p>1.0 Should the lands redevelop at a higher intensity of residential use or for another <i>sensitive land use</i>, compatibility with adjacent uses in the Industrial Land designation will need to be demonstrated through the submission of a Noise Impact Study, Land Use Compatibility Study, Record of Site Condition, if required, and demonstrated compliance with all provincial guidelines for compatibility, to the satisfaction of the City.</p>	<p>Lands located at 15-117 Shaw Street (north side), 360-368 Emerald St. N, 6-16 Douglas Avenue (even only), 83-105 Cheever Street (odd and even), 110 – 166 Burton Street</p> <p>1.0 Should the lands redevelop at a higher intensity of residential use, compatibility with adjacent uses in the industrial designation will need to be demonstrated through the submission of a noise study, record of site condition, if required, and demonstrated compliance with all provincial guidelines for compatibility, to the satisfaction of the City.</p>		Implementing recommendation of Employment Land Review
<b>UH-“Y” (New)</b>	<p>Lands located at 268-276 Sanford Avenue North and 13-23 Westinghouse Avenue</p> <p>1.0 Any future redevelopment of the parcels for <i>sensitive land uses</i> will require demonstration of compatibility with adjacent Employment uses, including but not limited to a Noise Impact Study, Land Use Compatibility Study, Record of Site Condition (if required) and compliance with all provincial compatibility guidelines.</p>	<p>Lands located at 268-276 Sanford Avenue North and 13-23 Westinghouse Avenue</p> <p>1.0 Any future redevelopment of the parcels will require demonstration of compatibility with adjacent Employment uses, including but not limited to a Noise Impact Study, Record of Site Condition (if required) and compliance with all provincial compatibility guidelines.</p>		Implementing recommendation of Employment Land Review

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<p><b>UH-“Z”</b> <b>(New)</b></p>	<p><b>Lands located at 39 - 67 Lloyd Street, including 43 Lloyd Street, and 224 Gage Avenue North</b></p> <p><b>1.0 The lands are planned to redevelop as a neighbourhood park and a Record of Site Condition will be required prior to redevelopment for this use. Compatibility with nearby industrial uses must also be demonstrated prior to redevelopment.</b></p>	<p>Lands located at 39 - 67 Lloyd Street, including 43 Lloyd Street, and 224 Gage Avenue North</p> <p>1.0 The lands are planned to redevelop as a neighbourhood park and a record of site condition will be required prior to redevelopment for this use. Compatibility with nearby industrial uses must also be demonstrated prior to redevelopment.</p>		<p>Implementing recommendation of Employment Land Review</p>
<p><b>UH-“XX”</b></p>	<p><b>Lands located at 1423-1475 Upper Ottawa Street (odd only), and 1515-1555 (odd only)</b></p> <p><b>1.0 The following policies apply:</b></p> <p><b>a) Notwithstanding policies E.4.7.2 and E.4.7.9, <i>sensitive land uses</i> such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.</b></p> <p><b>b) Notwithstanding 4.7.2 b) existing medical offices are permitted on the first storey and above, and are permitted to expand in accordance with the regulations of the Zoning By-law.</b></p>	<p>Lands located at 1423-1475 Upper Ottawa Street (odd only), and 1515-1555 (odd only)</p> <p>1.0 The following policies apply:</p> <p>a) Notwithstanding policies E.4.7.2 and E.4.7.9, sensitive land uses such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.</p> <p>b) Notwithstanding 4.7.2 b) existing medical offices are permitted on the first storey and above, and are permitted to expand in accordance with the regulations of the Zoning By-law.</p>		<p>Implementing recommendation of Employment Land Review</p>
<p><b>Volume 3 – Chapter C – Urban Site Specific Policies</b></p>				
<p><b>UHN-“X”</b> <b>(New)</b></p>	<p><b>Lands located at 85 Division Street and 77-79 Merchison Avenue, former City of Hamilton</b></p> <p><b>1.0 At the development stage, any future redevelopment of the parcels with <i>sensitive land uses</i> will require demonstration of compatibility with adjacent uses, including but not limited to a Detailed Noise Control Study, Land Use Compatibility Study, implementation of noise mitigation measures as deemed</b></p>	<p>Lands located at 85 Division Street and 77-79 Merchison Avenue, former City of Hamilton</p> <p>1.0 At the development stage, any future redevelopment of the parcels with sensitive land uses will require demonstration of compatibility with</p>		<p>Implementing recommendation of Employment Land Review</p>

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	appropriate by the City, Record of Site Condition (if required) and compliance with all provincial compatibility guidelines. The applicant will also be required to investigate a Class 4 Noise Area classification under the NPC-300 guidelines of the Province.	adjacent uses, including but not limited to a Detailed Noise Control Study, implementation of noise mitigation measures as deemed appropriate by the City, Record of Site Condition (if required) and compliance with all provincial compatibility guidelines. The applicant will also be required to investigate a Class 4 Noise Area classification under the NPC-300 guidelines of the Province.		
<b>UHN-“Y” (New)</b>	<p><b>Lands located at 286 Sanford Avenue North and 42 Westinghouse Avenue, former City of Hamilton</b></p> <p><b>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, residential uses and other <i>sensitive land uses</i> are prohibited until a Noise Impact Study, Land Use Compatibility Study, and any other required studies are submitted to the satisfaction of the City.</b></p> <p><b>2.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the existing office building at 286 Sanford Avenue North is permitted to have office floor area in excess of 500 square metres.</b></p>	<p>Lands located at 286 Sanford Avenue North and 42 Westinghouse Avenue, former City of Hamilton</p> <p>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, residential uses and other sensitive land uses are prohibited until a Noise Impact Study and any other required land use compatibility studies are submitted to the satisfaction of the City.</p> <p>2.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the existing office building at 286 Sanford Avenue North is permitted to have office floor area in excess of 500 square metres.</p>		Implementing recommendation of Employment Land Review
<b>UHN-“Z” (New)</b>	<p><b>Lands located at 390 Victoria Avenue North, former City of Hamilton</b></p> <p><b>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, the development of the lands for <i>sensitive land uses</i> shall be prohibited.</b></p>	<p>Lands located at 390 Victoria Avenue North, former City of Hamilton</p> <p>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, the development of the lands for sensitive land uses shall be prohibited.</p>		Implementing recommendation of Employment Land Review
<b>UHN-“XX” (New)</b>	<b>Lands located at 121 Shaw Street, former City of Hamilton</b>	Lands located at 121 Shaw Street, former City of Hamilton		Implementing recommendation

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	<b>1.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the gross floor area of the existing individual office building on the lands shall be permitted to exceed 500 square metres.</b>	1.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the gross floor area of the existing individual office building on the lands shall be permitted to exceed 500 square metres.		of Employment Land Review
<b>UHC-“X” (New)</b>	<b>Lands located at 1280 Rymal Road East and 385 Nebo Road, former City of Hamilton</b>  <b>1.0 Notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands.</b>	Lands located at 1280 Rymal Road East and 385 Nebo Road, former City of Hamilton  1.0 Notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands.		Implementing recommendation of Employment Land Review
<b>USCC-“X” (New)</b>	<b>Lands located at 645-655 Barton Street, former City of Stoney Creek</b>  <b>1.0 Notwithstanding policies E.4.7.2 and E.4.7.9 of Volume 1, sensitive land uses such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.</b>	Lands located at 645-655 Barton Street, former City of Stoney Creek  1.0 Notwithstanding policies E.4.7.2 and E.4.7.9 of Volume 1, sensitive land uses such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.		Implementing recommendation of Employment Land Review

## Proposed Text Amendments – Cultural Heritage

Grey highlighted strikethrough text = text to be deleted

**Bolded text** = text to be added

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
<b>Volume 1, Chapter A – Introduction</b>				
A.1.1	<p>A.1.1 <del>The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. This land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation. The City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.</del></p> <p>Hamilton is a dynamic city with unique geographic attributes. Its varied landscape includes an urban area which is the centre</p>	<p>A.1.1 The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. This land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation. The City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.</p> <p>Hamilton is a dynamic city with unique geographic attributes. Its varied landscape includes an urban area which is the centre</p>	√ Matter of Interest	<p>Including the City of Hamilton Land Acknowledgement within the Geographic setting acknowledges the first occupants of this land and recognizes that the City must understand the importance of stewarding this land for future generations.</p>



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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	for employment uses, community services, and residential dwellings. ...	for employment uses, community services, and residential dwellings. ...		
<b>Volume 1, Chapter B – Communities</b>				
B.3.4	B.3.4 Cultural Heritage Resources Policies Wise management and conservation of <i>cultural heritage resources</i> benefits the community. <i>Cultural heritage resources</i> may include tangible features, structures, sites, or landscapes that, either individually or as part of a whole, are of historical, architectural, archaeological, or scenic value. <i>Cultural heritage resources</i> represent intangible heritage, such as customs, ways-of-life, values, and activities. The resources may represent local, regional, provincial, or national, <b>or Indigenous</b> heritage interests and values. ...	B.3.4 Cultural Heritage Resources Policies Wise management and conservation of <i>cultural heritage resources</i> benefits the community. <i>Cultural heritage resources</i> may include tangible features, structures, sites, or landscapes that, either individually or as part of a whole, are of historical, architectural, archaeological, or scenic value. <i>Cultural heritage resources</i> represent intangible heritage, such as customs, ways-of-life, values, and activities. The resources may represent local, regional, provincial, national, or Indigenous heritage interests and values. ...	√ PPS definitions of “built heritage resource” and “cultural heritage landscape”  Growth Plan Policy 4.2.7.2	Provincial Policy Statement (PPS), 2020 definitions of “built heritage resource” and “cultural heritage landscape” specify that an Indigenous community may identify the significance of a heritage resource.
B.3.4.1.3 (New)	Add new policy goal to Section B.3.4.1 – Policy Goals and re-number subsequent policy goals.  <b>B.3.4.1.3 Encourage meaningful engagement with indigenous communities regarding cultural heritage and archaeological resources, in consultation with the Province.</b>	B.3.4.1.3 Encourage meaningful engagement with indigenous communities regarding cultural heritage and <i>archaeological resources</i> , in consultation with the Province.	√ PPS Policy 2.6.5	
B.3.4.2.1 j)	Add new subsection j) within Policy B.3.4.2.1 – General Cultural Heritage Policies.	B.3.4.2.1 j) Incorporate the conservation practices and principles of the Standards and Guidelines for the Conservation of	√ PPS Policy 2.6.1	Referencing current documents used for assessing Cultural Heritage value.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<b>B.3.4.2.1 j) Incorporate the conservation practices and principles of the Standards and Guidelines for the Conservation of Historic Places in Canada and the Eight Guiding Principles In The Conservation Of Built Heritage Properties, prepared by the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries.</b>	Historic Places in Canada and the Eight Guiding Principles In The Conservation Of Built Heritage Properties, prepared by the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries.		
B.3.4.2.7	3.4.2.7 The City shall ensure these non-designated and non-registered <i>cultural heritage properties</i> are identified, evaluated, and appropriately <del>protected from harm</del> <b>conserved</b> through various legislated planning and assessment processes, including the <u>Planning Act, R.S.O., 1990 c. P.13</u> , the <u>Environmental Assessment Act</u> and the <b>Funeral, Burial and Cremation Services Cemeteries Act</b> .	3.4.2.7 The City shall ensure these non-designated and non-registered <i>cultural heritage properties</i> are identified, evaluated, and appropriately <i>conserved</i> through various legislated planning and assessment processes, including the <u>Planning Act, R.S.O., 1990 c. P.13</u> , the <u>Environmental Assessment Act</u> and the <u>Funeral, Burial and Cremation Services Act</u> .	√ PPS Policies 2.6.1 & 4.4.1  Growth Plan Policy 4.2.7.1	Replacing the phrase “protected from harm” to “conserved” for clarity.  The former Cemeteries Act was consolidated into the Funeral, Burial and Cremation Services Act in 2002.
B.3.4.2.8	B.3.4.2.8 To ensure consistency in the identification and evaluation of these non-designated and non-registered <i>cultural heritage properties</i> , the City shall use the criteria for determining cultural heritage value or interest established by provincial regulation under the <u>Ontario Heritage Act</u> and set out in Policy B.3.4.2.9.	B.3.4.2.8 To ensure consistency in the identification and evaluation of these non-designated and non-registered <i>cultural heritage properties</i> , the City shall use the criteria for determining cultural heritage value or interest established by provincial regulation under the <u>Ontario Heritage Act</u> .	√ Matter of Interest	As criteria for the evaluation of cultural heritage resources has been identified by the Province in O.Reg 9/06, UHOP Policy B.3.4.2.9 may be removed from the Urban Hamilton Official Plan. See Comments for proposed changes to B.3.4.2.9 for more information.
B.3.4.2.9	Cultural Heritage Evaluation Criteria B.3.4.2.9 <del>For consistency in all heritage conservation activity, the City shall use, and require the use by others, of the following criteria to assess and identify <i>cultural</i></del>	Cultural Heritage Evaluation Criteria B.3.4.2.9 The City may establish guidelines to further refine the criteria established by provincial regulation under the <u>Ontario Heritage Act</u> as set out in	√ Matter of Interest	As criteria for the evaluation of cultural heritage resources has been identified by the Province in O.Reg 9/06, UHOP Policy

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p><i>heritage resources</i> that may reside below or on real property:</p> <p>a) — prehistoric and historical associations with a theme of human history that is representative of cultural processes in the settlement, development, and use of land in the City;</p> <p>b) — prehistoric and historical associations with the life or activities of a person, group, institution, or organization that has made a significant contribution to the City;</p> <p>c) — architectural, engineering, landscape design, physical, craft, or artistic value;</p> <p>d) — scenic amenity with associated views and vistas that provide a recognizable sense of position or place;</p> <p>e) — contextual value in defining the historical, visual, scenic, physical, and functional character of an area; and,</p> <p>f) — landmark value.</p> <p><b>The City may establish guidelines to further refine the criteria established by provincial regulation under the <u>Ontario Heritage Act</u>, as set out in Policy B.3.4.2.8 and that is consistent with the provincial criteria.</b></p>	Policy B.3.4.2.8 and that is consistent with the provincial criteria.		<p>B.3.4.2.9 can be removed from the Urban Hamilton Official Plan.</p> <p>The <u>Ontario Heritage Act</u> provides the City with the authority to refine the criteria defined by the Province.</p>
B.3.4.2.10	<p>Delete Policy B.3.4.2.10 in its entirety and re-number subsequent policies.</p> <p><b>B.3.4.2.10 — Any property that fulfills one or more of the foregoing criteria listed in Policy B.3.4.2.9 shall be considered to possess</b></p>	N/A	√ Matter of Interest	As existing UHOP Policies B.3.4.2.9 and B.3.4.2.10 be deleted, new Policy B.3.4.2.9 be added, and subsequent policies up to and including B.3.4.2.14 be renumbered accordingly.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	cultural heritage value. The City may further refine these criteria and provide guidelines for their use as appropriate.			
B.3.4.2.14	<del>B.3.4.2.14</del> <b>13</b> Where <i>cultural heritage resources</i> are to be affected, the City may impose conditions of approval on any <del>planning application</del> <b>Planning Act, R.S.O., 1990 c. P.13 application</b> to ensure their continued protection <b>prior to site alteration or soil disturbance</b> . In the event that rehabilitation and reuse of the resource is not viable and this has been demonstrated by the proponent, the City may require that affected resources be thoroughly documented for archival purposes, <b>and heritage features salvaged, where feasible or appropriate</b> , at the expense of the applicant prior to demolition.	B.3.4.2.13 Where <i>cultural heritage resources</i> are to be affected, the City may impose conditions of approval on any Planning Act, R.S.O., 1990 c. P.13 application to ensure their continued protection prior to <i>site alteration</i> or <i>soil disturbance</i> . In the event that rehabilitation and reuse of the resource is not viable and this has been demonstrated by the proponent, the City may require that affected resources be thoroughly documented for archival purposes, and heritage features salvaged, where feasible or appropriate, at the expense of the applicant prior to demolition.	√ PPS Policy 2.6.3	
B.3.4.2.14 (New)	<b>B.3.4.2.14 Prior to <i>site alteration</i> or <i>soil disturbance</i> relating to a <u>Planning Act, R.S.O., 1990 c. P.13</u> application, any required <i>cultural heritage impact assessment</i> must be approved, in writing by the City, indicating that there are no further cultural heritage concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for <i>cultural heritage resources</i> based on prevailing</b>	B.3.4.2.14 Prior to <i>site alteration</i> or <i>soil disturbance</i> relating to a <u>Planning Act, R.S.O., 1990 c. P.13</u> application, any required <i>cultural heritage impact assessment</i> must be approved, in writing by the City, indicating that there are no further cultural heritage concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for <i>cultural heritage resources</i> based on prevailing conditions and circumstances within the City.	√ PPS Policy 2.6.3	

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<b>conditions and circumstances within the City.</b>			
B.3.4.4.2 (New)	<p>Insert new Policy B.3.4.4.2 and renumber subsequent policies accordingly.</p> <p><b>B.3.4.4.2 The City shall develop and maintain an Archaeological Management Plan to guide the conservation and management of archaeology within the City, in accordance with Section F.3.1.3 – Archaeological Management Plan.</b></p>	B.3.4.4.2 The City shall develop and maintain an Archaeological Management Plan to guide the conservation and management of archaeology within the City, in accordance with Section F.3.1.3 – Archaeological Management Plan.	<p>√</p> <p>PPS Policies 2.6.4</p> <p>Growth Plan Policies 4.2.7.3</p>	The City has developed an Archaeological Management Plan that will be continuously updated to reflect information from ongoing archaeological assessments.
B.3.4.4.5 (Existing)	<p><del>B.3.4.4.5</del> Prior to <i>site alteration</i> or <i>soil disturbance</i> relating to a <u>Planning Act, R.S.O., 1990 c. P.13</u> application, any required archaeological assessment must be approved, in writing by the City, indicating that there are no further archaeological concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for <i>archaeological resources</i> based on prevailing conditions and circumstances within the City and the results of any <del>dialogue</del> <b>engagement</b> with <del>First Nations</del> <b>Indigenous communities</b> and their interests.</p>	B.3.4.4.6 Prior to <i>site alteration</i> or <i>soil disturbance</i> relating to a <u>Planning Act, R.S.O., 1990 c. P.13</u> application, any required archaeological assessment must be approved, in writing by the City, indicating that there are no further archaeological concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for <i>archaeological resources</i> based on prevailing conditions and circumstances within the City and the results of any engagement with Indigenous communities and their interests.	<p>√</p> <p>PPS Policy 2.6.5</p>	
B.3.4.4.6 (Existing)	B.3.4.4.6 <del>7</del> The City considers the following <i>archaeological resources</i> to be of particular interest, value and merit:	B.3.4.4.7 The City considers the following <i>archaeological resources</i> to be of particular interest, value and merit:	<p>√</p> <p>Matter of Interest</p>	

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	c) undisturbed or rare <del>Native</del> <b>Indigenous</b> archaeological sites;	c) undisturbed or rare <i>Indigenous</i> archaeological sites;		
B.3.4.4.9 (Existing)	B.3.4.4.9 <del>10</del> Where a marked or unmarked cemetery or burial place is encountered during any archaeological assessment or excavation activity, the provisions of the <del>Cemeteries Act</del> <b>Funeral, Burial and Cremation Services Act</b> and associated regulations, and the policies of this Plan shall apply. <b>Both the Ministry of Heritage, Sport, Tourism and Culture Industries and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted immediately.</b>	B.3.4.4.10 Where a marked or unmarked cemetery or burial place is encountered during any archaeological assessment or excavation activity, the provisions of the <u>Funeral, Burial and Cremation Services Act</u> and associated regulations, and the policies of this Plan shall apply. Both the Ministry of Heritage, Sport, Tourism and Culture Industries and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted immediately.	√ Matter of Interest	
B.3.4.4.10 (Existing)	B.3.4.4.10 <del>11</del> Where a marked or unmarked cemetery or burial place is found, the nearest <del>First Nation</del> <b>Indigenous community</b> shall be notified.	B.3.4.4.11 Where a marked or unmarked cemetery or burial place is found, the nearest <del>First Nation</del> <b>Indigenous community</b> shall be notified.		
B.3.4.5.2	3.4.5.2 The City shall encourage the retention and conservation of <del>significant</del> <i>built heritage resources</i> in their original locations. In considering planning applications under the <u>Planning Act, R.S.O., 1990 c. P.13</u> and heritage permit applications under the <u>Ontario Heritage Act</u> , there shall be a presumption in favour of retaining the <i>built heritage resource</i> in its original location.	3.4.5.2 The City shall encourage the retention and conservation of <i>built heritage resources</i> in their original locations. In considering planning applications under the <u>Planning Act, R.S.O., 1990 c. P.13</u> and heritage permit applications under the <u>Ontario Heritage Act</u> , there shall be a presumption in favour of retaining the <i>built heritage resource</i> in its original location.	√ PPS Definitions	New 2020 PPS definitions of “built heritage resources’ and ‘significant’ appear to both encompass both registered and designated properties and using ‘significant’ before the term ‘built heritage resources’ seems redundant in a practical sense.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
B.3.4.5.5	B.3.4.5.5 Where a <i>built heritage resource</i> is to be unavoidably lost or demolished, the City shall ensure the proponent undertakes one or more of the following mitigation measures, in addition to a thorough inventory and documentation of the features that will be lost: c) displaying graphic and textual descriptions of the site’s history and former use, buildings, and structures; <del>and</del> , d) <b>incorporation of salvaged materials in the design of the new development; and,</b> e) generally reflect the former architecture and use in the design of the new development, where appropriate and in accordance with Section B.3.3 – Urban Design Policies.	B.3.4.5.5 Where a <i>built heritage resource</i> is to be unavoidably lost or demolished, the City shall ensure the proponent undertakes one or more of the following mitigation measures, in addition to a thorough inventory and documentation of the features that will be lost: c) displaying graphic and textual descriptions of the site’s history and former use, buildings, and structures; d) incorporation of salvaged materials in the design of the new development; and, e) generally reflect the former architecture and use in the design of the new development, where appropriate and in accordance with Section B.3.3 – Urban Design Policies.	√ PPS Policy 2.6.3	Incorporating salvaged materials in the design of new <i>development</i> is a mitigation method that may be considered, when a <i>built heritage resource</i> may be lost or demolished.
<b>Volume 1, Chapter F – Implementation</b>				
F.1.17.8 (New)	Insert new Policy F.1.17.8, as follows: <b>F.1.17.8 The City will engage with Indigenous communities and coordinate on land use planning matters.</b>	F.1.17.8 The City will engage with Indigenous communities and coordinate on land use planning matters.	√ PPS 1.2.2	The City and Indigenous communities have a shared interest in land use planning matters and stewardship.
F.3.1.3.1	F.3.1.3.1 The City recognizes there are <i>areas of archaeological potential</i> and <i>archaeological resources</i> that remain unidentified and have yet to be subjected to a detailed assessment by a licensed archaeologist. <b>The Archaeology Management Plan shall outline the City’s roles and responsibilities to guide the</b>	F.3.1.3.1 The City recognizes there are <i>areas of archaeological potential</i> and <i>archaeological resources</i> that remain unidentified and have yet to be subjected to a detailed assessment by a licensed archaeologist. The Archaeology Management Plan shall outline the City’s roles and responsibilities to guide the	√ PPS Policies 2.6.4  Growth Plan Policies 4.2.7.3	Hamilton’s Archaeological Management Plan was adopted by Council in 2016 and the document references that private landowners and consultants shall consult with the Plan.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p><b>conservation and management of archaeology within the City of Hamilton, and to provide policy and protocol for implementation, ensuring that the management of archaeology is systematic and consistent across the City. To assist land owners and to provide for appropriate development, the City shall prepare an archaeology management plan.</b></p>	<p>conservation and management of archaeology within the City of Hamilton, and to provide policy and protocol for implementation, ensuring that the management of archaeology is systematic and consistent across the City.</p>		
F.3.1.3.2	<p>Delete Policy F.3.1.3.2 in its entirety.  <del>F.3.1.3.2 — Until such time as an archaeology management plan is complete, archaeological resource sites or areas of archaeological potential shall be identified and evaluated in accordance with provincial guidelines and City policies and protocols.</del></p>			Cultural Heritage Topic Area



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## Proposed Text Amendments – Provincial Plans

Grey highlighted strikethrough text = text to be deleted

**Bolded text** = text to be added

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
<b>Volume 1, Chapter A – Introduction</b>				
A.2.5.1	<p>A.2.5.1 Provincial Policy Statement The Provincial Policy Statement, <del>2005</del> <b>2020</b> was issued under the authority of the <u>Planning Act, R.S.O., 1990 c. P.13</u>, and provides policy direction on matters of provincial interest related to land use planning and <i>development</i>. ...</p> <p>The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. It includes enhanced policies on issues that affect communities, such as: the efficient use and management of land and infrastructure; <b>improving air quality, energy conservancy and reducing greenhouse gas emissions</b>; protection of the environment and resources, including agricultural resources and <i>mineral aggregate resources</i>; and ensuring appropriate opportunities are provided for employment and residential <i>development</i>, including support for a mix of uses.</p>	<p>A.2.5.1 Provincial Policy Statement The Provincial Policy Statement, 2020 was issued under the authority of the <u>Planning Act, R.S.O., 1990 c. P.13</u>, and provides policy direction on matters of provincial interest related to land use planning and <i>development</i>. ...</p> <p>The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. It includes enhanced policies on issues that affect communities, such as: the efficient use and management of land and infrastructure; improving air quality, energy conservancy and reducing greenhouse gas emissions; protection of the environment and resources, including agricultural resources and <i>mineral aggregate resources</i>; and ensuring appropriate opportunities are provided for employment and residential <i>development</i>, including support for a mix of uses.</p>	√ Matter of Interest	Reference should be made to PPS, 2020.

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A.2.5.2	A.2.5.2 The Niagara Escarpment Plan ... The objectives and policies of the Niagara Escarpment Plan (1985, last amended <del>2005</del> 2017) strike a balance between <i>development</i> , preservation and the enjoyment of this important resource.	A.2.5.2 The Niagara Escarpment Plan ... The objectives and policies of the Niagara Escarpment Plan (1985, last amended 2017) strike a balance between <i>development</i> , preservation and the enjoyment of this important resource.	√ Matter of Interest	The Niagara Escarpment Plan was last updated in 2017.
A.2.5.5	A.2.5.5 Growth Plan for the Greater Golden Horseshoe The Growth Plan for the Greater Golden Horseshoe was <b>originally</b> released in June 2006 to build stronger and more prosperous communities by better managing growth by 2031. The <b>current</b> Plan, <b>(2019, as amended) extended the timeframe to the year 2051, and</b> is based on a series of guiding principles which are aimed at building compact, complete and vibrant communities; <b>providing a range of housing options including affordable housing;</b> managing growth to support a strong competitive economy; making more efficient and effective use of infrastructure <b>and public service facilities; conserving and promoting cultural heritage resources;</b> <del>and</del> protecting and enhancing our natural resources including land, air and water; <b>and planning for more resilient communities and infrastructure that are adaptive to the impacts of a changing climate and incorporate approaches to reducing greenhouse gas emissions.</b> This vision will be realized through partnerships with other levels of government, the private sector, residents and non-profit agencies. The Official Plan	A.2.5.5 Growth Plan for the Greater Golden Horseshoe The Growth Plan for the Greater Golden Horseshoe was originally released in June 2006 to build stronger and more prosperous communities by better managing growth by 2031. The current Plan, (2019, as amended) extended the timeframe to the year 2051, and is based on a series of guiding principles which are aimed at building compact, complete and vibrant communities; providing a range of housing options including affordable housing; managing growth to support a strong competitive economy; making more efficient and effective use of infrastructure and public service facilities; conserving and promoting cultural heritage resources; protecting and enhancing our natural resources including land, air and water; and planning for more resilient communities and infrastructure that are adaptive to the impacts of a changing climate and incorporate approaches to reducing greenhouse gas emissions. This vision will be realized through partnerships with other levels of government, the private sector, residents and non-profit agencies. The Official Plan must conform	√ Matter of Interest	The Growth Plan for the Greater Golden Horseshoe was updated in 2019, followed by a subsequent amendment (in 2020).

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	must conform to the Growth Plan for the Greater Golden Horseshoe.	to the Growth Plan for the Greater Golden Horseshoe.		
<b>Volume 1, Chapter C – City Wide Systems and Designations</b>				
C.1.0	The Official Plan must be consistent with the Provincial Policy Statement and conform to the <b>Growth Plan and the Greenbelt Plan</b> . However, in some areas of provincial policy, the municipality can be more restrictive than the provincial directions. Where land use designations exist, this section details the interrelationship between the various provincial documents and this Plan.	The Official Plan must be consistent with the Provincial Policy Statement and conform to the Growth Plan and the Greenbelt Plan. However, in some areas of provincial policy, the municipality can be more restrictive than the provincial directions. Where land use designations exist, this section details the interrelationship between the various provincial documents and this Plan.	√ Matter of Interest	The OP must confirm to the Growth Plan.
C.1.11	C.1.11 Portions of the <b>Fruitland-Winona Urban Secondary Plan Area</b> which that are designated as Niagara Escarpment Minor Urban Centre on Schedule A - Provincial Plans, shall meet the following criteria: ...	C.1.11 Portions of the Fruitland-Winona Secondary Plan Area that are designated as Niagara Escarpment Minor Urban Centre on Schedule A - Provincial Plans, shall meet the following criteria: ...		Proper reference is to the Fruitland-Winona Secondary Plan Area, since said Secondary Plan is now in force and effect.
C.1.3.1	C.1.3.1 In the case of discrepancy between the Parkway Belt West Plan and this Plan, the most restrictive policies shall <b>apply</b> prevail, provided that they are consistent with its intent and purpose.	C.1.3.1 In the case of discrepancy between the Parkway Belt West Plan and this Plan, the most restrictive policies shall prevail, provided that they are consistent with its intent and purpose.		Clarification
C.1.4 (New)	<b>C.1.4 Growth Plan for the Greater Golden Horseshoe</b> <b>The Growth Plan for the Greater Golden Horseshoe is the provincial government’s plan for growth and development within the Greater Toronto and Hamilton Areas, and the surrounding communities over the next 30 years. Enabled by the <i>Places to Grow Act, 2005</i>, the Plan manages growth in a way the supports economic prosperity, protects the environment, and helps communities</b>	C.1.4 Growth Plan for the Greater Golden Horseshoe The Growth Plan for the Greater Golden Horseshoe is the provincial government’s plan for growth and development within the Greater Toronto and Hamilton Areas, and the surrounding communities over the next 30 years. Enabled by the <i>Places to Grow Act, 2005</i> , the Plan manages growth in a way the supports economic prosperity, protects the environment, and helps	√ Matter of Interest	Growth Plan should be referenced in the Provincial Plans section.

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	achieve a high quality of life for residents.	communities achieve a high quality of life for residents.		
C.1.4.1	<b>C.1.4.1 The provisions of the Growth Plan for the Greater Golden Horseshoe shall apply to <i>development</i> of lands within the <i>urban area</i> and a portion of <i>Rural Hamilton</i>. In the case of discrepancy between the Growth Plan for the Greater Golden Horseshoe and this Plan, the most restrictive policies shall prevail provided that they are consistent with its intent and purpose.</b>	C.1.4.1 The provisions of the Growth Plan for the Greater Golden Horseshoe shall apply to <i>development</i> of lands within the <i>urban area</i> and a portion of <i>Rural Hamilton</i> . In the case of discrepancy between the Growth Plan for the Greater Golden Horseshoe and this Plan, the most restrictive policies shall prevail provided that they are consistent with its intent and purpose.	√ Matter of Interest	Growth Plan should be referenced in the Provincial Plans section.
<b>Volume 2, Chapter B – Stoney Creek Secondary Plans</b>				
B.7.4.18.8	Delete Policy B.7.4.18.8 in its entirety.  Area Special Policy – Area H <del>B.7.4.18.8 For the lands located at:</del> <del>i) Glover Road, Barton Street, Concession 1, dividing Lots 11 and 12 and Highway No. 8;</del> <del>ii) 970 Barton Street; and,</del> <del>iii) 1361 Barton Street;</del> and as shown as Area Specific Policy – Area H on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan, the following policy shall apply: a) Sections and policies of the Greenbelt Plan, including Section 5.2.1, permit the implementation of the urban land use designations and policies of this Plan, as described in Chapter F – Implementation of Volume 1.		√ Greenbelt Plan	Lands were included in the original Greenbelt Plan, 2005 and were removed through the 10-year review. Corresponding Area Specific Policy – Area H of the Fruitland-Winona Secondary Plan to be removed from Map B.7.4-1 – Fruitland Winona Secondary Plan – Land Use Plan (see Appendix “X” to Report PED21067(a)).

## Proposed Text Amendments – Housing

~~Grey highlighted strikethrough text~~ = text to be deleted

**Bolded text** = text to be added

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conform?	Comment
<b>Volume 1, Chapter B – Communities</b>				
B.2.4.1.1	<i>Residential intensification</i> shall be encouraged throughout the entire <i>built-up area</i> <del>as shown on Appendix G</del> in accordance with the policies of Chapter E – Urban Systems and Designations and Chapter F- Implementation	<i>Residential intensification</i> shall be encouraged throughout the entire <i>built-up area</i> as shown on Appendix G in accordance with the policies of Chapter E – Urban Systems and Designations and Chapter F- Implementation	√ Growth Plan 2.2.2.3 c)	Add reference to UHOP mapping where built-up area is depicted
B.2.4.1.4	<i>Residential intensification</i> developments <b>within the built-up area</b> shall be evaluated based on the following criteria:  a) a balanced evaluation of the criteria in b) through <del>g) I</del> I), as follows;  b) the relationship of the <del>proposal</del> <b>proposed development</b> to existing neighbourhood character so that it <del>maintains, and where possible, enhances and</del> builds upon desirable established patterns and built form;  c) the <del>development's</del> <b>contribution of the proposed development</b> to maintaining and achieving a range of dwelling types and tenures;  d) the <i>compatible</i> integration of the <b>proposed</b> development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques;	<i>Residential intensification</i> developments within the <i>built-up area</i> shall be evaluated based on the following criteria:  a) a balanced evaluation of the criteria in b) through I), as follows;  b) the relationship of the proposed development to existing neighbourhood character so that it builds upon desirable established patterns and built form;  c) the contribution of the proposed development to maintaining and achieving a range of dwelling types and tenures;  d) the <i>compatible</i> integration of the proposed development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques;	√  Growth Plan Policy 1.4.3 c), d), e)	Addition of reference to existing or planned active transportation.  Addition of reference to transit-supportive development.  Addition of reference to the availability

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	<p>e) the <del>development's</del> contribution <b>of the proposed development</b> to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;</p> <p>f) <del>infrastructure and transportation</del> <b>existing and planned water, wastewater and stormwater</b> capacity ;and,</p> <p><b>g) the incorporation and utilization of green infrastructure and sustainable design elements in the proposed development;</b></p> <p><b>h) the contribution of the proposed development to supporting and facilitating active transportation modes;</b></p> <p><b>i) the contribution of the development to be transit-supportive and supporting the use of existing and planned local and regional transit services;</b></p> <p><b>j) the availability and location of existing and proposed public community facilities/services;</b></p> <p><b>k) the ability of the development to retain and / or enhance the natural attributes of the site and surrounding community including, but not limited to native vegetation and trees; and,</b></p> <p><del>g) l) the ability of the development to comply</del> <b>compliance of the proposed development</b> with all other applicable policies.</p>	<p>e) the contribution of the proposed development to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;</p> <p>f) existing and planned water, wastewater and stormwater capacity,</p> <p>g) the incorporation and utilization of <i>green infrastructure</i> and sustainable design elements in the proposed development;</p> <p>h) the contribution of the proposed development to supporting and facilitating active transportation modes;</p> <p>i) the contribution of the development to be transit-supportive and supporting the use of existing and planned local and regional transit services;</p> <p>j) the availability and location of existing and proposed public community facilities/services;</p> <p>k) the ability of the development to retain and / or enhance the natural attributes of the site and surrounding community including, but not limited to native vegetation and trees; and,</p> <p>l) compliance of the proposed development with all other applicable policies.</p>		and location of existing and proposed public community facilities/s ervices.
B.2.4.2.1	<i>Residential intensification</i> within <b>the built-up area and on</b> lands designated Neighbourhoods identified on Schedule E-1 - Urban Land Use Designations shall comply with Section E.3.0 – Neighbourhoods Designation.	<i>Residential intensification</i> within the <i>built-up area</i> and on lands designated Neighbourhoods identified on Schedule E-1 - Urban Land Use Designations shall comply with Section E.3.0 – Neighbourhoods Designation.		
B.3.2.2	The housing targets in Tables B.3.2.1 – Housing Targets – Ownership and B.3.2.2 – Housing Targets – Rental are based on future population growth forecasts to the year <del>2031</del> <b>2051</b> and future housing need.	The housing targets in Tables B.3.2.1 – Housing Targets – Ownership and B.3.2.2 – Housing Targets – Rental are based on future population growth forecasts to the year 2051 and future	Yes	Clarify that housing targets for

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Policy Number	Proposed Change	Proposed New Policy					Why Change is Required	
							Provincial Conform?	Comment
	Targets for <i>affordable</i> rental housing are divided into housing <i>affordable</i> for <i>low and moderate income households</i> . <b>The targets for the provision of housing which is <i>affordable to low and moderate income households</i> is informed by, and shall align with the City’s Housing and Homelessness Action Plan.</b> Meeting the housing targets for housing <i>affordable</i> for <i>low and moderate income households</i> will require sustainable and predictable funding from senior levels of government.	housing need. Targets for <i>affordable</i> rental housing are divided into housing <i>affordable</i> for <i>low and moderate income households</i> . The targets for the provision of housing which is <i>affordable to low and moderate income households</i> is informed by, and shall align with the City’s Housing and Homelessness Action Plan. Meeting the housing targets for housing <i>affordable</i> for <i>low and moderate income households</i> will require sustainable and predictable funding from senior levels of government.					PPS 1.4.3 a)	affordable for low and moderate income households aligns with local housing and homelessness plan.
B.3.2.2.1	<del>In addition to projected housing needs targets based on population and household forecasts in Tables A.1 and A.2 are provided in Table B.3.2.1 – Housing Targets – Ownership, and Table B.3.2.2 – Housing Targets – Rental. , the City has a substantial existing shortage of affordable rental housing. In particular, 12,650 renter households (1 in 5) are currently paying more than 50% of their income on rent (2006 Census) and are at risk of homelessness. This need shall be addressed through a target of 1,265 new annual rent supplements/housing allowances, over a period of ten years (2006 to 2016), in addition to the targets for future new rental housing shown in Table B.3.2.2 – Housing Targets – Rental. This need will require sustainable and predictable funding from senior levels of government to be met.</del>	Projected housing targets based on population and household forecasts in Tables A.1 and A.2 are provided in Table B.3.2.1 – Housing Targets – Ownership, and Table B.3.2.2 – Housing Targets – Rental.					Yes  PPS 1.4.3 a)	Update to reference updated population target table in Chapter A, and that the projected housing targets for ownership and rental take the forecasts into account.
Table B.3.2.1 Housing	Update Table B.3.2.1 – Housing Targets – Ownership, as follows:	<b>Target Type</b>	<b>Target # of Units Annually</b>	<b>% of Total Annual</b>	<b>Product to</b>	<b>Methods to</b>	Yes	Update existing table with





Policy Number	Proposed Change				Proposed New Policy					Why Change is Required		
										Provincial Conform?	Comment	
Table B.3.2.2 Housing Targets - Rental	Update Table B.3.2.2 – Housing Targets – Rental, as follows:				Target Type	Target # of Units Annually	% of Total Annual Target by Tenure	Product to Achieve Target	Methods to Achieve Target			
	Target Type	Target # of Units Annually	% of Total Annual Target by Tenure	Product to Achieve Target								Methods to Achieve Target
	New Rental Housing (market rate not affordable)	396 <del>252</del>	40%	New rental housing, both primary and secondary market (rented condos, second dwelling units)	Primary rental housing development, conversion to rental residential, secondary rental market (rented condos, second dwelling units)	New Rental Housing (market rate)	396	40%	New rental housing, both primary and secondary market (rented condos, second dwelling units)	Primary rental housing development, conversion to rental residential, secondary rental market (rented condos, second dwelling units)		

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Policy Number	Proposed Change					Proposed New Policy					Why Change is Required	
											Provincial Conform?	Comment
	New Rental Housing Affordable to Moderate Income Households  (includes housing with supports)	<del>125</del> 198	20%	New rental housing, both <i>primary</i> and secondary market (rented condos, second dwelling units) <b>between average market rent and 20% below average market rent</b>	Same as above but requires capital assistance program (e.g. COAHP) and/or other assistance to lower <i>development</i> cost, as well as support services	New Rental Housing Affordable to Moderate Income Households  (includes housing with supports)	198	20%	New rental housing, both <i>primary</i> and secondary market (rented condos, second dwelling units) <b>between average market rent and 20% below average market rent</b>	Same as above but requires capital assistance program (e.g. COAHP) and/or other assistance to lower <i>development</i> cost, as well as support services		

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Policy Number	Proposed Change					Proposed New Policy					Why Change is Required	
											Provincial Conform?	Comment
	New Rental Housing Affordable to Low Income Households (includes housing with supports)	396 <del>252</del>	40%	New primary rental housing, more than 20% below average market rent	Same as above but requires rent-geared-to-income housing assistance (e.g. rent supplement, housing allowance), as well as support services	New Rental Housing Affordable to Low Income Households (includes housing with supports)	396	40%	New primary rental housing, more than 20% below average market rent	Same as above but requires rent-geared-to-income housing assistance (e.g. rent supplement, housing allowance), as well as support services		
	Total New Rental	990 <del>629</del>	100%			Total New Rental	990	100%				
B.3.2.4.1	<p>B.3.2.4.1 The <b>City shall plan for the full continuum of housing to ensure that an appropriate development of a full range and mix of housing forms, types and densities to meet market-based and affordable housing needs of current and future residents shall be provided for and promoted throughout the City of Hamilton through residential intensification and, new development, and redevelopment is available. The full continuum of housing includes built form, tenure and affordability</b> A full range of housing forms, types, and densities means the full spectrum of physical housing types including single detached dwellings, semi-detached dwellings, duplexes, townhouses of various types (street, block, stacked), apartments and other forms of multiple dwellings, and lodging houses, built at a range of densities and ownership and rental tenures.</p>					<p>B.3.2.4.1 The City shall plan for the full continuum of housing to ensure that an appropriate range and mix of housing forms, types and densities to meet market-based and affordable housing needs of current and future residents through residential intensification, new development, and redevelopment is available. The full continuum of housing includes built form, tenure and affordability including single detached dwellings, semi-detached dwellings, duplexes, townhouses of various types (street, block, stacked), apartments and other forms of multiple dwellings, and lodging houses, built at a range of densities and ownership and rental tenures.</p>					PPS 1.4.3 1.4.1	
B.3.2.4.2	<p>B.3.2.4.2 The development of housing with a full range of tenure, affordability, and support services shall be provided for and promoted throughout the City in accordance with the City's Housing and</p>					<p>B.3.2.4.2 The development of housing with a full range of tenure, affordability, and support services shall be provided for and promoted throughout the City in accordance with the City's Housing and</p>					PPS 1.4.3 a)	

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conform?	Comment
	<p><b>Homelessness Action Plan, and the Housing Targets provided in Tables B.3.2.1 and B.3.2.2</b> <del>Where there are documented unmet needs for housing tenure, affordability levels or support services, priority shall be given to <i>development</i> applications that help meet those needs.</del></p> <p>Housing with a full range of tenure, affordability and support services in a full range of built housing forms means both ownership and <i>primary rental housing</i> with a full range of affordability, <i>social housing</i>, rent-gearred-to-income housing, lodging houses, shared and/or congregate-living housing arrangements, <i>housing with supports</i>, emergency and transitional housing, and housing that meets all needs.</p>	Homelessness Action Plan, and the Housing Targets provided in Tables B.3.2.1 and B.3.2.2. Housing with a full range of tenure, affordability and support services in a full range of built housing forms means both ownership and <i>primary rental housing</i> with a full range of affordability, <i>social housing</i> , rent-gearred-to-income housing, lodging houses, shared and/or congregate-living housing arrangements, <i>housing with supports</i> , emergency and transitional housing, and housing that meets all needs.		
B.3.2.4.8 (New)	<p>Insert new Policy B.3.2.4.8, as follows: <b>B.3.2.4.8 Where there are documented unmet needs for housing tenure, affordability levels or support services, priority shall be given to <i>development</i> applications that help meet those needs.</b></p>	B.3.2.4.8 Where there are documented unmet needs for housing tenure, affordability levels or support services, priority shall be given to <i>development</i> applications that help meet those needs.		Relocated from B.3.2.4.2
B.3.2.4.9 (New)	<p>Insert new Policy B.3.2.4.9, as follows: <b>B.3.2.4.9 In planning for the creation of complete communities and to support the creation of family friendly housing, the City will utilize available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a range of household sizes and income levels.</b></p>	B.3.2.4.9 In planning for the creation of complete communities and to support the creation of family friendly housing, the City will utilize available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a range of household sizes and income levels.	Growth Plan 2.2.6.3	Encourage creation of family-size units.
B.3.2.4.10 (New)	<p>Insert new Policy B.3.2.4.10, as follows: <b>B.3.2.4.10 The population and household forecasts in Tables A.1 and A.2 will be used to maintain, at all times:</b></p> <p><b>a) the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment, and lands designated and available for residential development within the City’s <i>urban area</i>;</b></p> <p><b>b) where new development is to occur, land with servicing capacity sufficient to provide a three-year supply of residential units available through suitably zoned lands to facilitate residential intensification, and lands in draft approved or registered plans.</b></p>	<p>B.3.2.4.10 The population and household forecasts in Table A.1 will be used to maintain, at all times:</p> <p>a) the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment, and lands designated and available for residential development within the City’s <i>urban area</i>;</p> <p>b) where new development is to occur, land with servicing capacity sufficient to provide a three-year supply of residential units available through suitably zoned lands to facilitate residential intensification, and lands in draft approved or registered plans.</p>	PPS 1.4.1	

## Proposed Text Amendments – Climate Related

Grey highlighted strikethrough text = text to be deleted

**Bolded text** = text to be added

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
<b>Volume 1, Chapter A - Introduction</b>				
A.1.2	<p><del>Over the next 30 years</del> <b>By 2051</b>, the City is expected to grow to achieve a population of <del>660,000</del> <b>820,000</b> and <del>300,000</del> <b>360,000</b> jobs. The shape, look and feel of the City will change - influenced not only by physical growth but by economic, <del>and</del> demographic <b>and climate</b> change, as well. An aging population, a declining number of people per household, the effects of the global economy on local companies, increasing pressures on community services, <b>the impacts of a changing climate</b>, and urban pressure on rural resources will result in change – physical, economic and social. The City will experience many changes over the lifetime of this Plan. Change brings energy and opportunities. To effect positive change the City must harness that energy, take advantage of the opportunities, and manage any undesirable impacts.</p> <p><b>Responding to the impacts of a changing climate is an urgent</b></p>	<p>By 2051, the City is expected to grow to achieve a population of 820,000 and 360,000 jobs. The shape, look and feel of the City will change - influenced not only by physical growth but by economic, demographic and climate change, as well. An aging population, a declining number of people per household, the effects of the global economy on local companies, increasing pressures on community services, <i>the impacts of a changing climate</i>, and urban pressure on rural resources will result in change – physical, economic and social. The City will experience many changes over the lifetime of this Plan. Change brings energy and opportunities. To effect positive change the City must harness that energy, take advantage of the opportunities, and manage any undesirable impacts.</p> <p>Responding to the <i>impacts of a changing climate</i> is an urgent challenge</p>		<p>Update to current 2051 population and job forecasts.</p> <p>Acknowledge City climate emergency.</p>

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	<p><b>challenge the City must face now and over the next 30 years. The City has declared a Climate Emergency and established a goal to achieve net zero carbon emissions by 2050. The implications of not responding to the Climate Emergency are dire. It is predicted that the number of very hot days per year (above 30 degree Celsius) will increase from an average of 16 per year between 1976 – 2005 to an average of 37 per year. In a high emissions scenario, the Province of Ontario would be anticipated to see an average annual temperature rise of 5.1 degrees Celsius, and Hamilton would be anticipated to see an average annual precipitation increase of 66.7 mm in the 2050s.</b></p> <p><b>These potentially severe consequences of climate change reinforce that actions to reduce and respond to the <i>impacts of a changing climate</i> will be required across all City departments, and will include both corporate and community initiatives. A climate change lens must be applied to all planning decisions going forward, as per the City’s Corporate Goals and Areas of Focus for Climate Change Mitigation and Adaptation, to plan for a City that is resilient to the <i>impacts of a changing climate</i>.</b></p> <p>...</p>	<p>the City must face now and over the next 30 years. The City has declared a Climate Emergency and established a goal to achieve net zero carbon emissions by 2050. The implications of not responding to the Climate Emergency are dire. It is predicted that the number of very hot days per year (above 30 degree Celsius) will increase from an average of 16 between 1976 – 2005 to an average of 37 per year. In a high emissions scenario, the Province of Ontario would be anticipated to see an average annual temperature rise of 5.1 degrees Celsius, and Hamilton would be anticipated to see an average annual precipitation increase of 66.7 mm in the 2050s.</p> <p>These potentially severe consequences of climate change reinforce that actions to reduce and respond to the <i>impacts of a changing climate</i> will be required across all City departments, and will include both corporate and community initiatives. A climate change lens must be applied to all planning decisions going forward, as per the City’s Corporate Goals and Areas of Focus for Climate Change Mitigation and Adaptation, to plan for a City that is resilient to the <i>impacts of a changing climate</i>.</p> <p>...</p>		
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Volume 1, Chapter B – Communities				
B.1.0	<p>B.1.0 INTRODUCTION</p> <p>The strength and quality of our communities is derived from the individual components of the built, natural, social and cultural environments, <del>supported</del> <b>which supports and are further enhanced</b> by a strong economy. This section of the Plan contains policies that direct the physical shape and quality of these distinct, yet interrelated components, and promote a culture of creativity and innovation.</p> <p>...</p> <ul style="list-style-type: none"> <li>• Health and safety in our communities is essential. Policies ensure that our communities are safe and healthy, <b>mitigate and adapt to the impacts of a changing climate, improve resilience, reduce greenhouse gas emissions, and contribute to environmental sustainability.</b> A broad interpretation of health recognizes the inter-relationships between all aspects of our environment and the impacts on the health of citizens. Policies in this section enable healthy lifestyles, promote a healthy and safe community, and promote a high quality of life.</li> </ul>	<p>B.1.0 INTRODUCTION</p> <p>The strength and quality of our communities is derived from the individual components of the built, natural, social and cultural environments, which supports and are further enhanced by a strong economy. This section of the Plan contains policies that direct the physical shape and quality of these distinct, yet interrelated components, and promote a culture of creativity and innovation.</p> <p>...</p> <ul style="list-style-type: none"> <li>• Health and safety in our communities is essential. Policies ensure that our communities are safe and healthy, mitigate and adapt to the <i>impacts of a changing climate</i>, improve resilience, reduce greenhouse gas emissions, and contribute to environmental sustainability. A broad interpretation of health recognizes the inter-relationships between all aspects of our environment and the impacts on the health of citizens. Policies in this section enable healthy lifestyles, promote a healthy and safe community, and promote a high quality of life.</li> </ul>	<p>√</p> <p>PPS Policies 1.1.3.2 c) &amp; d)</p> <p>Growth Plan Policy 2.1.1.4 f)</p>	<p>Recognizes that built, natural, social and cultural environments support and enhance the local economy.</p> <p>Source: Growth Management and Settlement Areas Conformity Tables.</p>
B.3.0	<p>B.3.0 QUALITY OF LIFE AND COMPLETE COMMUNITIES</p> <p>...</p> <p><i>Complete communities</i> provide convenient access to a mix of jobs, local</p>	<p>B.3.0 QUALITY OF LIFE AND COMPLETE COMMUNITIES</p> <p>...</p> <p><i>Complete communities</i> provide convenient access to a mix of jobs,</p>	<p>√</p> <p>Matter of Interest</p>	<p>Acknowledge role of complete communities in responding to impacts of a changing climate and reducing GHG emissions.</p>

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	<p>services and shops, a full range of housing and community facilities such as schools, recreation facilities, open space, health care facilities, <i>cultural facilities</i>, and more. Complete communities enable residents to meet most of their daily needs within a short distance from their homes, facilitating ease of access and use of public transit and active modes of transportation.</p> <p><b>Therefore, complete communities also improve air quality and reduce greenhouse gas emissions that contribute to, and worsen, the impacts of a changing climate.</b></p>	<p>local services and shops, a full range of housing and community facilities such as schools, recreation facilities, open space, health care facilities, <i>cultural facilities</i>, and more. Complete communities enable residents to meet most of their daily needs within a short distance from their homes, facilitating ease of access and use of public transit and active modes of transportation.</p> <p>Therefore, <i>complete communities</i> also improve air quality and reduce greenhouse gas emissions that contribute to, and worsen, the impacts of climate change.</p>		
B.3.1	<p>B.3.1 Strong Economy</p> <p>...</p> <p>The creation of a strong economy is contingent upon several key interdependent factors including developing and retaining a skilled labour force which is adaptable to changing technologies; providing infrastructure; creating an environment of innovation; supporting and enhancing the arts and culture sector; reducing poverty by providing better access to education, social programs, improving quality of life indicators such as housing choices, <del>and</del> having abundant open spaces, <b>good air quality and a stable climate.</b></p>	<p>B.3.1 Strong Economy</p> <p>...</p> <p>The creation of a strong economy is contingent upon several key interdependent factors including developing and retaining a skilled labour force which is adaptable to changing technologies; providing infrastructure; creating an environment of innovation; supporting and enhancing the arts and culture sector; reducing poverty by providing better access to education, social programs, improving quality of life indicators such as housing choices, having abundant open spaces, good air quality and a stable climate.</p>	√ Matter of Interest	



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B.3.1.15	B.3.1.15 The City shall support and participate in multi-sectoral collaborations and initiatives that focus on improving Hamilton's <del>economy</del> <b>economic, environmental, and social resiliency.</b>	B.3.1.15 The City shall support and participate in multi-sectoral collaborations and initiatives that focus on improving Hamilton's economic, environmental, and social resiliency.	√ PPS Policy 1.2.3	
B.3.2.1.7 (New)	<b>3.2.1.7 Promote subdivision design and building orientation to maximize energy efficiency and conservation, improved air quality, reduction of greenhouse gas emissions and green infrastructure.</b>	3.2.1.7 Promote subdivision design and building orientation to maximize energy efficiency and conservation, improved air quality, reduction of greenhouse gas emissions and <i>green infrastructure.</i>	√ PPS Policy 1.8.1 f)	Addressing impacts of a changing climate through building and subdivision design.
B.3.2.4.7 (New)	<b>B.3.2.4.7 The construction of new buildings and the retrofitting of the existing building stock shall be encouraged to utilize locally sourced materials and to incorporate water conservation and energy efficiency techniques, the expansion of district energy generation, and renewable energy systems, through the policies of this Plan and other strategies.</b>	B.3.2.4.7 The construction of new buildings and the retrofitting of the existing building stock shall be encouraged to utilize locally sourced materials and to incorporate water conservation and energy efficiency techniques, the expansion of district energy generation, and <i>renewable energy systems,</i> through the policies of this Plan and other strategies.	Growth Plan Policies 4.2.9.1 a) & b)	Addressing impacts of a changing climate through building construction / design.
B.3.3.1.6	B.3.3.1.6 Create places that are adaptable and flexible to accommodate future demographic and environmental changes, <b>including the impacts of a changing climate.</b>	B.3.3.1.6 Create places that are adaptable and flexible to accommodate future demographic and environmental changes, including the <i>impacts of a changing climate.</i>	√ Matter of Interest	
B.3.3.1.10	B.3.3.1.10 Create urban places and spaces that improve air quality <b>and supports active, healthy lifestyles that reduce greenhouse gas emissions.</b>	B.3.3.1.10 Create urban places and spaces that improve air quality and supports active, healthy lifestyles that reduce greenhouse gas emissions.	√ PPS Policies 1.1.1 i), 1.1.3.2 d) & 1.7.1 k)	Addressing impacts of a changing climate through urban design.

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B.3.3.2.5	<p>B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by using the following design applications, where appropriate:</p> <p>a) connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, <del>and</del> pathways, <b>and trails</b>.</p> <p>e) providing appropriate way-finding signage considering size, placement, and material that clearly identifies <b>publicly accessible</b> landmarks, pathways, intersections, cycling and transit routes, and significant natural and cultural heritage features;</p>	<p>B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by using the following design applications, where appropriate:</p> <p>a) connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, pathways, and trails.</p> <p>e) providing appropriate way-finding signage considering size, placement, and material that clearly identifies publicly accessible landmarks, pathways, intersections, cycling and transit routes, and significant natural and cultural heritage features;</p>	<p align="center">√</p> <p>PPS Policy 1.1.3.2 e) 1.7.1 k)</p> <p>Growth Plan Policy 2.2.1.4 d) iii)</p>	
B.3.3.2.8	<p>B.3.3.2.8 Urban design should promote <del>environmental sustainability</del> <b>the reduction of greenhouse emissions, ability to adapt to the impacts of a changing climate now and in the future, and protect and enhance the natural urban environment</b> by:</p> <p>a) achieving compact <i>development</i> and resulting built forms <b>that promotes the reduction of greenhouse gas emissions</b>;</p> <p>c) encouraging on-site storm water management and infiltration through the use of techniques and technologies, including storm water management ponds, green roofs, <del>and</del> vegetated swales, <b>and other low impact development techniques and green infrastructure</b>;</p>	<p>B.3.3.2.8 Urban design should promote the reduction of greenhouse emissions, ability to adapt to the <i>impacts of a changing climate</i> now and in the future, and protect and enhance the natural urban environment by:</p> <p>a) achieving compact <i>development</i> and resulting built forms that promotes the reduction of greenhouse gas emissions;</p> <p>c) encouraging on-site storm water management and infiltration through the use of techniques and technologies, including storm water management ponds, green roofs, vegetated swales, and other <i>low impact development techniques</i> and <i>green infrastructure</i>;</p> <p>d) encouraging the use of Leadership in Energy and</p>	<p align="center">√</p> <p>Growth Plan Policy 2.2.1.4 g)</p>	Addressing impacts of a changing climate through urban design.

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	<p>d) encouraging the use of Leadership in Energy and Environmental Design (LEED), <b>R-2000 Home, Passive House, Canadian Green Building Council's Zero Carbon Standard</b>, or other environmental building rating tools <b>and techniques that reduce energy consumption and greenhouse gas emissions</b> for buildings and infrastructure for all <i>development</i> and <i>redevelopment</i>;</p> <p>e) encouraging the reduction of resource consumption in building and site development and avoiding the release of contaminants into the environment, <b>including promoting building conservation and adaptive reuse and encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon</b>; and,</p> <p>f) encouraging energy efficiency in neighbourhood design and <i>development</i> as set out in Section B.3.7.1.</p>	<p>Environmental Design (LEED), R2000 Home, Passive House, Canadian Green Building Council's Zero Carbon Standard, or other environmental building rating tools and techniques that reduce energy consumption and greenhouse gas emissions for buildings and infrastructure for all <i>development</i> and <i>redevelopment</i>;</p> <p>e) encouraging the reduction of resource consumption in building and site development and avoiding the release of contaminants into the environment, including promoting building conservation and <i>adaptive reuse</i> and encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon;</p> <p>f) encouraging energy efficiency in neighbourhood design and <i>development</i> as set out in Section B.3.7.1.</p>		
B.3.3.2.9	<p>B.3.3.2.9 Urban design plays a significant role in the physical and mental health of our citizens. Community health and well-being shall be enhanced and supported through the following actions, where appropriate:</p> <p>a) creating high quality, safe streetscapes, parks, and open spaces that encourage <b>social interaction</b>, physical activity and <i>active transportation</i>;</p>	<p>B.3.3.2.9 Urban design plays a significant role in the physical and mental health of our citizens. Community health and well-being shall be enhanced and supported through the following actions, where appropriate:</p> <p>a) creating high quality, safe streetscapes, parks, and open spaces that encourage social interaction, physical activity and <i>active transportation</i>;</p>	<p>√ PPS Policy 1.5.1 a)</p>	

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B.3.3.2.10	B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate: g) amenities and spaces that encourage <b>social interaction</b> , pedestrian activity and animate the streetscape such as public gathering places, patios and sidewalk cafés.	B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate: g) amenities and spaces that encourage social interaction, pedestrian activity and animate the streetscape such as public gathering places, patios and sidewalk cafés.	√ PPS Policy 1.5.1 a)	
B.3.3.9.6	B.3.3.9.6 Transit access shall be enhanced by: a) connecting sidewalks, <b>open space and trails</b> to transit stops and shelters;	B.3.3.9.6 Transit access shall be enhanced by: a) connecting sidewalks, open space and trails to transit stops and shelters;	√ Growth Plan Policy 2.2.1.4 d) iii)	
B.3.3.10.8	B.3.3.10.8 Parking lots shall be paved with hard surfaces to reduce dust and promote improved air quality. The use of permeable pavement systems or other <i>low impact development</i> <b>and green infrastructure</b> practices is encouraged for storm water management, when technically possible.	B.3.3.10.8 Parking lots shall be paved with hard surfaces to reduce dust and promote improved air quality. The use of permeable pavement systems or other <i>low impact development</i> and <i>green infrastructure</i> practices is encouraged for storm water management, when technically possible.	√ Matter of Interest	Encouraging green infrastructure.
B.3.5.3.16	B.3.5.3.16 Through the preparation of secondary plans or neighbourhood plans, the City shall determine the amount and type of park required based on the following considerations: a) the parkland standards in Policy B.3.5.3.11 d) the feasibility of locating parks near schools and Natural Open Spaces; <del>and,</del> <b>e) the feasibility of providing a range of parkland spaces for all residents within a safe walking distance; and,</b> <del>ef)</del> site characteristics (slope, natural features, frontage in a public road) as	B.3.5.3.16 Through the preparation of secondary plans or neighbourhood plans, the City shall determine the amount and type of park required based on the following considerations: a) the parkland standards in Policy B.3.5.3.11 d) the feasibility of locating parks near schools and Natural Open Spaces; e) the feasibility of providing a range of parkland spaces for all residents within a walking distance; and, f) site characteristics (slope, natural features, frontage in a public road) as	√ Growth Plan Policy 2.2.1.4 d) iii)	Referencing City's current policy document.

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	defined by the <del>Landscape Manual for Parks and Open Space Development Guide</del> , adopted by Council.	defined by the Parks and Open Space Development Guide, adopted by Council.		
B.3.5.3.20 (New)	<b>B.3.5.3.20 The City will work with Conservation Authorities, the Bruce Trail Conservancy, the Hamilton Waterfront Trust, and other agencies in the planning and development of a publicly accessible system of parkland, open space, and trails, including shorelines, in a manner that encourages good land stewardship practices for public and private lands. Signage shall be clearly demarcated where public access is and is not permitted.</b>	B.3.5.3.20 The City will work with Conservation Authorities, the Bruce Trail Conservancy, the Hamilton Waterfront Trust, and other agencies in the planning and development of a publicly accessible system of parkland, open space, and trails, including shorelines, in a manner that encourages good land stewardship practices for public and private lands. Signage shall be clearly demarcated where public access is and is not permitted.	√ PPS Policy 1.5.1 a)  Growth Plan Policies 2.2.1.4 d) iii) & 4.2.5.1	
B.3.6.2	B.3.6.2 Air Quality and Climate Change ... Many of these goals and policies also contribute to the adaptation to climate change by minimizing vulnerabilities to climate impacts. Prohibiting new <i>development on hazard lands</i> , and incorporating urban design features that reduce climate impacts <b>the impacts of a changing climate</b> on public works and urban infrastructure - roads and associated infrastructure, bridges, water and waste water systems, and energy distribution, are climate change adaptation strategies.	B.3.6.2 Air Quality and Climate Change ... Many of these goals and policies also contribute to the adaptation to climate change by minimizing vulnerabilities to climate impacts. Prohibiting new <i>development on hazard lands</i> , and incorporating urban design features that reduce the <i>impacts of a changing climate</i> on public works and urban infrastructure - roads and associated infrastructure, bridges, water and waste water systems, and energy distribution, are climate change adaptation strategies.	√ PPS Policies 1.7.1 k) & 1.1.3.2 c)	

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B.3.6.2.2	<p>B.3.6.2.2 The City shall partner and work with other levels of governments, other municipalities, academics, community groups, <del>and as well as</del> local industries <b>and businesses</b> to develop:</p> <p>a) actions <b>that directly or indirectly improve air quality by reducing</b> <del>reduce</del> air pollutants and greenhouse gases; <del>improve air quality, reduce and respond to the impacts of climate change in the City and,</del></p> <p>b) a Hamilton <del>Air Quality and Climate Change</del> <b>Climate Impact Adaptation Plan that improves climate resiliency by minimizing the <i>impacts of a changing climate</i> and prepares the City and community for those impacts that are unavoidable.</b></p>	<p>B.3.6.2.2 The City shall partner and work with other levels of governments, other municipalities, academics, community groups, as well as local industries and businesses to develop:</p> <p>a) actions that directly or indirectly improve air quality by reducing air pollutants and greenhouse gases; and,</p> <p>b) a Hamilton Climate Impact Adaptation Plan that improves climate resiliency by minimizing the <i>impacts of a changing climate</i> and prepares the City and community for those impacts that are unavoidable.</p>	<p align="center">√ Matter of Interest</p>	<p>Addressing impacts of a changing climate.</p>
B.3.6.2.4	<p>B.3.6.2.4 The City shall undertake an air pollutant and greenhouse gas emissions inventory <b>for transportation, buildings, waste and municipal operations</b>, and assess the conditions of Hamilton’s local air quality and climate to inform actions to reduce emissions of air pollutants and greenhouse gases generated in the City.</p>	<p>B.3.6.2.4 The City shall undertake an air pollutant and greenhouse gas emissions inventory for transportation, buildings, waste and municipal operations, and assess the conditions of Hamilton’s local air quality and climate to inform actions to reduce emissions of air pollutants and greenhouse gases generated in the City.</p>	<p align="center">√ Growth Plan Policy 4.2.10.2 a)</p>	

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B.3.6.2.6	B.3.6.2.6 The City shall monitor and reduce <b>energy consumption</b> , air pollutants and greenhouse gases generated by the City’s corporate activities and services to achieve the targets set out in the Corporate <b>Energy and Sustainability Policy</b> Air Quality and Climate Change Strategic Plan Task Force Report.	B.3.6.2.6 The City shall monitor and reduce energy consumption, air pollutants and greenhouse gases generated by the City’s corporate activities and services to achieve the targets set out in the Corporate Energy and Sustainability Policy.	√ Matter of Interest	Referencing City’s current policy document.
B.3.6.2.7	B.3.6.2.7 The City shall prepare an annual, <b>or at a greater frequency as may be required</b> , Air Quality and Climate Change report to monitor the City’s progress towards <b>achieving the actions, its goals and targets</b> , and to increase awareness of air quality and climate change.	B.3.6.2.7 The City shall prepare an annual, or at a greater frequency as may be required, Air Quality and Climate Change report to monitor the City’s progress towards achieving the actions, goals and targets, and to increase awareness of air quality and climate change.	√ PPS Policy 3.1.3	
B.3.6.5	B.3.6.5 Hazard Lands <i>Hazard lands</i> are lands that have an inherent risk to life or property due to a variety of natural hazards such as flooding, <b>fire</b> , erosion, or unexpected collapse of land. <i>Hazard lands</i> are areas <b>particularly</b> susceptible to <b>the impacts of a changing climate, such as</b> flooding, erosion, slope failure, or other physical conditions which are severe enough to pose a risk to residents, loss of life, property damage, and social disruption either at a specific location or to upstream or downstream lands within the watershed, if these lands were to be developed. ... In the City of Hamilton, <i>hazard lands</i> are defined, mapped, and regulated by the Conservation Authorities in accordance	B.3.6.5 Hazard Lands <i>Hazard lands</i> are lands that have an inherent risk to life or property due to a variety of natural hazards such as flooding, fire, erosion, or unexpected collapse of land. <i>Hazard lands</i> are areas particularly susceptible to the <i>impacts of a changing climate</i> , such as flooding, erosion, slope failure, or other physical conditions which are severe enough to pose a risk to residents, loss of life, property damage, and social disruption either at a specific location or to upstream or downstream lands within the watershed, if these lands were to be developed. ... In the City of Hamilton, <i>hazard lands</i> are defined, mapped, and regulated by the Conservation Authorities in	√ PPS Policies 1.1.3.2 d) & 3.1.8	

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	with the <u>Conservation Authorities Act</u> . The Niagara Escarpment Commission regulates lands that also have inherent hazards through the <u>Niagara Escarpment Planning and Development Act</u> . <b>The Ministry of Natural Resources and Forestry maintains mapping of <i>hazardous forest types for wildland fire</i>. However, due to the dynamic nature of forested areas, the condition for <i>hazardous forest types for wildland fire</i> is not static and mapping must be updated on an ongoing basis.</b>	accordance with the <u>Conservation Authorities Act</u> . The Niagara Escarpment Commission regulates lands that also have inherent hazards through the <u>Niagara Escarpment Planning and Development Act</u> . The Ministry of Natural Resources and Forestry maintains mapping of <i>hazardous forest types for wildland fire</i> . However, due to the dynamic nature of forested areas, the condition for <i>hazardous forest types for wildland fire</i> is not static and mapping must be updated on an ongoing basis.		
B.3.6.5.9	B.3.6.5.9 Notwithstanding Policy B.3.6.5.6, B.3.6.5.7, and B.3.6.5.8, <i>development and site alteration</i> may be permitted on <i>hazard lands</i> : a) in those exceptional situations where a Special Policy Area, under Section 3.1.34 a) of the Provincial Policy Statement has been approved by the Province.	B.3.6.5.9 Notwithstanding Policy B.3.6.5.6, B.3.6.5.7, and B.3.6.5.8, <i>development and site alteration</i> may be permitted on <i>hazard lands</i> : a) in those exceptional situations where a Special Policy Area, under Section 3.1.4 a) of the Provincial Policy Statement has been approved by the Province.	√ PPS Policy 3.1.4 a)	
B.3.6.5.16 (New)	<b>B.3.6.5.16 <i>Hazardous forest types for wildland fire</i> are identified and mapped by the Ministry of Natural Resources and Forestry. The City shall maintain mapping of <i>hazardous forest types for wildland fire</i> to assist in the screening and assessment of development proposals.</b>	B.3.6.5.16 <i>Hazardous forest types for wildland fire</i> are identified and mapped by the Ministry of Natural Resources and Forestry. The City shall maintain mapping of <i>hazardous forest types for wildland fire</i> to assist in the screening and assessment of <i>development</i> proposals.	√ PPS Policy 3.1.8	Proposed new policy derived from Hazardous Forest Types for Wildland Fire Reference Manual (MNR)



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B.3.6.5.17 (New)	<b>B.3.6.5.17</b> <i>Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire.</i>	B.3.6.5.17 <i>Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire.</i>	√ PPS Policy 3.1.8	Proposed new policy derived from Hazardous Forest Types for Wildland Fire Reference Manual (MNRF)
B.3.6.5.18 (New)	<b>B.3.6.5.18</b> <i>Development may however be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated, in accordance with wildland fire assessment and mitigation standards.</i>	B.3.6.5.18 <i>Development may however be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated, in accordance with wildland fire assessment and mitigation standards.</i>	√ PPS Policy 3.1.8	Proposed new policy derived from Hazardous Forest Types for Wildland Fire Reference Manual (MNRF)
B.3.7	B.3.7 Energy and Environmental Design <i>Complete communities</i> require a mix of land uses including housing, uses which provide goods and services, and a range of transportation modes including public transit, all of which depend on energy. Energy efficiency, environmental design, <b>green infrastructure</b> , and increasing the supply of energy through <i>renewable energy systems</i> and <i>alternative energy systems</i> , benefits human and environmental health, protects the global climate, and reduces the demand for energy resources and the infrastructure needed for its production and distribution.	B.3.7 Energy and Environmental Design <i>Complete communities</i> require a mix of land uses including housing, uses which provide goods and services, and a range of transportation modes including public transit, all of which depend on energy. Energy efficiency, environmental design, <i>green infrastructure</i> , and increasing the supply of energy through <i>renewable energy systems</i> and <i>alternative energy systems</i> , benefits human and environmental health, protects the global climate, and reduces the demand for energy resources and the infrastructure needed for its production and distribution.	√ Matter of Interest	Encouraging green infrastructure.
B.3.7.1	B.3.7.1 The City supports energy efficient land use patterns. The policies of this Plan, in particular, Policy B.3.3.2.8, C.4.2.9 <del>10</del> – Urban Design and	B.3.7.1 The City supports energy efficient land use patterns. The policies of this Plan, in particular, Policy B.3.3.2.8, C.4.2.10 – Urban Design and	√ PPS Policies PPS 1.1.1 f) & 2.2.2.3 d)	Renumbering of policies due to Transportation Conformity Review.

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	Complete Streets, and E.2.0 – Urban Structure, support: b) <i>development</i> of mixed use urban environments that <b>remove land use barriers to improve accessibility for persons with disabilities and older persons and</b> support public transit and <i>active transportation</i> ;	Complete Streets, and E.2.0 – Urban Structure, support: ... b) <i>development</i> of mixed use urban environments that <b>remove land use barriers to improve accessibility for persons with disabilities and older persons and</b> support public transit and <i>active transportation</i> ;		
B.3.7.2	B.3.7.2 The City shall <del>support</del> <b>prepare for the impacts of a changing climate by encouraging</b> energy efficient and environmental designed <i>development and redevelopment</i> through: b) the use of environmental building rating systems such as certification under the Leadership in Energy and Environmental Design (LEED) program, <b>R-2000 Home, Passive House, Canadian Green Building Council’s Zero Carbon Standard</b> , or an equivalent rating system <b>or building techniques</b> for upgrading/retrofitting of existing <i>development</i> and new <i>development</i> ; g) designs that encourage sustainable forms of transportation, including <i>active transportation</i> , transit, <b>as well as alternative fuel</b> and energy conserving vehicles; h) designs that facilitate cooperation/joint energy efficiency between developments to optimize the efficient use of resources, <b>including district energy systems</b> ; i) energy conservation initiatives, including energy demand management;	B.3.7.2 The City shall prepare for the <i>impacts of a changing climate</i> by encouraging energy efficient and environmental designed <i>development and redevelopment</i> through: b) the use of environmental building rating systems such as certification under the Leadership in Energy and Environmental Design (LEED) program, R-2000 Home, Passive House, Canadian Green Building Council’s Zero Carbon Standard, or an equivalent rating system or building techniques for upgrading/retrofitting of existing <i>development</i> and new <i>development</i> ; g) designs that encourage sustainable forms of transportation, including <i>active transportation</i> , transit, as well as alternative fuel and energy conserving vehicles; h) designs that facilitate cooperation/joint energy efficiency between developments to optimize the efficient use of resources, including district energy systems; i) energy conservation initiatives, including energy demand management;	√ PPS Policy 1.1.3.2 d)  Growth Plan Policies 1.2.9.1 b) iii., 4.2.9.1 b) ii. & 4.2.9.1 b) iii.	Encouraging green building standards.

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	<p>j) water and storm water conservation/management practices such as green roofs, water recycling systems, urban storm water swales, etc.;</p> <p><b>jk) promoting building conservation and adaptive reuse;</b></p> <p>kl) encouraging the use of <b>locally sourced and</b> reclaimed building materials <b>to reduce the amount of embodied carbon;</b></p> <p>lm) pilot projects and <i>community energy plans</i> as appropriate; and,</p> <p>mn) other environmental development standards that encourage energy efficiency and environmental design as contained in the City’s approved engineering policies and standards and master planning studies, and are supported by the City’s financial incentive programs.</p>	<p>j) water and storm water conservation/management practices such as green roofs, water recycling systems, urban storm water swales, etc.;</p> <p>k) promoting building conservation and <i>adaptive reuse</i>;</p> <p>l) encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon;</p> <p>m) pilot projects and <i>community energy plans</i> as appropriate; and,</p> <p>n) other environmental development standards that encourage energy efficiency and environmental design as contained in the City’s approved engineering policies and standards and master planning studies, and are supported by the City’s financial incentive programs.</p>		
B.3.7.3 (New)	<p>Insert new Policy B.3.7.3 and renumber subsequent policies.</p> <p><b>B.3.7.3 The City shall develop and update Sustainable Building and Development Guidelines to promote energy efficient <i>development and redevelopment</i> proposals, and implement the Guidelines through the development approvals process.</b></p>	<p>B.3.7.3 The City shall develop and update a sustainable building checklist to promote energy efficient <i>development and redevelopment</i> proposals, and implement the Guidelines through the development approvals process.</p>	<p>√ Matter of Interest</p>	<p>Reference to development of Sustainable Building and Development Guidelines.</p>
B.3.7.3 (Existing)	<p>B.3.7.34 Corporately, the City shall support energy efficiency by:</p> <p>a) <b>complying with the Corporate Energy and Sustainability Policy,</b></p>	<p>B.3.7.4 Corporately, the City shall support energy efficiency by:</p> <p>a) complying with the Corporate Energy and Sustainability Policy,</p>	<p>√ Matter of Interest</p>	<p>Updated references to City documents.</p>

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	<p><b>including its energy and greenhouse gas targets and implementing the City's approved Corporate Energy Policy Goals and Areas of Focus for Climate Change Mitigation and Adaptation, as set out in the Corporate Climate Change Task Force Report;</b></p> <p>c) supporting City and City/private partnership pilot projects which are energy efficient and have good environmental design, <b>such as district energy generation;</b></p>	<p>including its energy and greenhouse gas targets and implementing the City's approved Corporate Goals and Areas of Focus for Climate Change Mitigation and Adaptation, as set out in the Corporate Climate Change Task Force Report;</p> <p>c) supporting City and City/private partnership pilot projects which are energy efficient and have good environmental design, such as district energy generation;</p>		
B.3.7.4	<p><b>Increased Energy Supply</b></p> <p>B.3.7.45 The City shall promote increasing the supply of energy and in particular, the supply of sustainable energy by:</p> <p>a) permitting energy generation facilities to meet existing and planned needs, including <b>district energy, renewable energy systems and alternative energy systems</b>, both as principal and <i>accessory</i> uses. These facilities shall be permitted in all land use designations subject to the other relevant policies of this Plan, Policy B.3.7.3, <i>compatibility</i> with the surrounding land uses, and in accordance with the provisions of the Zoning By-law; and,</p> <p>b) working jointly with the Province to investigate the need, feasibility, implications and suitable locations for solar, wind, and bio-energy projects and to promote local clean energy</p>	<p>Increased Energy Supply</p> <p>B.3.7.4 The City shall promote increasing the supply of energy and in particular, the supply of sustainable energy by:</p> <p>a) permitting energy generation facilities to meet existing and planned needs, including district energy, renewable energy systems and <i>alternative energy systems</i>, both as principal and <i>accessory</i> uses. These facilities shall be permitted in all land use designations subject to the other relevant policies of this Plan, Policy B.3.7.3, <i>compatibility</i> with the surrounding land uses, and in accordance with the provisions of the Zoning By-law; and,</p> <p>b) working jointly with the Province to investigate the need, feasibility, implications and suitable locations for solar, wind, and bio-energy projects</p>	<p>√</p> <p>PPS Policy 1.6.11.1</p>	<p>Legislation referenced has been repealed.</p>

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	generation, where appropriate, and in accordance with the <u>Green Energy and Green Economy Act, 2009</u> .	and to promote local clean energy generation, where appropriate.		
B.3.7.7	<del>B.3.7.7 Renewable energy undertakings are exempted from <u>Planning Act, R.S.O., 1990 c. P.13</u> approvals in accordance with Schedule K of the <u>Green Energy and Green Economy Act, 2009</u>. These undertakings shall be subject to the <u>Green Energy and Green Economy Act, 2009</u> and other provincial approvals.</del>	Deleted in its entirety.		Legislation referenced has been repealed.
B.3.7.8 (New)	<b>Other Energy and Environmental Matters</b> <b>B.3.7.8 <i>Development, redevelopment and site alteration</i> activities shall incorporate best management practices regarding the use of excess soil and fill, including the following:</b> a) any excess soil is reused on-site or locally to the maximum extent possible and, where feasible, excess soil reuse planning is undertaken concurrently with development planning and design; b) appropriate sites for excess soil storage and processing are permitted close to areas where proposed development is concentrated or areas of potential soil reuse; and, c) fill quality received and fill placement at a site will not cause an adverse effect with regard to the current or proposed use of the property or the natural environment	Other Energy and Environmental Matters B.3.7.8 <i>Development, redevelopment and site alteration</i> activities shall incorporate best management practices regarding the use of excess soil and fill, including the following: a) any excess soil is reused on-site or locally to the maximum extent possible and, where feasible, excess soil reuse planning is undertaken concurrently with development planning and design; b) appropriate sites for excess soil storage and processing are permitted close to areas where proposed development is concentrated or areas of potential soil reuse; and, c) fill quality received and fill placement at a site will not cause an adverse effect with regard to the current or proposed use of the property or the natural environment and is compatible with adjacent land uses.	√ PPS Policy 3.2.3  Growth Plan, Policy 4.2.9.3	Excess soil policies.

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	and is compatible with adjacent land uses.			
<b>Volume 1, Chapter C – City-Wide Systems and Designations</b>				
C.5.3.17 (New)	<b>C.5.3.17 The City shall implement actions and strategies that will reduce greenhouse gas emissions and address climate change adaptation goals, including but not limited to:</b> a) <b>assessing <i>infrastructure</i> risks and vulnerabilities and identify actions and investments to address these challenges; and,</b> b) <b>undertaking stormwater management monitoring, analysis and planning that assess the <i>impacts of a changing climate</i> and incorporate the appropriate actions, which may include <i>green infrastructure</i> and <i>low impact development</i>.</b>	C.5.3.17 The City shall implement actions and strategies that will reduce greenhouse gas emissions and address climate change adaptation goals, including but not limited to: a) <i>assessing infrastructure</i> risks and vulnerabilities and identify actions and investments to address these challenges; and, b) <i>undertaking stormwater management monitoring, analysis and planning that assess the impacts of a changing climate</i> and incorporate the appropriate actions, which may include <i>green infrastructure</i> and <i>low impact development</i> .	√ Growth Plan Policy 4.2.10.1 c)	Addressing impacts of a changing climate through assessing infrastructure risk and vulnerability and use of low impact development and green infrastructure.
C.5.6 (New Section)	<b>C.5.6 Green Infrastructure Increasing the amount of <i>green infrastructure</i> in the City is a cost-effective, resilient approach to reducing the <i>impacts of a changing climate</i> and provides a range of environmental, social and economic benefits.</b>	C.5.6 Green Infrastructure Increasing the amount of <i>green infrastructure</i> in the City is a cost-effective, resilient approach to reducing the <i>impacts of a changing climate</i> and provides a range of environmental, social and economic benefits.	√ PPS Policy 1.6.2.	Encouraging green infrastructure.
C.5.6.1	<b>C.5.6.1 The City will encourage the use of <i>green infrastructure</i> in accordance with Section B.3.3 – Urban Design, including but not limited to:</b> a) <b>the incorporation of <i>low impact development</i> techniques, such as:</b>	C.5.6.1 The City will encourage the use of <i>green infrastructure</i> in accordance with Section B.3.3 – Urban Design, including but not limited to: a) the incorporation of <i>low impact development</i> techniques, such as: i) rainwater harvesting, rain gardens, and bioswales;	√ PPS Policies 1.6.2. & 1.8.1 f)	Encouraging green infrastructure.

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	<p>i) rainwater harvesting, rain gardens, and bioswales;  ii) permeable pavements; and,  iii) green roofs.  b) increasing the urban tree canopy through approval and implementation of the City’s Urban Forest Strategy referenced in Section C.2.11 – Tree and Woodland Protection, and;  c) land conservation efforts in coordination with the local Conservation Authorities.</p>	<p>ii) permeable pavements; and,  iii) green roofs.  b) increasing the urban tree canopy through approval and implementation of the City’s Urban Forest Strategy referenced in Section C.2.11 – Tree and Woodland Protection, and;  c) land conservation efforts in coordination with the local Conservation Authorities.</p>		
<b>Volume 1, Chapter F – Implementation</b>				
Table F.1.19.1	That Table F.1.19.1: Other Information and Materials be amended by adding the following row under Section 4 – Environmental: <b>aa) Wildland Fire Assessment</b>	aa) Wildland Fire Assessment	√ PPS Policy 3.1.8	
F.3.4.5	3.4.5 Targets for Air Quality and Climate Change Mitigation and Adaptation	3.4.5 Targets for Air Quality and Climate Change Mitigation and Adaptation		
F.3.4.5.1	F.3.4.5.1 The City’s objective is to increase the number of good air quality days, where the Province’s Air Quality Health Index (AQHI) is less than 30 7, and to meet all federal and provincial Ambient Air Quality Criteria. The City also has objectives to achieve both corporate and community-wide greenhouse emission reduction targets that align with the Intergovernmental Panel on Climate Change’s (IPCC) Special Report on Global Warming of 1.5° C recommendations over the lifetime of	F.3.4.5.1 The City’s objective is to increase the number of good air quality days, where the Province’s Air Quality Health Index (AQHI) is less than 7, and to meet all federal and provincial Ambient Air Quality Criteria. The City also has objectives to achieve both corporate and community-wide greenhouse emission reduction targets that align with the Intergovernmental Panel on Climate Change’s (IPCC) Special Report on Global Warming of 1.5° C recommendations.	√ Matter of Interest	Will update targets in future, as needed.

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	this Plan, by encouraging and undertaking actions to reduce greenhouse gas emissions towards the following locally established targets.			
F.3.4.5.2 (New)	<b>F.3.4.5.2 Corporate greenhouse gas emissions are those emissions that the City has direct control over and are generated from municipal operations such as corporate fleet vehicles, corporate buildings, water and wastewater distribution and treatment.</b>	F.3.4.5.2 Corporate greenhouse gas emissions are those emissions that the City has direct control over and are generated from municipal operations such as corporate fleet vehicles, corporate buildings, water and wastewater distribution and treatment.	√ Matter of Interest	
Table F.3.4.2	Delete Table F.3.4.2 title and contents in their entirety and replace with the following text: <b>Table F.3.4.2: Hamilton’s Corporate Greenhouse Gas Emission Reduction Targets</b> 2030 – 50% reduction of 2005 emission levels 2050 – 50% reduction of 2005 emission levels	Table F.3.4.2: Hamilton’s Corporate Greenhouse Gas Emission Reduction Targets 2030 – 50% reduction of 2005 emission levels 2050 – 50% reduction of 2005 emission levels	√ Growth Plan Policy 4.2.10.2 c)	Targets reflect the City’s Corporate Energy and Sustainability Policy, approved by Council in February 2021.
F.3.4.5.3 (New)	<b>F.3.4.5.3 Community greenhouse gas emissions are those emissions that are outside the City’s direct control and are generated from community sources of emissions such as personal vehicles, privately owned buildings, industry, and agriculture.</b>	F.3.4.5.3 Community greenhouse gas emissions are those emissions that are outside the City’s direct control and are generated from community sources of emissions such as personal vehicles, privately owned buildings, industry, and agriculture.	√ Matter of Interest	
Table F.3.4.3 (New)	<b>Table F.3.4.3: Hamilton’s Community Greenhouse Gas Emission Reduction Targets</b> 2020 – 20% reduction of 2006 emissions levels	Table F.3.4.3: Hamilton’s Community Greenhouse Gas Emission Reduction Targets 2020 – 20% reduction of 2006 emissions levels	√ Matter of Interest	These targets are expected to be updated when the Community Energy and Emissions Plan is endorsed by Council. Staff anticipating this may happen Spring 2022.



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	<b>2030 – 50% reduction of 2006 emission levels</b> <b>2050 – 80% reduction of 2006 emission levels</b>	2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels		Targets updates may be brought forward with the Local Context phase of the Official Plan Review. Additional policies may also be incorporated into this section at that time.
F.3.4.5.4 (New)	<b>F.3.4.5.2 The City, in collaboration with external stakeholders and partners shall track, analyze and report on Hamilton’s progress on achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and municipal operations.</b>	F.3.4.5.2 The City, in collaboration with external stakeholders and partners shall track, analyze and report on Hamilton’s progress on achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and municipal operations.	√ Growth Plan Policy 4.2.10.2 b)	

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## Proposed Text Amendments – Urban Structure

Grey highlighted strikethrough text = text to be deleted

**Bolded text** = text to be added

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
<b>Volume 1, Chapter E – Urban Systems and Designations</b>				
E.1.0 c)	E.1.0 c) <del>Develop</del> <b>Accommodate growth through the development of</b> compact, mixed use urban environments that support <b>existing or planned</b> transit, <b>including higher order transit</b> , and <i>active transportation</i> .	E.1.0 c) Accommodate growth through the development of compact, mixed use urban environments that support existing or planned transit, including <i>higher order transit</i> , and <i>active transportation</i> .	√ Growth Plan Policy 2.2.1.2 c)	
E.1.0 g)	E.1.0 g) Promote and support appropriate <i>residential intensification</i> throughout the <i>urban area</i> <del>with</del> <b>and</b> focused attention to development in the <b>strategic growth areas of the Urban Nodes, and Urban Corridors and Major Transit Station Areas</b> .	E.1.0 g) Promote and support appropriate <i>residential intensification</i> throughout the <i>urban area</i> with focused attention to development in the <i>strategic growth areas</i> of the <i>Urban Nodes, Urban Corridors and Major Transit Station Areas</i> .	√ Growth Plan Policy 2.2.1.2 c)	Added reference to Strategic Growth Areas
E.1.0 h)	E.1.0 h) Recognize that Hamilton’s neighbourhoods <b>will evolve over time to accommodate projected household growth, changing demographics, and respond to the changing needs of complete communities</b> <del>are stable, not static</del> .	E.1.0 h) Recognize that Hamilton’s neighbourhoods will evolve over time to accommodate projected household growth, changing demographics, and respond to the changing needs of complete communities.	√ Growth Plan Policy 2.2.1.2 a)	
E.2.1 a)	E.2.1 a) <b>Urban Nodes, and Urban corridors and delineated Major Transit Station Areas</b> <del>are</del> <b>shall be</b> the focus of <b>intensification and</b> reurbanization activities (i.e. population growth, private and public <i>redevelopment</i> , and infrastructure investment).	E.2.1 a) <i>Urban Nodes, Urban corridors and delineated Major Transit Station Areas</i> shall be the focus of <i>intensification and</i> reurbanization activities (i.e. population growth, private and public <i>redevelopment</i> , and infrastructure investment).	√ Growth Plan Policy 2.2.1.2 c)	
E.2.1 e)	E.2.1 e) Nodes and corridors evolve with higher residential densities and mixed use <i>developments</i> to achieve their planned functions and support <b>existing and planned</b> transit, <b>including higher order transit</b> .	E.2.1 e) Nodes and corridors evolve with higher residential densities and mixed use <i>developments</i> to achieve their planned functions and support existing and planned transit, including <i>higher order transit</i> .	√ Growth Plan Policy 2.2.1.2 c)	

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
E.2.2.1	<b>In order to most efficiently use land and resources, the City has developed an <del>Hamilton's</del> urban structure, is identified on Schedule E – Urban Structure, <del>and that</del> includes the following structural elements:</b>	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:	√ PPS Policy 1.1.3.2 a)	
E.2.2.1 c) (New)	Insert new Policy E.2.2.1 c) and renumber subsequent policies accordingly.  <b>E.2.2.1 c) <i>Major Transit Station Areas</i>;</b>	E.2.2.1 c) <i>Major Transit Station Areas</i> ;	√ Growth Plan Policy 2.2.4	Added reference to Major Transit Station Areas as urban structure element.
E.2.2.5 (New)	<b>E.2.2.5 The <i>Urban Nodes, Urban Corridors, and delineated Major Transit Station Areas</i> referenced in Policy E.2.2.1 are <i>strategic growth areas</i> and <i>intensification</i> and higher-density mixed uses in a <i>transit-supportive</i> and <i>compact built form</i> shall be encouraged and promoted in these areas.</b>	E.2.2.5 The <i>Urban Nodes, Urban Corridors, and delineated Major Transit Station Areas</i> referenced in Policy E.2.2.1 are <i>strategic growth areas</i> and <i>intensification</i> and higher-density mixed uses in a <i>transit-supportive</i> and <i>compact built form</i> shall be encouraged and promoted in these areas.	√ Growth Plan Policy 2.2.1.2 c). 2.2.2.3 a)  PPS Policy 1.1.3.2 f)	Added reference to strategic growth areas.
E.2.2.6 (New)	<b>E.2.2.6 <i>Intensification, redevelopment</i> and compact form will be encouraged generally throughout the <i>built-up area</i> in accordance with appropriate development standards.</b>	E.2.2.6 <i>Intensification, redevelopment</i> and compact form will be encouraged generally throughout the <i>built-up area</i> in accordance with appropriate development standards.	√ Growth Plan Policy 2.2.2.3 c)  PPS Policy 1.1.3.4, 1.1.3.6	Encourages intensification throughout the built-up area. Implements the No Urban Boundary Expansion growth scenario.
E.2.3.1.4	E.2.3.1.4 The <i>Downtown Urban Growth Centre</i> shall function as a major employment centre for the City. <b>Major office space for business, professional, and government offices services</b> shall be directed to the <i>Downtown Urban Growth Centre</i> .	E.2.3.1.4 The <i>Downtown Urban Growth Centre</i> shall function as a major employment centre for the City. <i>Major office space for business, professional, and government services</i> shall be directed to the <i>Downtown Urban Growth Centre</i> .	√ Growth Plan Policy 2.2.5.2	

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
E.2.3.1.9	E.2.3.1.9 The <i>Downtown Urban Growth Centre</i> shall generally have the higher highest <b>aggregate</b> density within the City with a minimum overall <b>target</b> density of 250 <b>500</b> persons and jobs per hectare. <b>The <i>Downtown Urban Growth Centre</i> may evolve over time to a higher density without an amendment to this Plan.</b> Overall density in excess of this target may be achievable and warranted. Increases to this density target shall be considered as part of a review of the Downtown Hamilton Secondary Plan. The density targets shall be evaluated based, in part, on the results of the Downtown Office Strategy and the impacts on existing infrastructure and transportation networks.	E.2.3.1.9 The <i>Downtown Urban Growth Centre</i> shall generally have the highest aggregate density within the City with a minimum target density of 500 persons and jobs per hectare. The <i>Downtown Urban Growth Centre</i> may evolve over time to a higher density without an amendment to this Plan.	√ Growth Plan Policy 2.2.3.2	Updated density target reflective of No Urban Boundary Expansion growth scenario.
E.2.3.1.10	E.2.3.1.10 It is anticipated that the <i>Downtown Urban Growth Centre</i> will accommodate a <del>Approximately 20</del> <b>30%</b> of the City-wide <i>residential intensification</i> over the time period of this Plan which equates to a range of 5,000 to 6,000 <b>approximately 30,000 new dwelling units will be accommodated within the <i>Downtown Urban Growth Centre</i>.</b>	E.2.3.1.10 Approximately 30% of the City-wide <i>residential intensification</i> over the time period of this Plan which equates to approximately 30,000 new dwelling units will be accommodated within the <i>Downtown Urban Growth Centre</i> .	√ Growth Plan Policy, 2.2.1.2 c) 2.2.3.2	Updated intensification allocation reflective of No Urban Boundary Expansion growth scenario.
E.2.3.1.4	E.2.3.1.14 The <i>Downtown Urban Growth Centre</i> shall be designed to accommodate all modes of transportation with a focus on <del>transit</del> <b>higher order transit</b> and <i>active transportation</i> including pedestrian and cycling trips within the Downtown and between the Downtown and the surrounding Neighbourhoods.	E.2.3.1.14 The <i>Downtown Urban Growth Centre</i> shall be designed to accommodate all modes of transportation with a focus on <i>higher order transit</i> and <i>active transportation</i> including pedestrian and cycling trips within the Downtown and between the Downtown and the surrounding Neighbourhoods.	√ Growth Plan Policy, 2.2.3.1	
E.2.3.2.7	E.2.3.2.7 Sub-Regional Service Nodes shall generally <del>have some of the higher densities within the City with</del> <b>be planned to achieve</b> a target density of 400 to 150 <b>to 200</b> persons and jobs per hectare <b>measured</b> across each node.	E.2.3.2.7 Sub-Regional Service Nodes shall generally be planned to achieve a target density of 150 to 200 persons and jobs per hectare measured across each node.	√ Growth Plan Policy, 2.2.1.2 c)	Updated density target reflective of No Urban Boundary Expansion growth scenario.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
E.2.3.3.7	E.2.3.3.7 Community Nodes shall generally be planned to achieve a target density of <del>a</del> <b>100 to 150</b> persons and jobs per hectare <b>measured across each node</b> .	E.2.3.3.7 Community Nodes shall generally be planned to achieve a target density of 100 to 150 persons and jobs per hectare measured across each node.	√ Growth Plan Policy, 2.2.1.2 c)	Updated density target reflective of No Urban Boundary Expansion growth scenario.
E.2.3.3.12	E.2.3.3.12 Notwithstanding Policy E.2.3.3.7, <del>some through the preparation of a Secondary plan, a lower density target for a</del> Community Nodes may be <b>established where the Secondary Plan process determines it is developed as lower intensity nodes</b> appropriate to <del>be based on</del> the character of their adjacent Neighbourhoods, other infrastructure, or transportation constraints as follows: a) <b>For the Ancaster Community Node, a target density in the range of 50 persons and jobs per hectare shall apply; Due due</b> to transportation constraints and the existing character of the adjacent neighbourhoods, <del>a target density in the range 50 persons and jobs per hectare shall apply to the Ancaster Community Node. This target may be adjusted through the development of a secondary plan.</del> <b>b) Intensification shall not be permitted in the Waterdown Community Node until infrastructure and transportation constraints have been alleviated.</b>	E.2.3.3.12 Notwithstanding Policy E.2.3.3.7, some Community Nodes may be developed as lower intensity nodes appropriate to the character of their adjacent Neighbourhoods, other infrastructure, or transportation constraints as follows: a) For the Ancaster Community Node, a target density in the range of 50 persons and jobs per hectare shall apply due to transportation constraints and the existing character of the adjacent neighbourhoods.	√ Growth Plan Policy, 2.2.1.2 c)	
E.2.5 (New)	Insert new Section E.2.5 and renumber subsequent Sections accordingly.  <b>E.2.5 Major Transit Station Areas</b>	E.2.5 Major Transit Station Areas	√ Growth Plan Policy, 2.2.4	Added reference to Major Transit Station Areas as urban structure element.
E.2.5.1 (New)	<b>E.2.5.1 A Major Transit Station Area is the area including and around any existing or planned higher order transit station or stop. Within the City, Major Transit Station Areas will include the Hamilton Centre</b>	E.2.5.1 A Major Transit Station Area is the area including and around any existing or planned higher order transit station or stop. Within the City, Major Transit Station Areas will include the Hamilton	√ Growth Plan Policy, 2.2.4	

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	and West Harbour GO Stations, the future Centennial GO Station and future <i>higher order transit</i> station areas.	Centre and West Harbour GO Stations, the future Centennial GO Station and future <i>higher order transit</i> station areas.		
E.2.5.2 (New)	<b>E.2.5.2 Major Transit Station Areas</b> , including future <i>higher order transit</i> station areas along the City’s <i>priority transit corridor</i> , will be delineated through a future Amendment to this Plan, following the completion of detailed design review of the City’s preferred <i>higher order transit</i> option. The <i>priority transit corridor</i> is identified on Schedule E – Urban Structure and Appendix B – Major Transportation Facilities and Routes.	E.2.5.2 <i>Major Transit Station Areas</i> , including future <i>higher order transit</i> station areas along the City’s <i>priority transit corridor</i> , will be delineated through a future Amendment to this Plan, following the completion of detailed design review of the City’s preferred <i>higher order transit</i> option. The <i>priority transit corridor</i> is identified on Schedule E – Urban Structure and Appendix B – Major Transportation Facilities and Routes.	√ Growth Plan Policy, 2.2.4	Further MTSA density planning and policies to be addressed through future OPA.
E.2.5.3 (New)	<b>E.2.5.3 Planned densities of future Major Transit Station Areas on the priority transit corridor shall be a minimum of 160 residents and jobs combined per hectare, or a lower target as approved by the Province, to be identified through a future Amendment to this Plan.</b>	E.2.5.3 Planned densities of future <i>Major Transit Station Areas</i> on the <i>priority transit corridor</i> shall be a minimum of 160 residents and jobs combined per hectare, or a lower target as approved by the Province, to be identified through a future Amendment to this Plan.	√ Growth Plan Policy, 2.2.4	
E.2.5.4 (New)	<b>E.2.5.4 Major Transit Station Areas that are not on the priority transit corridor shall be planned to achieve a mix of uses and densities which are supportive of higher order transit.</b>	E.2.5.4 <i>Major Transit Station Areas</i> that are not on the <i>priority transit corridor</i> shall be planned to achieve a mix of uses and densities which are supportive of <i>higher order transit</i> .	√ Growth Plan Policy, 2.2.4	
E.3.4.3	E.3.4.3 Uses permitted in low density residential areas: <b>a) shall include single-detached, semi-detached, duplex, triplex, fourplex, and street townhouse dwellings; and, b) may include multiple dwellings containing a maximum of 6 units for lots in proximity to collector roads or arterial roads.</b>	E.3.4.3 Uses permitted in low density residential areas: a) shall include single-detached, semi-detached, duplex, triplex, fourplex, and street townhouse dwellings; and, b) may include <i>multiple dwellings</i> containing a maximum of 6 units for lots in proximity to collector roads or arterial roads.		Permits increased range of uses within low density residential areas to encourage intensification and redevelopment.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
E.3.4.4	E.3.4.4 For low density residential areas, the maximum <i>net residential density</i> for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans, shall be 60 units per hectare.	E.3.4.4 For low density residential areas, the maximum <i>net residential density</i> for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans, shall be 60 units per hectare.		Clarifies that density maximum is for the purpose of Secondary Planning / Master Planning etc. only. Allows greater flexibility for individual developments without triggering the need for an Official Plan Amendment.
E.3.5.2	E.3.5.2 Uses permitted in medium density residential areas shall include <b>all forms of multiple dwellings</b> except street townhouses. <b>Multiple Dwellings include street townhouse units fronting onto a condominium road.</b>	E.3.5.2 Uses permitted in medium density residential areas shall include all forms of <i>multiple dwellings</i> except street townhouses. Multiple Dwellings include street townhouse units fronting onto a condominium road.		Clarification.
E.3.5.3	E.3.5.3 Notwithstanding Policy E.3.5.2, street townhouses shall be permitted: a) for lands in Central Hamilton, identified on Appendix G – Boundaries Map; b) by secondary plan designations and policies in Central Hamilton, identified on Appendix G – Boundaries Map; and, c) by secondary plan designations and policies <del>existing at the date of adoption of this Plan.</del>	E.3.5.3 Notwithstanding Policy E.3.5.2, street townhouses shall be permitted: a) for lands in Central Hamilton, identified on Appendix G – Boundaries Map; b) by secondary plan designations and policies in Central Hamilton, identified on Appendix G – Boundaries Map; and, c) by secondary plan designations and policies.		
E.3.5.4	E.3.5.4 Local commercial uses may be permitted on the ground floor of buildings containing <i>multiple dwellings</i> , <b>subject to</b> <del>provided</del> the provisions of Section E.3.8 – Local Commercial <del>are satisfied.</del>	E.3.5.4 Local commercial uses may be permitted on the ground floor of buildings containing <i>multiple dwellings</i> , subject to the provisions of Section E.3.8 – Local Commercial.		Clarification.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
E.3.5.7	E.3.5.7 For medium density residential uses, the <i>net residential density</i> <b>for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans</b> , shall be greater than 60 units per hectare and not greater than 100 units per hectare.	E.3.5.7 For medium density residential uses, the <i>net residential density</i> for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans, shall be greater than 60 units per hectare and not greater than 100 units per hectare.		Clarifies that density maximum is for the purpose of Secondary Planning / Master Planning etc only. Allows greater flexibility for individual developments without triggering the need for an Official Plan Amendment.
E.3.5.8	E.3.5.8 For medium density residential uses, the maximum height shall be six storeys, <b>but the height may be increased to 11 storeys without an amendment to this Plan, provided the applicant demonstrates:</b> <b>a) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;</b> <b>b) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,</b> <b>c) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.</b>	E.3.5.8 For medium density residential uses, the maximum height shall be six storeys, but the height may be increased to 11 storeys without an amendment to this Plan, provided the applicant demonstrates: a) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods; b) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and, c) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.		Increased height permission for medium density uses to a maximum of 11 stories without an amendment to the Plan. Developments of 12 stories or greater would be considered high density.
E.3.6.6	E.3.6.6 In high density residential areas, <b>for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special</b>	E.3.6.6 In high density residential areas, for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary		Clarifies that density maximum is for the purpose of



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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p><b>Policy Areas, Infrastructure Master Plans and Community Plans, the permitted net residential densities identified on Appendix G – Boundaries Map shall be:</b></p> <p>a) greater than 100 units per hectare and not greater than 500 units per hectare in Central Hamilton; and,</p> <p>b) greater than 100 units per hectare and not greater than 200 units per hectare in all other Neighbourhoods designation areas.</p> <p><del>c) Notwithstanding the maximum density requirement in Policy E.3.6.6 b), for smaller sites fronting on arterial roads, an increase in density may be considered, without an amendment to this Plan, provided the policies of this Plan are met.</del></p>	<p>Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans, the net residential densities identified on Appendix G – Boundaries Map shall be:</p> <p>a) greater than 100 units per hectare and not greater than 500 units per hectare in Central Hamilton; and,</p> <p>b) greater than 100 units per hectare and not greater than 200 units per hectare in all other Neighbourhoods designation areas.</p>		<p>Secondary Planning / Master Planning etc only. Allows greater flexibility for individual developments without triggering the need for an Official Plan Amendment.</p>
E.3.6.7 (New)	<p>Insert new Policy E.3.6.7 and renumber subsequent policies.</p> <p><b>E.3.6.7 For high density residential uses, the maximum height shall be 30 storeys. For high density residential uses below the Niagara Escarpment, building height shall not exceed the height of the top of the Niagara Escarpment. Applicants shall demonstrate that the proposed development shall not exceed the height of the Niagara Escarpment, to the satisfaction of the City.</b></p>	<p>E.3.6.7 For high density residential uses, the maximum height shall be 30 storeys. For high density residential uses below the Niagara Escarpment, building height shall not exceed the height of the top of the Niagara Escarpment. Applicants shall demonstrate that the proposed development shall not exceed the height of the Niagara Escarpment, to the satisfaction of the City.</p>		<p>Allows maximum height of 30 stories for high density uses, except below the escarpment building heights shall not exceed the top of the escarpment.</p>
E.3.6.7 (Existing)	<p><del>E.3.6.7</del> <i>Development</i> within the high density residential category shall be evaluated on the basis of the following criteria:</p> <p>b) <del>High profile</del> <b>Multiple dwellings 12 storeys or greater</b> shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential</p>	<p>E.3.6.8 <i>Development</i> within the high density residential category shall be evaluated on the basis of the following criteria:</p> <p>b) <i>Multiple dwellings</i> 12 storeys or greater shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a</p>		<p>Provides greater clarity for design requirements to demonstrate compatibility for building heights of 12 storeys or greater.</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>use. Where such separations cannot be achieved, transitional features such as effective screening, <b>progressive building step backs</b>, and/or other design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.</p> <p>f) The City may require studies, in accordance with Chapter F - Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design and massing of a building or structure shall not:</p> <p>i) unduly overshadow, or block light on adjacent <b>sensitive land uses, the public realm and outdoor private amenity areas; and,</b></p> <p>ii) or result in the loss of privacy of adjacent residential uses.</p> <p>g) The orientation, design, and massing of a building or structure <del>higher than six</del> <b>12 storeys or greater</b> shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, and other parts of the City as identified through secondary plans or other studies.</p>	<p>medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening, progressive building step backs, and/or other design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.</p> <p>f) The City may require studies, in accordance with Chapter F - Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design and massing of a building or structure shall not:</p> <p>i) unduly overshadow or block light on adjacent <i>sensitive land uses</i>, the public realm and outdoor private amenity areas; and,</p> <p>ii) or result in the loss of privacy of adjacent residential uses.</p> <p>g) The orientation, design, and massing of a building or structure 12 storeys or greater shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, and other parts of the City as identified through secondary plans or other studies.</p>		<p>Additional consideration given to shadow impacts on adjacent sensitive land uses, the public realm and outdoor amenity areas.</p>
E.4.6.8	<p>E.4.6.8 Additional height up to a total of <del>eight</del> <b>eleven</b> storeys may be permitted without an amendment to this Plan, provided the applicant demonstrates:</p> <p>a) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;</p> <p>b) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may</p>	<p>E.4.6.8 Additional height up to a total of eleven storeys may be permitted without an amendment to this Plan, provided the applicant demonstrates:</p> <p>a) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;</p> <p>b) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The</p>		<p>Allows additional height up to 11 stories without an Amendment to the Plan for areas designated Mixed Use Medium. Encourages greater</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	include an angular plane requirement to set out an appropriate transition and stepping back of heights; and, c) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.	Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and, c) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.		intensification within Mixed Use Medium areas.

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## Proposed Text Amendments – Infrastructure

Grey highlighted strikethrough text = text to be deleted

**Bolded text** = text to be added

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
<b>Volume 1, Chapter B – Communities</b>				
B.3.5.2.2	Insert new Policy B.3.5.2.2 and renumber subsequent policies accordingly.  <b>B.3.5.2.2 The City will consider opportunities for optimizing the use of existing <i>community facilities</i> and their adaptive re-use wherever feasible.</b>	B.3.5.2.2 The City will consider opportunities for optimizing the use of existing <i>community facilities</i> and their adaptive re-use wherever feasible.	√ PPS Policy 1.6.3	
B.3.5.2.5	B.3.5.2.5 Where new <i>community facilities</i> are clustered or co-located in campus-like settings, the following criteria shall apply: c) Care and attention shall be given to the pedestrian environment, with pedestrian linkages between buildings and pedestrian circulation plans <b>to encourage social interaction and community connectivity.</b>	B.3.5.2.5 Where new <i>community facilities</i> are clustered or co-located in campus-like settings, the following criteria shall apply: c) Care and attention shall be given to the pedestrian environment, with pedestrian linkages between buildings and pedestrian circulation plans to encourage social interaction and community connectivity.	√ PPS Policy 1.5.1 a)	
B.3.5.2.12	B.3.5.2.12 All new public buildings and public <i>community facilities/services</i> shall: a) be designed to reflect and enhance local community character, image, identity, and sense of place; <del>and</del> , b) be encouraged to include public art as part of overall site and/or building design.;	B.3.5.2.12 All new public buildings and public <i>community facilities/services</i> shall: a) be designed to reflect and enhance local community character, image, identity, and sense of place; b) be encouraged to include public art as part of overall site and/or building design.;	√ PPS Policy 1.7.1 l)  Growth Plan	Referencing City's current policy document.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<b>c) provide equitable public access to telecommunication (web access); and, d) be in compliance with the Corporate Energy and Sustainability Policy and constructed to promote water conservation, energy efficiency, renewable energy systems and/or alternative energy systems, including district energy, in accordance with Policy B.3.7.2, where feasible.</b>	c) provide equitable public access to telecommunication (web access); and, d) be in compliance with the Corporate Energy and Sustainability Policy and constructed to promote water conservation, energy efficiency, renewable energy systems and/or alternative energy systems, including district energy, in accordance with Policy B.3.7.2, where feasible.	Policies 4.2.9.1 a) & b)	
B.3.5.2.13	B.3.5.2.13 Policies B.3.5.2.1 to B.3.5.2.3 inclusive, B.3.5.2.5, B.3.5.2.6, and B.3.5.2.9 to B.3.5.2.12 a) and b) inclusive shall not apply to the renovation, expansion, or <i>adaptive reuse</i> of existing buildings for <i>community facilities</i> .	B.3.5.2.13 Policies B.3.5.2.1 to B.3.5.2.3 inclusive, B.3.5.2.5, B.3.5.2.6, and B.3.5.2.9 to B.3.5.2.12 a) and b) inclusive shall not apply to the renovation, expansion, or <i>adaptive reuse</i> of existing buildings for <i>community facilities</i> .		
B.3.5.2.14 (New)	Insert Policy B.3.5.2.14, as follows:  <b>B.3.5.2.14 The City shall endeavour to recover the full lifecycle cost of providing sustainable public <i>community facilities/services</i>, as required by applicable municipal By-laws and provincial legislation.</b>	B.3.5.2.14 The City shall endeavour to recover the full lifecycle cost of providing sustainable public <i>community facilities/services</i> , as required by applicable municipal By-laws and provincial legislation.	√ Growth Plan Policy 2.2.1.3 b)	
<b>Volume 1, Chapter C – City Wide Systems and Designations</b>				
C.2.8.3	<b>C.2.8.3 The City shall consider the Great Lakes Strategy, the targets and goals of the <i>Great Lakes Protection Act, 2015</i>, and any applicable Great Lakes agreements as part of <i>watershed</i></b>	C.2.8.3 The City shall consider the Great Lakes Strategy, the targets and goals of the <i>Great Lakes Protection Act, 2015</i> , and any applicable Great Lakes agreements as part of <i>watershed</i>	√ Growth Plan Policy 4.2.1.5	

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<i>planning</i> and coastal or waterfront planning initiatives.	<i>planning</i> and coastal or waterfront planning initiatives.		
C.2.11.5 (New)	<b>C.2.11.5</b> The City shall prepare and update as necessary an Urban Forest Strategy to protect publicly and privately owned trees and supporting vegetation within the <i>Urban Area</i> , in accordance with Section C.5.6 – Green Infrastructure.	C.2.11.5 The City shall prepare and update as necessary an Urban Forest Strategy to protect publicly and privately owned trees and supporting vegetation within the <i>Urban Area</i> , in accordance with Section C.5.6 – Green Infrastructure.	√ PPS Policy 1.6.2	Urban Forestry Strategy is in process.
C.2.13.4 (New)	<b>C.2.13.4</b> The City shall protect, improve or restore the <i>quality and quantity of water</i> by evaluating and preparing for the <i>impacts of a changing climate</i> to water resource systems at the watershed level.	C.2.13.4 The City shall protect, improve or restore the <i>quality and quantity of water</i> by evaluating and preparing for the <i>impacts of a changing climate</i> to water resource systems at the watershed level.	√ PPS 2.2.1 d)	
C.5	Add new preamble to section C.5:  <b>Planning for the city’s existing and future infrastructure requires addressing needs relating to water, wastewater, stormwater management, and waste management facilities. The objective of this plan is to ensure that planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range land use, environmental and financial planning, and will be supported by infrastructure master plans, asset management plans, and other required plans and studies.</b>	Planning for the city’s existing and future infrastructure requires addressing needs relating to water, wastewater, stormwater management, and waste management facilities. The objective of this plan is to ensure that planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range land use, environmental and financial planning, and will be supported by infrastructure master plans, asset management plans, and other required plans and studies.  In planning for existing and planned infrastructure, there is a need to respond		New preamble to Section C.5, currently missing from UHOP. Addresses importance of both traditional and green infrastructure.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	In planning for existing and planned infrastructure, there is a need to respond to the <i>impacts of a changing climate</i> and consider both ‘traditional’ hard infrastructure such as sewers, watermains and pumping stations, as well as ‘green infrastructure’ including natural heritage features, parkland, street trees and green roofs. To increase the resiliency of our communities, comprehensive stormwater management planning, including the use of appropriate low impact development and green infrastructure, must consider risks and vulnerabilities arising from increased extreme weather events.	to the <i>impacts of a changing climate</i> and consider both ‘traditional’ hard infrastructure such as sewers, watermains and pumping stations, as well as ‘green infrastructure’ including natural heritage features, parkland, street trees and green roofs. To increase the resiliency of our communities, comprehensive stormwater management planning, including the use of appropriate low impact development and green infrastructure, must consider risks and vulnerabilities arising from increased extreme weather events.		
C.5.3.3 (New)	Add new Policy C.5.3.3 and renumber subsequent policies accordingly.  <b>C.5.3.3 Policy C.5.3.2 shall not apply to lands that are designated Escarpment Natural, Escarpment Protection or Escarpment Rural in the Niagara Escarpment Plan.</b>	C.5.3.3 Policy C.5.3.2 shall not apply to lands that are designated Escarpment Natural, Escarpment Protection or Escarpment Rural in the Niagara Escarpment Plan.	√ Niagara Escarpment Plan Policy 2.12.7	Policy C.5.3.2 provides that the City may allow existing lots and existing uses that front on a rural/urban boundary road to connect to existing municipal water and wastewater systems, subject to conditions. The introduction of new Policy C.5.3.3 is required to ensure the Official Plan is in conformity with the Niagara Escarpment Plan.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
C.5.3.9 (Existing)	<p>Separate existing Policy C.5.3.9 into separate policies and renumber subsequent policies accordingly.</p> <p>C.5.3.9 The nature or concentrations of wastewater from non-residential sources will be regulated by the City through the Sewer Use By-law, which may be periodically amended by Council. <del>The City shall maintain and update a Water and Wastewater Master Plan which is supported by the policies of this Plan, providing direction for planning and staging of improvements to the City's water and sewer facilities and guides the operation of the City's day-to-day water and sewer programs.</del></p>	C.5.3.9 The nature or concentrations of wastewater from non-residential sources will be regulated by the City through the Sewer Use By-law, which may be periodically amended by Council.		Deleted portion of this policy being moved to a new, separate and updated policy.
C.5.3.10 (New)	<p>Insert new Policy C.5.3.10 and renumber subsequent policies accordingly.</p> <p><b>C.5.3.10 The City shall maintain and update a Water and Wastewater Master Plan which is supported by the policies of this Plan, providing direction for:</b></p> <p><b>a) planning and staging of improvements to the City's water and sewer facilities;</b></p> <p><b>b) guidance on the operation of the City's day-to-day water and sewer programs;</b></p> <p><b>c) ensuring that the City's water and sewer systems are prepared for the</b></p>	<p>C.5.3.10 The City shall maintain and update a Water and Wastewater Master Plan which is supported by the policies of this Plan, providing direction for:</p> <p>a) planning and staging of improvements to the City's water and sewer facilities;</p> <p>b) guidance on the operation of the City's day-to-day water and sewer programs;</p> <p>c) ensuring that the City's water and sewer systems are prepared for the <i>impacts of a changing climate</i>;</p> <p>d) demonstrates that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water; and,</p>	<p align="center">√</p> <p>PPS Policies 1.6.6.1 b) 2 &amp; 1.6.6.1 b) 4</p> <p>Growth Plan Policy 3.2.6.2 c)</p>	Moved and expanded from previous policy C.5.3.9.



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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<i>impacts of a changing climate, including increased flooding, extreme temperatures and weather events;</i> d) demonstrates that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water; and, e) protection of human health and safety and the natural environment.	e) protection of human health and safety and the natural environment.		
C.5.3.11 (Existing)	C.5.3.11 <del>12</del> The City shall ensure that any change in density can be accommodated within the municipal water and wastewater system, <b>and that investments into the system will support the achievement of the intensification and density targets provided in Section E.2.0 – Urban Structure.</b>	C.5.3.12 The City shall ensure that any change in density can be accommodated within the municipal water and wastewater system, and that investments into the system will support the achievement of the intensification and density targets provided in Section E.2.0 – Urban Structure.	√ Growth Plan Policy 3.2.1.1	
C.5.4.1 (New)	Insert new Policy C.5.4.1 and renumber subsequent policies.  <b>C.5.4.1 The City shall maintain and update a Stormwater Master Plan, which is informed by the policies of Section C.2.8 – Watershed Planning, and provides direction for:</b> a) protecting the <i>quality and quantity of water</i> by assessing existing stormwater facilities and systems; b) characterizing existing environmental conditions;	C.5.4.1 The City shall maintain and update a Stormwater Master Plan, which is informed by the policies of Section C.2.8 – Watershed Planning, and provides direction for: a) protecting the <i>quality and quantity of water</i> by assessing existing stormwater facilities and systems; b) characterizing existing environmental conditions; c) examining the cumulative environmental impacts of stormwater from existing and planned development, including an assessment of how extreme	√ Growth Plan Policy 3.2.7.1	Addressing green infrastructure and impacts of a changing climate.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>c) examining the cumulative environmental impacts of stormwater from existing and planned development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies such as the design of systems to respond to extreme events;</p> <p>d) incorporate <i>low impact development</i> and <i>green infrastructure</i>, in accordance with Section C.5.6 – Green Infrastructure;</p> <p>e) identify the need for stormwater retrofits, where appropriate;</p> <p>f) identify the full life cycle costs of the stormwater <i>infrastructure</i>, including maintenance costs, and develop options to pay for these costs over the long-term; and,</p> <p>g) include an implementation and maintenance plan.</p>	<p>weather events will exacerbate these impacts and the identification of appropriate adaptation strategies such as the design of systems to respond to extreme events;</p> <p>d) incorporate <i>low impact development</i> and <i>green infrastructure</i>, in accordance with Section C.5.6 – Green Infrastructure;</p> <p>e) identify the need for stormwater retrofits, where appropriate;</p> <p>f) identify the full life cycle costs of the stormwater <i>infrastructure</i>, including maintenance costs, and develop options to pay for these costs over the long-term; and,</p> <p>g) include an implementation and maintenance plan.</p>		
C.5.4.9 (New)	<p>Insert new Policy C.5.4.9 and renumber subsequent policies.</p> <p><b>C.5.4.9 The City shall improve the quality and quantity of stormwater entering into Hamilton Harbour and Cootes Paradise from stormwater management systems by:</b></p>	<p>C.5.4.9 The City shall improve the quality and quantity of stormwater entering into Hamilton Harbour and Cootes Paradise from stormwater management systems by:</p> <p>a) Aiming to eliminate entry of toxic and harmful contaminants into storm sewers;</p> <p>b) Investigating and introducing where feasible, technologies to eliminate toxic</p>	<p>√</p> <p>PPS Policies 1.6.6.7 b), c) &amp; e)</p>	

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>a) Aiming to eliminate entry of toxic and harmful contaminants into storm sewers;</p> <p>b) Investigating and introducing where feasible, technologies to eliminate toxic and harmful contaminants and reduce pollution in discharge;</p> <p>c) Minimizing erosion and changes in water balance through the use of <i>green infrastructure</i>, as provided in Section B.6 – Green Infrastructure;</p> <p>d) Promoting stormwater management best practices, including stormwater attenuation and re-use, and low impact development techniques, as provided in Section B.3 – Urban Design Policies; and,</p> <p>e) Preparing an annual monitoring report on the characteristics of discharge.</p>	<p>and harmful contaminants and reduce pollution in discharge;</p> <p>c) Minimizing erosion and changes in water balance through the use of <i>green infrastructure</i>, as provided in Section B.6 – Green Infrastructure;</p> <p>d) Promoting stormwater management best practices, including stormwater attenuation and re-use, and low impact development techniques, as provided in Section B.3 – Urban Design Policies; and,</p> <p>e) Preparing an annual monitoring report on the characteristics of discharge.</p>		
C.5.4.10 (New)	<p>Insert new Policy C.5.4.10 and renumber subsequent policies.</p> <p><b>C.5.4.10 Before consideration is given to developing new <i>infrastructure</i>, the City should optimize the use of existing <i>infrastructure</i> and consider their adaptive re-use wherever feasible.</b></p>	C.5.4.10 Before consideration is given to developing new <i>infrastructure</i> , the City should optimize the use of existing <i>infrastructure</i> and consider their adaptive re-use wherever feasible.	√ PPS Policy 1.6.3	
C.5.5.6 (New)	<p>Insert new policy C.5.5.6 and renumber subsequent policies accordingly.</p>	C.5.5.6 The City’s waste management system shall facilitate, encourage and promote reduction, re-use, composting, and recycling objectives.	√ PPS Policy 1.6.10.1	

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<b>C.5.5.6</b> The City’s waste management system shall facilitate, encourage and promote reduction, re-use, composting, and recycling objectives.			
C.5.5.9 (New)	Insert new Policy C.5.5.9 <b>C.5.5.9</b> The City shall endeavour to recover the full lifecycle cost of providing sustainable <i>waste management facilities</i> , as required by applicable municipal By-laws and provincial legislation.	C.5.5.9 The City shall endeavour to recover the full lifecycle cost of providing sustainable <i>waste management facilities</i> , as required by applicable municipal By-laws and provincial legislation.	√ Growth Plan Policy 2.2.1.3 b)	
C.5.7 (New Section)	<b>C.5.7</b> Infrastructure Corridors	5.7 Infrastructure Corridors		
C.5.7.1 (New)	<b>C.5.7.1</b> In the planning for the development, optimization or expansion of existing and <i>planned corridors</i> , the City will encourage the co-location of linear infrastructure such as rights-of-way for <i>major goods movement facilities and corridors</i> , <i>higher order transit</i> , active transportation, transmission of electric power, etc., where appropriate.	C.5.7.1 In the planning for the development, optimization or expansion of existing and <i>planned corridors</i> , the City will encourage the co-location of linear infrastructure such as rights-of-way for <i>major goods movement facilities and corridors</i> , <i>higher order transit</i> , active transportation, transmission of electric power, etc., where appropriate.	√ Growth Plan Policy 3.2.5.1 a)	
C.5.7.2 (New)	<b>C.5.7.2</b> Where applicable, in the planning for the development, optimization or expansion of existing and <i>planned corridors</i> , the City shall demonstrate through an <i>Environmental Assessment</i> , that any impacts on <i>key natural heritage features</i> within <i>Core Areas</i> and <i>Linkages</i> , key hydrologic features and key hydrologic areas have	C.5.7.2 Where applicable, in the planning for the development, optimization or expansion of existing and <i>planned corridors</i> , the City shall demonstrate through an <i>Environmental Assessment</i> , that any impacts on <i>key natural heritage features</i> within <i>Core Areas</i> and <i>Linkages</i> , key hydrologic features and key hydrologic areas have	√ Growth Plan Policy 3.2.5.1 d)	

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated.	been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated.		
<b>Volume 1, Chapter F – Implementation</b>				
F.3.1.5.1	<p>F.3.1.5.1 In cases where a storm water management plan is being prepared for lands within the urban boundary, <b>it shall be informed by a subwatershed plan or equivalent, where appropriate, and</b> the following matters shall be addressed to avoid, minimize and/or mitigate storm water volumes, contaminant loads and impacts to receiving water courses associated with regular and extreme weather events:</p> <p>a) maintenance of groundwater quality and flow and stream base flow;</p> <p>b) protecting water quality and aquatic species and their habitats <b>particularly during extreme weather events;</b></p> <p>c) minimizing the disruption of pre-existing natural drainage patterns, wherever possible; <del>and,</del></p> <p>d) prevention of increases in stream channel erosion and flood risk;</p> <p><b>e) minimizing stormwater flows and reliance on stormwater management ponds, which includes appropriate low</b></p>	<p>F.3.1.5.1 In cases where a storm water management plan is being prepared for lands within the urban boundary, it shall be informed by a subwatershed plan or equivalent, where appropriate, and the following matters shall be addressed to avoid, minimize and/or mitigate storm water volumes, contaminant loads and impacts to receiving water courses:</p> <p>a) maintenance of groundwater quality and flow and stream base flow;</p> <p>b) protecting water quality and aquatic species and their habitats particularly during extreme weather events;</p> <p>c) minimizing the disruption of pre-existing natural drainage patterns, particularly during extreme weather events, wherever possible;</p> <p>d) prevention of increases in stream channel erosion and flood risk;</p> <p>e) minimizing stormwater flows and reliance on stormwater management ponds, which includes appropriate <i>low impact development</i> and <i>green infrastructure</i>;</p>	<p>√</p> <p>Growth Plan Policies 3.2.7.1 d) &amp; 3.2.7.2.</p>	

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<i>impact development and green infrastructure;</i> <b>f) establishing planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces, and encourage a design approach which protects natural features and maximizes vegetation; and,</b> <b>g) alignment with the City's Water, Wastewater and Stormwater Master Plan.</b>	f) establishing planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces, and encourage a design approach which protects natural features and maximizes vegetation; and, g) alignment with the City's Water, Wastewater and Stormwater Master Plan.		
F.3.1.8 (New)	Insert new Section F.3.2.11 – Water, Wastewater and Stormwater Master Plan and renumber subsequent policies.  <b>F.3.1.8 Water, Wastewater and Stormwater Master Plan</b>	F.3.1.8 Water, Wastewater and Stormwater Master Plan		
F.3.1.8.1	<b>F.3.1.8.1 The City shall develop a Water, Wastewater and Stormwater Master Plan to determine the long and short-term water, wastewater and stormwater infrastructure needs to support growth to the year 2051.</b>	F.3.1.8.1 The City shall develop a Water, Wastewater and Stormwater Master Plan to determine the long and short-term water, wastewater and stormwater infrastructure needs to support growth to the year 2051.		Updated Master Plan is currently in process.
F.3.1.8.2	<b>F.3.1.8.2 The City's Water, Wastewater and Stormwater Master Plan shall be maintained and updated as necessary through a comprehensive review process.</b>	F.3.1.8.2 The City's Water, Wastewater and Stormwater Master Plan shall be maintained and updated as necessary through a comprehensive review process.		Updated Master Plan is currently in process.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
F.3.1.8.3	<b>F.3.1.8.3 Future amendments to this Official Plan shall be considered as required to adopt applicable policies resulting from an update to the Water, Wastewater and Stormwater Master Plan.</b>	F.3.1.8.3 Future amendments to this Official Plan shall be considered as required to adopt applicable policies resulting from an update to the Water, Wastewater and Stormwater Master Plan.		
F.3.7 (New)	Insert new Section F.3.7 – State of the Infrastructure Report and Public Works and renumber subsequent policies accordingly.  <b>F.3.7 State of the Infrastructure Report and Public Works</b>	F.3.7 State of the Infrastructure Report and Public Works		
F.3.7.1 (New)	<b>F.3.7.1 The City will assess <i>infrastructure</i> risks and vulnerabilities, including those caused by the <i>impacts of a changing climate</i>, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.</b>	F.3.7.1 The City will assess <i>infrastructure</i> risks and vulnerabilities, including those caused by the <i>impacts of a changing climate</i> , and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.	√ Growth Plan Policy 3.2.1.4	

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## Proposed Text Amendments – Transportation Topic Area

Grey highlighted strikethrough text = text to be deleted

**Bolded text** = text to be added

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
<b>Volume 1, Chapter B – Communities</b>				
B.3.3.2.10	B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate: a) adequate and accessible space for pedestrians, <del>bicycles</del> <b>active transportation</b> , as well as transit, other vehicles, and utilities; ...	B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate: a) adequate and accessible space for pedestrians, <i>active transportation</i> , as well as transit, other vehicles, and utilities; ...	√ Matter of Interest	Definition of Active Transportation in the PPS, 2020 is more encompassing to include both bicycles and mobility aids, amongst others.
B.3.5.6.1	B.3.5.6.1 Healthcare facilities shall be located in proximity to major roads and transit routes for ease of access by all forms of transportation, including <del>walking and cycling</del> <b>active transportation</b> .	B.3.5.6.1 Healthcare facilities shall be located in proximity to major roads and transit routes for ease of access by all forms of transportation, including <i>active transportation</i> .	√ Matter of Interest	Definition of Active Transportation in the PPS, 2020 is more encompassing to include both bicycles and mobility aids, amongst others.
B.3.6.2	B.3.6.2 Air Quality and Climate Change ... Several goals and policies of this Plan, both directly and indirectly contribute to the improvement of air quality and reduce greenhouse gases: a) promoting compact, mixed use urban communities; b) integrating the transportation network to include all modes of transportation;	B.3.6.2 Air Quality and Climate Change ... Several goals and policies of this Plan, both directly and indirectly contribute to the improvement of air quality and reduce greenhouse gases: a) promoting compact, mixed use urban communities; b) integrating the transportation network to include all modes of transportation;	√ PPS Policies 1.7.1 k) & 1.1.3.2 c)	Definition of Active Transportation in the PPS, 2020 is more encompassing to include both bicycles and mobility aids, amongst others.



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	<p>c) promoting <b>active transportation, including walking, and cycling, and the use of public transit;</b> ...</p> <p>Many of these goals and policies also contribute to the adaptation to climate change by minimizing vulnerabilities to climate impacts. Prohibiting new <i>development on hazard lands</i>, and incorporating urban design features that reduce <del>climate impacts</del> <b>the impacts of a changing climate</b> on public works and urban infrastructure - roads and associated infrastructure, bridges, water and waste water systems, and energy distribution, are climate change adaptation strategies.</p>	<p>c) promoting <i>active transportation, including walking and cycling, and the use of public transit;</i> ...</p> <p>Many of these goals and policies also contribute to the adaptation to climate change by minimizing vulnerabilities to climate impacts. Prohibiting new <i>development on hazard lands</i>, and incorporating urban design features that reduce the <i>impacts of a changing climate</i> on public works and urban infrastructure - roads and associated infrastructure, bridges, water and waste water systems, and energy distribution, are climate change adaptation strategies.</p>		
<b>Volume 1, Chapter C – City Wide Systems and Designations</b>				
C.2.5.1	<p>C.2.5.1 Generally, permitted uses in <i>Core Areas</i> shall include: ...</p> <p>k) infrastructure projects, in accordance with Section C.5.0 – Infrastructure, <b>provided <i>negative impacts on these features have been avoided or minimized and to the extent feasible mitigated, as demonstrated through an Environmental Impact Statement.</i></b></p>	<p>C.2.5.1 Generally, permitted uses in <i>Core Areas</i> shall include: ...</p> <p>k) infrastructure projects, in accordance with Section C.5.0 – Infrastructure, provided <i>negative impacts on these features have been avoided or minimized and to the extent feasible mitigated, as demonstrated through an Environmental Impact Statement.</i></p>	<p>√</p> <p>Growth Plan Policy 3.2.5.1 d)</p>	
C.4	<p>C.4 The transportation network and land uses are mutually inclusive; land uses are connected and accessible through the transportation network. Equally, transportation is made more efficient when complemented by appropriate locations and</p>	<p>The transportation network and land uses are mutually inclusive; land uses are connected and accessible through the transportation network. Equally, transportation is made more efficient when complemented by appropriate locations</p>	<p>√</p> <p>Growth Plan Policy 3.2.2.2</p>	<p>Recognition of link between active transportation and public health.</p> <p>Inclusion of complete streets (new defined term).</p>

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	<p>densities for various land uses. <b>The resulting built environment has an impact on the overall health and well-being of citizens therefore, The the</b> City shall plan for an integrated transportation network contributing to <i>complete communities</i> through the policies of this Plan, provincial policies, and requirements of the <u>Planning Act, R.S.O., 1990 c. P.13</u>. Accordingly, the integrated transportation network shall support and implement the urban structure including mixed use nodes, <i>Urban Corridors</i>, Major Activity Centres, Neighbourhoods and Employment areas. The integrated transportation policies will help in achieving the shared goal of Vision 2020, the Growth Related Integrated Development Strategy and the Transportation Master Plan, of an integrated sustainable transportation network for people, goods and services, which is safe, environmentally friendly, <b>age-friendly</b>, affordable, efficient, convenient and accessible.</p> <p>This Plan recognizes the relationship between the transportation network and its impact on quality of life and economic development potential. The integrated transportation network will offer a greater range of transportation mode choice. An improved and efficient transportation</p>	<p>and densities for various land uses. The resulting built environment has an impact on the overall health and well-being of citizens therefore, the City shall plan for an integrated transportation network contributing to <i>complete communities</i> through the policies of this Plan, provincial policies, and requirements of the <u>Planning Act, R.S.O., 1990 c. P.13</u>. Accordingly, the integrated transportation network shall support and implement the urban structure including mixed use nodes, <i>Urban Corridors</i>, Major Activity Centres, Neighbourhoods and Employment areas. The integrated transportation policies will help in achieving the shared goal of Vision 2020, the Growth Related Integrated Development Strategy and the Transportation Master Plan, of an integrated sustainable transportation network for people, goods and services, which is safe, environmentally friendly, age-friendly, affordable, efficient, convenient and accessible.</p> <p>This Plan recognizes the relationship between the transportation network and its impact on quality of life and economic development potential. The integrated transportation network will offer a greater range of transportation mode choice. An improved and efficient transportation</p>		

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	<p>network is a key component of <i>complete communities (inclusive of complete streets)</i> – creating the vital link between activities and land uses throughout the City. Improved mode choice can be accomplished through a better balance between the competing needs of the street network including cars, transit, <i>active transportation</i>, goods movement <del>and</del>, parking <b>and emerging transportation modes and technology</b>. A balanced integrated transportation network shall contribute to vibrant streets where pedestrians and cyclists feel comfortable and can co-exist with <del>traffic</del> <b>other modes of transportation operating on the streets</b>, improving health and quality of life.</p> <p><i>Transportation demand management (TDM)</i> is an essential part of an overall integrated transportation network and part of a more <b>balanced and</b> sustainable transportation system. The policies of this Plan, together with the directions and programs from the Transportation Master Plan, will contribute to an overall <i>transportation demand management strategy</i> for the City.</p>	<p>network is a key component of <i>complete communities (inclusive of complete streets)</i> – creating the vital link between activities and land uses throughout the City. Improved mode choice can be accomplished through a better balance between the competing needs of the street network including cars, transit, <i>active transportation</i>, goods movement, parking and emerging transportation modes and technology. A balanced integrated transportation network shall contribute to vibrant streets where pedestrians and cyclists feel comfortable and can co-exist with other modes of transportation operating on streets, improving health and quality of life.</p> <p><i>Transportation demand management (TDM)</i> is an essential part of an overall integrated transportation network and part of a more balanced and sustainable transportation system. The policies of this Plan, together with the directions and programs from the Transportation Master Plan, will contribute to an overall <i>transportation demand management strategy</i> for the City.</p>		
C.4.1.1	C.4.1.1 Provide a balanced, <b>sustainable</b> and integrated transportation network which includes all modes of transportation such as <i>active transportation</i> , transit, automobiles,	Provide a balanced, sustainable and integrated transportation network which includes all modes of transportation such as <i>active transportation</i> , transit,	√ Growth Plan Policy 3.2.2.2 c)	

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	goods movement vehicles, rail, air, <del>and</del> marine, <b>and emerging modes of transportation and technology.</b>	automobiles, goods movement vehicles, rail, air, marine, and emerging modes of transportation and technology.		
C.4.1.2	C.4.1.2 Recognize the relationship of transportation, <b>public health</b> and land use planning in connecting communities, land uses and activities and the role of the integrated transportation network in creating <i>complete communities</i> and improving overall quality of life.	C.4.1.2 Recognize the relationship of transportation, public health and land use planning in connecting communities, land uses and activities and the role of the integrated transportation network in creating <i>complete communities</i> and improving overall quality of life.		
C.4.1.3	C.4.1.3 Facilitate <b>investment in major goods movement facilities and corridors and employment areas</b> for the safe and efficient movement of goods and services within and between Hamilton, neighbouring municipalities and regions through various modes within the integrated transportation network.	C.4.1.3 Facilitate investment in <i>major goods movement facilities and corridors</i> and <i>employment areas</i> for the safe and efficient movement of goods and services within and between Hamilton, neighbouring municipalities and regions through various modes within the integrated transportation network.	√ Growth Plan Policy 3.2.4.1.	
C.4.1.5	C.4.1.5 Work in cooperation with other levels of government and government agencies to further develop inter-regional travel plans including <del>expansion of</del> <b>expanded routes and increased GO Transit service</b> in the Hamilton area, proposals for <del>rapid</del> <b>higher order transit</b> within the City and other inter-regional transit and highway, marine, and airport initiatives.	C.4.1.5 Work in cooperation with other levels of government and government agencies to further develop inter-regional travel plans including expanded routes and increased GO Transit service in the Hamilton area, proposals for <i>higher order transit</i> within the City and other inter-regional transit and highway, marine, and airport initiatives.	√ Matter of Interest	
C.4.1.6	C.4.1.6 Provide a <b>safe</b> , convenient, fast, frequent and affordable public transportation service that <b>adapts to a changing climate</b> ,	C.4.1.6 Provide a safe, convenient, fast, frequent and affordable public transportation service that adapts to a	√ PPS Policy	

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	features adequate carrying capacity and serves all residents and businesses.	changing climate, features adequate carrying capacity and serves all residents and businesses.	1.6.1 Growth Plan Policies 3.2.1.2 d) & 3.2.2.2 f)	
C.4.1.8	Insert new policy as follows:  <b>C.4.1.8 Manage curbside activities and space allocation to maximize mobility, safety, and access for the wide variety of curb demands.</b>	C.4.1.8 Manage curbside activities and space allocation to maximize mobility, safety, and access for the wide variety of curb demands.		
C.4.2.1	C.4.2.1 The City shall maintain the existing transportation network and ensure the continued sustainability <b>and optimization</b> of existing transportation infrastructure before new infrastructure developments are considered.	C.4.2.1 The City shall maintain the existing transportation network and ensure the continued sustainability and optimization of existing transportation infrastructure before new infrastructure developments are considered.	√ PPS Policy 1.6.3	
C.4.2.2 (New)	Insert new Policy C.4.2.2 and renumber subsequent policies.  <b>C.4.2.2 The City shall plan for a transportation network that reduces greenhouse gas emissions by encouraging the most environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles.</b>	C.4.2.2 The City shall plan for a transportation network that reduces greenhouse gas emissions by encouraging the most environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles.	√ Growth Plan Policies 3.2.2.2 c) & 3.2.3.2 b)	
C.4.2.4.1 (Existing)	C.4.2.4.1 <i>Transportation demand management</i> measures may include:	C.4.2.5.1 <i>Transportation demand management</i> measures may include:	√ Growth Plan Policy	

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	<p>a) provision of <i>active transportation</i> features including secure bicycle storage facilities and pedestrian and cycling access to the road network <del>facilities</del>;</p> <p>b) supporting transit through <b>an array of incentives and disincentives to automobile dependence and single-occupancy vehicles such as</b> reduced parking standards for some land uses where appropriate and making provisions <del>for</del> <b>to support shared mobility such as</b> car-sharing spaces through the site plan process where feasible and appropriate; and,</p>	<p>a) provision of <i>active transportation</i> features including secure bicycle storage facilities and pedestrian and cycling access to the road network;</p> <p>b) supporting transit through an array of incentives and disincentives to automobile dependence and single-occupancy vehicles such as reduced parking standards for some land uses where appropriate and making provisions to support shared mobility such as car-sharing spaces through the site plan process where feasible and appropriate; and,</p>	3.2.2.4	
C.4.2.7 (Existing)	<p><del>C.4.2.7</del> <b>C.4.2.7</b> City has been identified as part of the Greater Toronto and Hamilton Area (GTHA) in The Big Move. <b>The Metrolinx Regional Transportation Plan (RTP) developed by Metrolinx and Provincial Greater Golden Horseshoe (GGH) Transportation Plan identify strategic regional transportation plans and projects with the City.</b> As such, the City shall work with Metrolinx <b>and the Province of Ontario</b> to implement the recommendations of the RTP <b>and GGH Transportation Plan</b> through the policies of this Plan and the Transportation Master Plan.</p>	<p>C.4.2.8 The Metrolinx Regional Transportation Plan (RTP) and Provincial Greater Golden Horseshoe (GGH) Transportation Plan identify strategic regional transportation plans and projects with the City. As such, the City shall work with Metrolinx and the Province of Ontario to implement the recommendations of the RTP and GGH Transportation Plan through the policies of this Plan and the Transportation Master Plan.</p>	√ Matter of Interest	Big Move is now obsolete and is only referred to as the RTP now.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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C.4.2.9 (New)	<p>Insert new Policy C.4.2.9 and renumber subsequent policies:</p> <p><b>C.4.2.9 Transit planning and investments shall be aligned with, and supporting, the <i>priority transit corridor</i> identified on Schedule E – Urban Structure and/or Appendix B – Major Transportation Facilities and Routes.</b></p>	C.4.2.9 Transit planning and investments shall be aligned with, and supporting, the <i>priority transit corridor</i> identified on Schedule E – Urban Structure and/or Appendix B – Major Transportation Facilities and Routes.	√ Growth Plan Policy 3.2.3.2 a)	
C.4.2.8 (Existing)	<p>C.4.2.8 <del>10</del> New secondary plans and designs for <i>major transit trip generators</i> shall incorporate the following design directions:</p> <p>a) establishment of a continuous grid road network as the preferred street layout to allow pedestrians, cyclists, transit vehicles, automobiles and goods and services vehicles to move efficiently through communities;</p> <p>b) efficient spacing of arterial and collector roads within the grid network;</p> <p>c) organization of land uses in a manner that reduces automobile dependence and improves modal choice and the movement of goods;</p> <p>d) placement of higher density land uses near existing and planned transit stop/station locations;</p>	<p>C.4.2.10 New secondary plans and designs for <i>major trip generators</i> shall incorporate the following design directions:</p> <p>a) establishment of a continuous grid road network as the preferred street layout to allow pedestrians, cyclists, transit vehicles, automobiles and goods and services vehicles to move efficiently through communities;</p> <p>b) efficient spacing of arterial and collector roads within the grid network;</p> <p>c) organization of land uses in a manner that reduces automobile dependence and improves modal choice and the movement of goods;</p> <p>d) placement of higher density land uses near existing and planned transit stop/station locations;</p>	√ Growth Plan Definition  Growth Plan Policy 3.2.2.3	Term changed in Growth Plan, 2019, as Amended.

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	<p>e) establish appropriate rights-of-way that support <i>complete streets</i> and supporting place-making opportunities within communities;</p> <p>e)f) <i>complete street</i> designs and layout which reduces and minimizes the need for future traffic calming and/or unnecessary traffic control devices; and,</p> <p>f)g) all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E - Urban Systems and Designations.</p>	<p>e) establish appropriate rights-of-way that support <i>complete streets</i> and supporting place-making opportunities within communities;</p> <p>f) <i>complete street</i> designs and layout which reduces and minimizes the need for future traffic calming and/or unnecessary traffic control devices; and,</p> <p>g) all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E - Urban Systems and Designations.</p>		
C.4.2.9 (Existing)	C.4.2.9 <del>11</del> Direct access to transit facilities shall be provided via <b>multi-use paths, trails, bicycle lanes</b> , sidewalks and walkways from the interior block areas of neighbourhoods. Within existing and planned <i>development</i> , the City shall encourage the creation of mid-block connections for pedestrians, <b>cycling</b> , transit, and <b>other active transportation</b> modes.	C.4.2.11 Direct access to transit facilities shall be provided via multi-use paths, trails, bicycle lanes, sidewalks and walkways from the interior block areas of neighbourhoods. Within existing and planned <i>development</i> , the City shall encourage the creation of mid-block connections for pedestrians, cycling, transit, and other <i>active transportation</i> modes.	√ Growth Plan Policy 3.2.3.4	
C.4.2.10 (Existing)	C.4.2.10 <del>12</del> Development of major <del>transit</del> <b>trip generators</b> shall provide safe, <b>accessible</b> and convenient pedestrian and cycling environments and <del>access</del> <b>be achieved</b> through building orientation, site layout, traffic management, and the provision of facilities such as sidewalks,	C.4.2.12 Development of major <i>trip generators</i> shall provide safe, accessible and convenient pedestrian and cycling environments and be achieved through building orientation, site layout, traffic management, and the provision of facilities such as sidewalks, crosswalks, bike lanes	√ Growth Plan Definition	Term changed in Growth Plan, 2019, as Amended.



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	crosswalks, bike lanes and trails, bicycle parking and loading, and connections to transit service.	and trails, bicycle parking and loading, and connections to transit service.		
C.4.2.15 (Existing)	C.1.2.15 <del>17</del> In accordance with Policy C.4.1.6, recognizing that an increasing proportion of the population is aging and many will possess mobility challenges, the City shall continue to ensure that it is able to provide an appropriate range of public transit services and programs on the conventional, specialized, <b>on-demand</b> and <del>rapid</del> <b>higher order transit</b> networks in an efficient and effective manner to all existing and planned trip generators throughout the <i>urban area</i> .	C.1.2.17 In accordance with Policy C.4.1.6, recognizing that an increasing proportion of the population is aging and many will possess mobility challenges, the City shall continue to ensure that it is able to provide an appropriate range of public transit services and programs on the conventional, specialized, on-demand and <i>higher order transit</i> networks in an efficient and effective manner to all existing and planned trip generators throughout the <i>urban area</i> .	√ Matter of Interest	
C.4.2.16 (Existing)	C.4.2.16 <del>18</del> Additional <i>transportation corridors</i> may be added to the integrated transportation network in Hamilton in the future. Recognizing the need to plan proactively for future infrastructure requirements and sustainable transportation solutions, the City supports active participation with provincial, inter-provincial and federal transportation planning studies such as the <del>ongoing Niagara to Greater Toronto Area (NGTA) corridor planning</del> <b>Greater Golden Horseshoe Transportation Plan</b> and <del>Environmental Assessment study</del> and the Ontario-Quebec Continental Gateway and Trade Corridor Study.	C.4.2.18 Additional <i>transportation corridors</i> may be added to the integrated transportation network in Hamilton in the future. Recognizing the need to plan proactively for future infrastructure requirements and sustainable transportation solutions, the City supports active participation with provincial, inter-provincial and federal transportation planning studies such as the Greater Golden Horseshoe Transportation Plan and the Ontario-Quebec Continental Gateway and Trade Corridor Study.	√ Matter of Interest	

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	<p>a)The NGTA study will address congestion, economic growth, and better gauge a long term land use and transportation framework extending from the Niagara Peninsula to the Greater Toronto Area.</p> <p>b)The Ontario-Quebec Continental Gateway and Trade Corridor Study will develop a multi-modal strategy to improve goods movement and trade.</p>			
C.4.3	<p>C.4.3 <i>Active transportation</i> which includes pedestrian movement, cycling <del>and any</del>, other non-motorized <del>modes</del> <b>and emerging micro-mobility modes</b> of transportation, is a key component of the City's transportation network. <i>Active Transportation</i> provides a sustainable alternative to travel by private automobile, resulting in physical, economic and social benefits from improved air quality, reduced energy consumption and increased physical activity. This Plan recognizes that <i>active transportation</i> is an essential component of the overall integrated transportation network. Together, land use planning, transportation planning and the design of the built form creates an environment that encourages and enables people <b>of all ages and abilities</b> to use <i>active transportation</i> for travel to work, school, exercise, recreation and social interaction.</p>	<p>C.4.3 <i>Active transportation</i> which includes pedestrian movement, cycling, other non-motorized and emerging micro-mobility modes of transportation, is a key component of the City's transportation network. <i>Active Transportation</i> provides a sustainable alternative to travel by private automobile, resulting in physical, economic and social benefits from improved air quality, reduced energy consumption and increased physical activity. This Plan recognizes that <i>active transportation</i> is an essential component of the overall integrated transportation network. Together, land use planning, transportation planning and the design of the built form creates an environment that encourages and enables people of all ages and abilities to use <i>active transportation</i> for travel to work, school, exercise, recreation and social interaction.</p>	<p>√ Growth Plan Policy 3.2.3.4</p>	

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C.4.3.3	<p>C.4.3.3 The City shall build and maintain the <i>active transportation</i> network which recognizes the importance of the sidewalk and cycling network while achieving a high standard of connectivity. <i>Active Transportation</i> shall be <del>promoted</del> <b>prioritized</b> and accommodated in <b>complete</b> street design and operation through:</p> <p>a) continuous improvement and expansion of the existing network of pedestrian and bicycle infrastructure, including multi-use paths, bike lanes, and <del>on-street bike routes</del> <b>other emerging design trends as appropriate;</b></p> <p>b) establishment of pedestrian-oriented design guidelines in secondary plans and undeveloped areas that promote <i>active transportation</i>; and,</p> <p>c) provision of traffic calming <b>and management</b> measures <del>and signage</del>, where appropriate.</p>	<p>C.4.3.3 The City shall build and maintain the <i>active transportation</i> network which recognizes the importance of the sidewalk and cycling network while achieving a high standard of connectivity. <i>Active Transportation</i> shall be prioritized and accommodated in complete street design and operation through:</p> <p>a) continuous improvement and expansion of the existing network of pedestrian and bicycle infrastructure, including multi-use paths, bike lanes, and other emerging design trends as appropriate;</p> <p>b) establishment of pedestrian-oriented design guidelines in secondary plans and undeveloped areas that promote <i>active transportation</i>; and,</p> <p>c) provision of traffic calming and management measures, where appropriate.</p>	<p style="text-align: center;">√</p> <p>Growth Plan Policy 3.2.2.4 c)</p>	
C.4.3.4	<p>C.4.3.4 Within the designated right-of-way, the design of <b>complete streets</b> and sidewalks shall provide a buffer between vehicular and pedestrian flow where feasible.</p>	<p>C.4.3.4 Within the designated right-of-way, the design of <i>complete streets</i> and sidewalks shall provide a buffer between vehicular and pedestrian flow where feasible.</p>	<p style="text-align: center;">√</p> <p>Growth Plan Policy 3.2.2.3</p>	

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C.4.3.5	<p>C.4.3.5 The City shall design pedestrian friendly streets by:</p> <p>a) making streetscapes visually appealing to make walking more inviting;</p> <p>b) discouraging the placement of objects which will impede pedestrian movements;</p> <p>c) reducing motor vehicle <del>traffic</del> <b>speed and volume</b> in areas of high pedestrian activity by design or other means;</p> <p>d) establishing exclusive pedestrian links in areas of high pedestrian activity and <b>restricting motor</b> <del>vehicular</del> <b>vehicles</b> <del>traffic</del>;</p> <p>e) distinctly separating vehicular, pedestrian and cycling <del>traffic</del> <b>road users</b> to the fullest extent possible;</p> <p>f) providing adequate lighting;</p> <p>g) <b>providing benches to allow pedestrians to rest and street trees for shade, where feasible;</b></p> <p>h) applying other means as specified in the policies of Section B.3.3 – Urban Design, where applicable; and,</p>	<p><b>C.4.3.5</b> The City shall design pedestrian friendly streets by:</p> <p>a) making streetscapes visually appealing to make walking more inviting;</p> <p>b) discouraging the placement of objects which will impede pedestrian movements;</p> <p>c) reducing motor vehicle speed and volume in areas of high pedestrian activity by design or other means;</p> <p>d) establishing exclusive pedestrian links in areas of high pedestrian activity and restricting motor vehicles;</p> <p>e) distinctly separating vehicular, pedestrian and cycling road users to the fullest extent possible;</p> <p>f) providing adequate lighting;</p> <p>g) providing benches to allow pedestrians to rest and street trees for shade, where feasible;</p> <p>h) applying other means as specified in the policies of Section B.3.3 – Urban Design, where applicable; and,</p>	<p align="center">√</p> <p>Growth Plan Policy 3.2.2.3</p>	

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	i) applying all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E – Urban Systems and Designations.	i) applying all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E – Urban Systems and Designations.		
C.4.3.6 (New)	Insert new Policy C.4.3.6:  <b>C.4.3.6 The City shall work together with other municipalities to implement seamless integration and coordination between <i>active transportation</i> networks across municipal jurisdictions from both planning and operational perspectives.</b>	C.4.3.6 The City shall work together with other municipalities to implement seamless integration and coordination between <i>active transportation</i> networks across municipal jurisdictions from both planning and operational perspectives.	√ PPS Policy 1.2.1 d)	
C.4.4	C.4.4 Public Transit Network Public transit entities under municipal jurisdiction include conventional, specialized and <del>rapid transit</del> <b>higher order transit</b> networks. Inter-regional networks are under the jurisdiction of provincial/federal authorities... It is the intent of this Plan that transit provide access to residential areas, employment areas, school and other institutions, shopping and recreational facilities in a <b>safe</b> , efficient and reliable manner. <b>Where frequent transit is planned and funding is allocated, higher densities may be considered in suitable locations.</b> Transit shall continue to increase connectivity and integration with other forms of transportation.	C.4.4 Public Transit Network Public transit entities under municipal jurisdiction include conventional, specialized and <i>higher order transit</i> networks. Inter-regional networks are under the jurisdiction of provincial/federal authorities... It is the intent of this Plan that transit provide access to residential areas, employment areas, school and other institutions, shopping and recreational facilities in a safe, efficient and reliable manner. Where frequent transit is planned and funding is allocated, higher densities may be considered in suitable locations. Transit shall continue to increase connectivity and integration with other forms of transportation.	√ Growth Plan Policy 3.2.2.2 f)	Further to Growth Plan Policy 3.2.2.2 f), notion that transit routes do not always equate to higher densities.
C.4.4.1	C.4.4.1 The City shall provide public transit at a level of service to enhance its use as a	C.4.4.1 The City shall provide public transit at a level of service to enhance its use as		

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	viable alternative to the automobile and achieve transportation <del>demand</del> <b>mode split</b> targets <del>stipulated</del> <b>identified</b> in the Transportation Master Plan in accordance with Section F.3.1.8 – Transportation Master Plan.	a viable alternative to the automobile and achieve transportation mode split targets identified in the Transportation Master Plan in accordance with Section F.3.1.8 – Transportation Master Plan.		
C.4.4.2 (New)	Insert new Policy C.4.4.2 and renumber subsequent policies accordingly.  <b>C.4.4.2 The City shall provide a transit service that is planned and managed for the safety of all system users.</b>	C.4.4.2 The City shall provide a transit service that is planned and managed for the safety of all system users.	√ Growth Plan Policy 3.2.2.2 f)	
C.4.4.2 (Existing)	C.4.4.23 <b>By prioritizing public transit investments, as a component of transportation infrastructure planning,</b> transit service levels shall be increased incrementally, in conjunction with other policies to improve the viability of transit, with a goal of increasing annual transit ridership per capita. Service level increases shall be primarily directed to: a) <i>urban nodes</i> and <i>urban corridors</i> as identified on Schedule E – Urban Structure; b) areas developed according to transit oriented development principles; c) designated <i>Employment Areas</i> or <b>connections to designated <i>Employment Areas</i></b> ; d) new urban communities where there is a sufficient density and mix of land uses to support transit service.	C.4.4.3 By prioritizing public transit investments, as a component of transportation infrastructure planning, transit service levels shall be increased incrementally, in conjunction with other policies to improve the viability of transit, with a goal of increasing annual transit ridership per capita. Service level increases shall be primarily directed to: a) <i>urban nodes</i> and <i>urban corridors</i> as identified on Schedule E – Urban Structure; b) areas developed according to transit oriented development principles; c) designated <i>Employment Areas</i> or connections to designated <i>Employment Areas</i> ;	√ Growth Plan Policy 3.2.3.1	

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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		d) new urban communities where there is a sufficient density and mix of land uses to support transit service.		
C.4.4.3 (Existing)	C.4.4.34 The City shall improve the <del>speed and reliability</del> of transit service by providing transit-priority measures to <del>lessen</del> <b>prioritize the movement of</b> <del>delays on</del> transit vehicles <del>caused by other traffic and traffic control signals</del> <b>along corridors and at intersections</b> , where feasible.	C.4.4.4 The City shall improve the reliability of transit service by providing transit-priority measures to <b>prioritize the movement of</b> transit vehicles <b>along corridors and at intersections</b> , where feasible.	√ Growth Plan Policy 3.2.2.4	
C.4.4.5.1 (Existing)	C.4.4.56.1 Further to the forgoing policy, once <del>rapid</del> <b>higher order transit</b> is implemented, conventional bus transit shall continue to serve areas outside of identified <del>rapid</del> <b>higher order transit</b> corridors, provide local service within the corridor where appropriate, and provide feeder service to <del>rapid</del> <b>higher order transit</b> . Until <del>rapid</del> <b>higher order transit</b> is implemented, conventional bus transit shall be the primary mode of transit within the City.	C.4.4.6.1 Further to the forgoing policy, once <i>higher order transit</i> is implemented, conventional bus transit shall continue to serve areas outside of identified <i>higher order transit</i> corridors, provide local service within the corridor where appropriate, and provide feeder service to <i>higher order transit</i> . Until <i>higher order transit</i> is implemented, conventional bus transit shall be the primary mode of transit within the City.	√ Matter of Interest	
C.4.4.7 (Existing)	C.4.4.78 The City shall continue to provide specialized transit service to ensure equal access and mobility for all residents in accordance with Policy C.4.2.15, for those unable to use conventional or <del>rapid</del> <b>higher order transit</b> or other transportation modes.	C.4.4.8 The City shall continue to provide specialized transit service to ensure equal access and mobility for all residents in accordance with Policy C.4.2.15, for those unable to use conventional or <i>higher order transit</i> or other transportation modes.	√ Matter of Interest	
Section Title	<del>Rapid</del> <b>Higher Order</b> Transit	Higher Order Transit		
C.4.4.8 (Existing)	C.4.4.89 The City shall evaluate the potential to establish <del>rapid</del> <b>higher order transit</b> within the Primary and Secondary	C.4.4.9 The City shall evaluate the potential to establish <i>higher order transit</i> within the Primary and Secondary	√ Matter of Interest	

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	Corridors identified on Schedule E – Urban Structure, and the corridors identified as Potential <del>Rapid</del> <b>Higher Order</b> Transit Lines on Appendix B – Major Transportation Facilities and Routes.	Corridors identified on Schedule E – Urban Structure, and the corridors identified as Potential Higher Order Transit Lines on Appendix B – Major Transportation Facilities and Routes.		
C.4.4.9 (Existing)	C.4.4.9 <del>10</del> <del>Rapid</del> <b>Higher order</b> transit may operate on its own right-of-way, as a separate system or in shared corridors, where possible, to ensure that it is not delayed in general traffic. The <del>rapid higher order</del> <b>order</b> transit network shall consist of an interconnecting network of existing and planned rights-of-way along corridors in which a <del>rapid higher order</del> <b>order</b> transit facility may be located.	C.4.4.10 <i>Higher order transit</i> may operate on its own right-of-way, as a separate system or in shared corridors, where possible, to ensure that it is not delayed in general traffic. The <i>higher order transit</i> network shall consist of an interconnecting network of existing and planned rights-of-way along corridors in which a <i>higher order transit</i> facility may be located.	√ Matter of Interest	
C.4.4.9.1 (Existing)	C.4.4.9 <del>10</del> .1 <del>Rapid</del> <b>Higher order</b> transit may be developed in a staged manner whereby various transit-priority measures may be implemented to improve the quality of transit service in terms of speed and reliability as an interim stage in the long-term <i>development</i> of a full <del>rapid higher order</del> <b>order</b> transit network.	C.4.4.10.1 <i>Higher order transit</i> may be developed in a staged manner whereby various transit-priority measures may be implemented to improve the quality of transit service in terms of speed and reliability as an interim stage in the long-term <i>development</i> of a full <i>higher order transit</i> network.	√ Matter of Interest	
C.4.4.10 (Existing)	C.4.4.10 <del>11</del> The City may require <b>commuter pick-up/drop-off and</b> park-and-ride facilities to enhance accessibility to <del>rapid higher order</del> <b>higher order</b> transit services at selected stations and other appropriate sites outside of the <i>Downtown Urban Growth Centre</i> . In this regard, the City shall encourage the proponents of major developments at existing or planned <del>rapid higher order</del> <b>higher order</b> transit	C.4.4.11 The City may require commuter pick-up/drop-off and park-and-ride facilities to enhance accessibility to <i>higher order transit</i> services at selected stations and other appropriate sites outside of the <i>Downtown Urban Growth Centre</i> . In this regard, the City shall encourage the proponents of major developments at existing or planned <i>higher order transit</i>	√ Growth Plan Policy 2.2.4.8 c)	



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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	<i>transit stations to provide sufficient land for park-and-ride facilities, for which the City may enter into agreements for purchase, lease, and operation or shared use.</i>	stations to provide sufficient land for park-and-ride facilities, for which the City may enter into agreements for purchase, lease, and operation or shared use.		
C.4.4.11 (Existing)	<del>C.4.4.11</del> <b>Rapid Higher order</b> transit services shall be integrated with other transportation modes and with the conventional, specialized and inter-regional transit networks where feasible.	C.4.4.12 <i>Higher order transit</i> services shall be integrated with other transportation modes and with the conventional, specialized and inter-regional transit networks where feasible.	√ Matter of Interest	
C.4.4.12 (Existing)	<del>C.4.4.12</del> <b>14</b> The City of Hamilton supports the expansion of GO Transit through increased service to the City.	C.4.4.14 The City of Hamilton supports the expansion of GO Transit through increased service to the City.	√ Matter of Interest	
C.4.4.13 (New)	<b>C.4.4.13 GO Stations identified on Appendix B – Major Transportation Facilities and Routes shall be the principal access points for inter-regional rail.</b>	C.4.4.13 GO Stations identified on Appendix B – Major Transportation Facilities and Routes shall be the principal access points for inter-regional rail.		
C.4.4.13 (Existing)	<del>C.4.4.13</del> <b>15</b> Access to the GO Transit network at GO Transit stations shall be promoted through provision of adequate conventional and specialized transit, <del>rapid</del> <b>higher order</b> transit, and <i>active transportation</i> facilities, as well as limited commuter parking facilities where appropriate outside of the <i>Downtown Urban Growth Centre</i> .	C.4.4.15 Access to the GO Transit network at GO Transit stations shall be promoted through provision of adequate conventional and specialized transit, <i>higher order transit</i> , and <i>active transportation</i> facilities, as well as limited commuter parking facilities where appropriate outside of the <i>Downtown Urban Growth Centre</i> .	√ Matter of Interest	
C.4.4.15 (Existing)	Delete policy C.4.4.15 in its entirety.  <del>C.4.4.15 – The City along with Metrolinx has identified the northern portion of the Downtown Urban Growth Centre as the location for the establishment of a GOVIA</del>			West Harbour GO Station was established in 2015 and new Policy C.4.4.14 identifies this station, Hamilton and Confederation GO

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	transit station. This station, along with the existing GO Station identified on Appendix B – Major Transportation Facilities and Routes, shall be the principal access points for inter-regional rail.			Stations as principal access points for inter-regional transportation.
C.4.5.4	C.4.5.4 The road network shall be designed and maintained according to the following policies: c) The City shall initiate construction and maintenance programs to improve the safety and operation of the road network, <b>with a <i>complete streets</i> approach to ensure the needs and safety of all road users are considered and appropriately accommodated.</b>	C.4.5.4 The road network shall be designed and maintained according to the following policies: c) The City shall initiate construction and maintenance programs to improve the safety and operation of the road network, with a <i>complete streets</i> approach to ensure the needs and safety of all road users are considered and appropriately accommodated.	√ Growth Plan Policies 2.2.1.4 c) & 3.2.2.3	
C.4.5.6.5	Italicize the term “complete streets”, as follows:  C.4.5.6.5 Notwithstanding Policies C.4.5.6, C.4.5.6.1, C.4.5.6.3, and C.4.5.7, and in addition to Policy C.4.5.3, the City may waive or accept less lands to be dedicated than the maximum right-of-way dedication and/or daylighting triangle requirements where, in the opinion of the City: ... a) It is determined through a development planning approval process that due to significant adverse impacts on: i) existing built form; ii) natural heritage features; iii) an existing streetscape; or, iv) a known <i>cultural heritage resource</i> ;	C.4.5.6.5 Notwithstanding Policies C.4.5.6, C.4.5.6.1, C.4.5.6.3, and C.4.5.7, and in addition to Policy C.4.5.3, the City may waive or accept less lands to be dedicated than the maximum right-of-way dedication and/or daylighting triangle requirements where, in the opinion of the City: ... b) It is determined through a development planning approval process that due to significant adverse impacts on: i) existing built form; ii) natural heritage features; iii) an existing streetscape; or, iv) a known <i>cultural heritage resource</i> ; it is not feasible or desirable to widen an existing right-of-way to the maximum right-	√ Matter of Interest	Term italicized because Growth Plan now includes a definition and term has been added to the UHOP Glossary.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	it is not feasible or desirable to widen an existing right-of-way to the maximum right-of-way width or provide the full daylight triangle as set in Section C.4.5.2, Schedule C-2 – Future Right-of-Way Dedications, or Section C.4.5.7, and that the City’s objectives for sustainable <i>infrastructure</i> , <b>complete streets</b> and mobility can be achieved; or, ...	of-way width or provide the full daylight triangle as set in Section C.4.5.2, Schedule C-2 – Future Right-of-Way Dedications, or Section C.4.5.7, and that the City’s objectives for sustainable <i>infrastructure</i> , <i>complete streets</i> and mobility can be achieved; or, ...		
C.4.5.6.7	C.4.5.6.7 ...There may also be additional requirements for rights-of-way to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, pathways, roundabouts, traffic control and transit priority measures, including <b>priority transit corridors</b> , <del>rapid</del> <b>higher order transit</b> lanes and/or stations in accordance with Section C.4.5.7. ...	C.4.5.6.7 ...There may also be additional requirements for rights-of-way to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, pathways, roundabouts, traffic control and transit priority measures, including <i>priority transit corridors</i> , <i>higher order transit</i> lanes and/or stations in accordance with Section C.4.5.7. ...	√ Matter of Interest	
C.4.6	C.4.6 Goods Movement Network An important component of Hamilton’s transportation network is an efficient system of goods and services movement, which helps attract and retain industries and business, thus contributing to the City’s economy. The <b>major goods movement network facilities and corridors</b> in Hamilton consists of provincial highways, the road network, rail, the John C. Munro Hamilton International Airport and the Port of Hamilton. The local goods movement	C.4.6 Goods Movement Network An important component of Hamilton’s transportation network is an efficient system of goods and services movement, which helps attract and retain industries and business, thus contributing to the City’s economy. The <i>major goods movement facilities and corridors</i> in Hamilton consists of provincial highways, the road network, rail, the John C. Munro Hamilton International Airport and the Port of Hamilton. The local goods movement	√ Matter of Interest	Term italicized because Growth Plan now includes a definition and term has been added to the UHOP Glossary.

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	network links to the wider inter-regional, inter-provincial, and inter-national goods movement network as detailed in the Growth Plan for the Greater Golden Horseshoe. Hamilton has access to a wide range of <b>major goods movement facilities and corridors</b> . These facilities and corridors form a network which contributes to making the City an ideal location for a “goods movement gateway”.	network links to the wider inter-regional, inter-provincial, and inter-national goods movement network as detailed in the Growth Plan for the Greater Golden Horseshoe. Hamilton has access to a wide range of <i>major goods movement facilities and corridors</i> . These facilities and corridors form a network which contributes to making the City an ideal location for a “goods movement gateway”.		
C.4.6.1	C.4.6.1 The <b>major goods movement network facilities and corridors</b> in Hamilton shall be maintained, protected and enhanced to support Hamilton’s economic development strategy.	C.4.6.1 The <i>major goods movement facilities and corridors</i> in Hamilton shall be maintained, protected and enhanced to support Hamilton’s economic development strategy.	√ Matter of Interest	Term italicized because Growth Plan now includes a definition and term has been added to the UHOP Glossary.
C.4.6.2	C.4.6.2 <b>Major goods movement facilities and corridors</b> include truck and rail transportation routes, the John C. Munro Hamilton International Airport, and the Port of Hamilton as shown on Appendix B – Major Transportation Facilities and Routes, <b>among others</b> . Heavy truck traffic may be restricted to designated truck routes to minimize negative impacts of truck traffic on local roads.	C.4.6.2 <i>Major goods movement facilities and corridors</i> include truck and rail transportation routes, the John C. Munro Hamilton International Airport, and the Port of Hamilton as shown on Appendix B – Major Transportation Facilities and Routes, among others. Heavy truck traffic may be restricted to designated truck routes to minimize negative impacts of truck traffic on local roads.	√ Matter of Interest	Term italicized because Growth Plan now includes a definition and term has been added to the UHOP Glossary.
C.4.6.3	<b>C.4.6.3</b> The City shall <del>encourage</del> <b>prioritize</b> the <b>investment and</b> development of <b>major goods movement facilities and corridors</b> , including inter-modal facilities, for the transfer of goods between rail, air, marine and truck modes of transportation in	C.4.6.3 The City shall prioritize the investment and development of <i>major goods movement facilities and corridors</i> , including inter-modal facilities, for the transfer of goods between rail, air, marine and truck modes of transportation in	√ Growth Plan Policy 3.2.4.1.	

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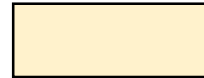
Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	appropriate locations such as designated Employment Areas.	appropriate locations such as designated Employment Areas.		
C.4.6.5	C.4.6.5 <b>Freight-intensive</b> Land uses that generate or require significant movement of goods shall be directed to lands designated Employment Area, and Commercial and Mixed Use on Schedule E-1 – Urban Land Use Designations.	C.4.6.5 Freight-intensive land uses that generate or require significant movement of goods shall be directed to lands designated Employment Area, and Commercial and Mixed Use on Schedule E-1 – Urban Land Use Designations.	√ PPS Policy 1.8.1 d)	
C.4.7.1.1	C.4.7.1.1 The City shall encourage <i>heavy rail</i> connections to <del>rapid</del> <b>higher order transit</b> and/or potential <i>light rail transit</i> corridors where feasible to increase the connectivity between modes.	C.4.7.1.1 The City shall encourage <i>heavy rail</i> connections to <i>higher order transit</i> and/or potential <i>light rail transit</i> corridors where feasible to increase the connectivity between modes.	√ Matter of Interest	
<b>Volume 1, Chapter E – Urban Systems and Designations</b>				
E.2.3.2.11 (Existing)	E.2.3.2.11 Detailed secondary plans shall be undertaken for the Sub-Regional Service Nodes to provide greater direction on mix of uses, heights, densities, built form, and design, and shall be coordinated with <del>rapid</del> <b>higher order transit</b> planning projects. Pending the completion of secondary plans for the Sub-Regional Service Nodes, the land use designations and policies set out in Chapter E – Urban Systems and Designations shall provide direction for <i>development</i> proposals.	E.2.3.2.11 Detailed secondary plans shall be undertaken for the Sub-Regional Service Nodes to provide greater direction on mix of uses, heights, densities, built form, and design, and shall be coordinated with <i>higher order transit</i> planning projects. Pending the completion of secondary plans for the Sub-Regional Service Nodes, the land use designations and policies set out in Chapter E – Urban Systems and Designations shall provide direction for <i>development</i> proposals.		
E.2.3.3.6 (Existing)	E.2.3.3.6 Community Nodes shall be linked to the <i>higher order transit</i> system through connecting conventional transit or by <del>rapid</del> <b>higher order transit</b> , where possible. Where possible, the City shall	E.2.3.3.6 Community Nodes shall be linked to the <i>higher order transit</i> system through connecting conventional transit or by <i>higher order transit</i> , where possible.		

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	direct local routes through the Community Nodes.	Where possible, the City shall direct local routes through the Community Nodes.		
E.2.4.1	E.2.4.1 <b>Priority transit corridor</b> , primary corridors and secondary corridors are identified on Schedule E – Urban Structure.	E.2.4.1 <i>Priority transit corridor</i> , primary corridors and secondary corridors are identified on Schedule E – Urban Structure.		

**OP Review: Glossary Comparison Table**



Indicates UHOP definitions being added, deleted or revised. Other definitions in table are only being updated with new Provincial Plan date.

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
<p><b>Active transportation:</b> means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.</p>	<p><b>Active Transportation:</b> Human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. (PPS, 2020)</p>	<p><b>Active Transportation:</b> non-motorized travel, including walking, cycling, inline skating and wheelchair movements. The active transportation network includes sidewalks, crosswalks, designated road lanes and off-road trails to accommodate active transportation (Metrolinx, 2008).</p>	<p><b>Replace UHOP definition with PPS, 2020 definition.</b></p> <p>Definition to reflect PPS definition, as “mobility aid” and motorized assisted devices” are not reflected in UHOP definition.</p> <p>Replace “non-motorized” with “human-powered”</p> <p>Include “other power assisted devices moving at comparable speeds”.</p>
<p><b>Adverse effects:</b> as defined in the Environmental Protection Act, means one or more of:</p> <ul style="list-style-type: none"> <li>a) impairment of the quality of the natural environment for any use that can be made of it;</li> <li>b) injury or damage to property or plant or animal life;</li> <li>c) harm or material discomfort to any person;</li> <li>d) an adverse effect on the health of any person;</li> <li>e) impairment of the safety of any person;</li> <li>f) rendering any property or plant or animal life unfit for human use;</li> <li>g) loss of enjoyment of normal use of property; and</li> <li>h) interference with normal conduct of business.</li> </ul>	<p>No equivalent definition.</p>	<p><b>Adverse Effects:</b> as defined in the <u>Environmental Protection Act</u>, means one or more of:</p> <ul style="list-style-type: none"> <li>a) impairment of the quality of the natural environment for any use that can be made of it;</li> <li>b) injury or damage to property or plant or animal life;</li> <li>c) harm or material discomfort to any person;</li> <li>d) an adverse effect on the health of any person;</li> <li>e) impairment of the safety of any person;</li> <li>f) rendering any property or plant or animal life unfit for human use;</li> </ul>	<p><b>Maintain UHOP definition but update reference to PPS, 2020.</b></p>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
		<ul style="list-style-type: none"> <li>g) loss of enjoyment of normal use of property; and,</li> <li>h) interference with normal conduct of business. (PPS, 2005)</li> </ul>	
<p><b>Affordable:</b> means</p> <ul style="list-style-type: none"> <li>a) in the case of ownership housing, the least expensive of:               <ul style="list-style-type: none"> <li>1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for <i>low and moderate income households</i>; or</li> <li>2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the <i>regional market area</i>;</li> </ul> </li> <li>b) in the case of rental housing, the least expensive of:               <ul style="list-style-type: none"> <li>1. a unit for which the rent does not exceed 30 percent of gross annual household income for <i>low and moderate income households</i>; or</li> <li>2. a unit for which the rent is at or below the average market rent of a unit in the <i>regional market area</i>.</li> </ul> </li> </ul>	<p><b>Affordable:</b></p> <ul style="list-style-type: none"> <li>a) in the case of ownership housing, the least expensive of:               <ul style="list-style-type: none"> <li>i. housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low and moderate income households; or</li> <li>ii. housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area;</li> </ul> </li> <li>b) in the case of rental housing, the least expensive of:               <ul style="list-style-type: none"> <li>i. a unit for which the rent does not exceed 30 per cent of gross annual household income for low and moderate income households; or</li> <li>ii. a unit for which the rent is at or below the average market rent of a unit in the regional market area.</li> </ul> </li> </ul>	<p><b>Affordable:</b> means:</p> <ul style="list-style-type: none"> <li>a) in the case of ownership housing, the least expensive of:               <ul style="list-style-type: none"> <li>i) housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for <i>low and moderate income households</i>; or</li> <li>ii) housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the City of Hamilton; and,</li> </ul> </li> <li>b) in the case of rental housing, the least expensive of:               <ul style="list-style-type: none"> <li>i) a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or</li> <li>ii) a unit for which the rent is at or below the average market rent of a unit in the City of Hamilton (PPS, 2005 amended); and,</li> </ul> </li> </ul>	<p><b>Maintain UHOP definition but update reference to PPS, 2020.</b></p>



Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
	<p>For the purposes of this definition:</p> <p>Low and moderate income households means, in the case of ownership housing, households with incomes in the lowest 60 per cent of the income distribution for the regional market area; or in the case of rental housing, households with incomes in the lowest 60 per cent of the income distribution for renter households for the regional market area.</p> <p>Regional market area means an area, generally</p> <p>broader than a lower-tier municipality that has a high degree of social and economic interaction. In the <i>GGH</i>, the upper- or single-tier municipality will normally serve as the regional market area. Where a regional market area extends significantly beyond upper- or single-tier boundaries, it may include a combination of upper-, single- and/or lower-tier municipalities. (Based on PPS, 2020 and modified for this Plan)</p>	<p>c) in the case of housing developments, at least 25 percent of either <i>affordable</i> ownership or <i>affordable</i> rental housing. For the purposes of the policies of this Plan, <i>affordable</i> housing developments may include a mix of <i>affordable</i> and market rate units, both ownership and rental.</p>	
<p><b>Agri-food network:</b> Within the <i>agricultural system</i>, a network that includes elements important to the viability of the agri-food sector such as regional <i>infrastructure</i> and transportation networks; on-farm buildings and infrastructure; agricultural services, farm markets,</p>	<p><b>Agri-food Network:</b> Within the <i>Agricultural System</i>, a network that includes elements important to the viability of the agri-food sector such as regional <i>infrastructure</i> and transportation networks; on-farm buildings and <i>infrastructure</i>; agricultural services, farm markets, distributors, and</p>	<p>No definition in UHOP.</p>	<p><b>Include new definition in UHOP &amp; RHOP consistent with Greenbelt Plan, 2017.</b></p>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
distributors, and primary processing; and vibrant, agriculture-supportive communities.	primary processing; and vibrant, agriculture-supportive communities. (Greenbelt Plan)		
<p><b>Agricultural System:</b> A system comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has two components:</p> <p>a) An agricultural land base comprised of <i>prime agricultural areas</i>, including <i>specialty crop areas</i>, and <i>rural lands</i> that together create a continuous productive land base for agriculture; and</p> <p>b) An <i>agri-food network</i> which includes <i>infrastructure</i>, services, and assets important to the viability of the agri-food sector.</p>	<p><b>Agricultural System:</b> The system mapped and issued by the Province in accordance with this Plan, comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has two components: 1. An agricultural land base comprised of <i>prime agricultural areas</i>, including <i>specialty crop areas</i>, and <i>rural lands</i> that together create a continuous productive land base for agriculture; 2. An <i>agri-food network</i> which includes <i>infrastructure</i>, services, and assets important to the viability of the agri-food sector. (Greenbelt Plan)</p>	No definition in UHOP.	<b>Include definition in UHOP and RHOP consistent with PPS, 2020.</b>
<p><b>Alternative energy system:</b> means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.</p>	<p><b>Alternative Energy System:</b> A system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems. (PPS, 2020)</p>	<p><b>Alternative Energy Systems:</b> means sources of energy or energy conversion processes that significantly reduce the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems. Alternative Energy Systems undertakings do not include renewable energy undertakings as defined in the <u>Green Energy and Green Economy Act, 2009</u>.</p>	<p><b>Replace UHOP definition with PPS, 2020 definition</b></p> <p>(existing definition references an Act that has been repealed).</p>
No equivalent definition.	No equivalent definition.	<p><b>Alvars:</b> means naturally open areas of thin or no soil over essentially flat limestone, dolostone, or marble rock, supporting a sparse vegetation cover of</p>	<b>Maintain UHOP definition but update reference to Greenbelt Plan, 2017.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
		mostly shrubs and herbs (Greenbelt Plan, 2005).	
<b>Archaeological resources:</b> includes artifacts, archaeological sites, marine archaeological sites, as defined under the <i>Ontario Heritage Act</i> . The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the <i>Ontario Heritage Act</i> .	<b>Archaeological resources:</b> includes artifacts, archaeological sites, marine archaeological sites, as defined under the <i>Ontario Heritage Act</i> . The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the <i>Ontario Heritage Act</i> . (PPS, 2020)	<b>Archaeological Resources:</b> Include artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the <i>Ontario Heritage Act</i> (PPS, 2005).	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>
<b>Areas of archaeological potential:</b> means areas with the likelihood to contain <i>archaeological resources</i> . Criteria to identify archaeological potential are established by the Province. The <i>Ontario Heritage Act</i> requires archaeological potential to be confirmed by a licensed archaeologist through archaeological assessment and/or fieldwork.	No equivalent definition.	<b>Area of Archaeological Potential:</b> A defined geographical area with the potential to contain <i>archaeological resources</i> . Criteria for determining archaeological potential are established by the Province, this Plan and the City's Archaeological Management Plan. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the <i>Ontario Heritage Act</i> (PPS, 2005, amended).	<b>Maintain UHOP definition but update reference to PPS, 2020, amended.</b>  Existing UHOP definition includes reference to the City's plans in determining archaeological potential.
<b>Areas of natural and scientific interest (ANSI):</b> means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education.  <b>Significant:</b> means	No equivalent definition.	<b>Significant Areas of Natural and Scientific Interest:</b> means an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time.	<b>Update UHOP definition to reference Ministry of Natural Resources and Forestry.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
c) in regard to other features and areas in policy 2.1, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system;			
<b>Built heritage resource:</b> means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that has been designated under Parts IV or V of the <i>Ontario Heritage Act</i> , or that may be included on local, provincial, federal and/or international registers.	<b>Built Heritage Resource:</b> A building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal community. <i>Built heritage resources</i> are generally located on property that has been designated under Parts IV or V of the <i>Ontario Heritage Act</i> , or included on local, provincial and/or federal registers. (PPS, 2020)	<b>Built Heritage Resources:</b> means one or more <i>significant</i> buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community (PPS, 2005). These resources may be identified through inclusion in the City’s Register of Property of Cultural Heritage Value or Interest, designation or heritage conservation easement under the <i>Ontario Heritage Act</i> , and/or listed by local, provincial or federal jurisdictions.	<b>Update UHOP definition based on revisions below from Tourism &amp; Culture staff:</b>  <b>Built Heritage Resources:</b> means one or more <i>significant</i> buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community, <b>including an Indigenous community</b> (PPS, 2020). These resources may be identified through inclusion in the City’s <b>Municipal Heritage</b> Register of <del>Property of Cultural Heritage Value or Interest</del> , designation or heritage conservation easement under the <i>Ontario Heritage Act</i> , and/or listed by local, provincial or federal jurisdictions.
<b>Coastal wetland:</b> means  a) any wetland that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);  or  b) any other wetland that is on a tributary to any of the above-specified	No equivalent definition.	<b>Coastal Wetland:</b> means  a) any wetland that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Mary’s, St. Clair, Detroit, Niagara, and St. Lawrence Rivers); or  b) any other wetland that is on a tributary to any of the above-specified water bodies and lies, either wholly or in part, downstream of a line located 2	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
water bodies and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected.		kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected. (PPS, 2005)	
No equivalent definition.	<b>Compact Built Form:</b> A land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for <i>infrastructure</i> . <i>Compact built form</i> can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and <i>active transportation</i> , sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation.	<b>Compact Urban Form:</b> means a land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail (Growth Plan, 2006).	<b>Replace UHOP definition with Growth Plan, 2019 definition.</b>  (include reference to walkable neighbourhoods description and active transportation, etc.).
No equivalent definition.	<b>Complete Communities:</b> Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores,	<b>Complete Communities:</b> Complete communities meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open	<b>Replace UHOP definition with Growth Plan 2019 definition.</b>  – including reference to complete communities taking different shapes depending on contexts and reference to age friendly.

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
	and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.	space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided (Growth Plan, 2006).	
No equivalent definition.	<b>Complete Streets:</b> Streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists.	No definition in UHOP.	<b>Add new UHOP definition based on Growth Plan, 2019.</b>
No equivalent definition.	No equivalent definition.	<b>Connectivity:</b> means the degree to which <i>Core Areas</i> are connected to one another by links such as plant and animal movement corridors, hydrological and nutrient cycling, genetic transfer, and energy flows from food webs (Greenbelt Plan, 2005).	<b>Maintain UHOP definition but update reference to Greenbelt Plan, 2017.</b>
<b>Conserved:</b> means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches	<b>Conserved:</b> The identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.	<b>Conserved:</b> in the context of <i>cultural heritage resources</i> , means the identification, protection, use and/or management of <i>cultural heritage</i> and <i>archaeological resources</i> in such a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan, or statement (PPS, 2005).	<b>Update UHOP definition to reflect PPS, 2020, amended, as proposed by Culture &amp; Tourism staff:</b>  <b>Conserved:</b> in the context of <i>cultural heritage resources</i> , means the identification, protection, use and/or management of <i>cultural heritage</i> and <i>archaeological resources</i> in such a way that their heritage values, attributes and integrity are retained. This may be addressed through <b>the implementation of recommendations set out in a conservation plan, archaeological assessment and / or cultural heritage impact assessment that has been approved, accepted or adopted by the City. Mitigative measures and / or alternative development approaches can be included in these plans</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
can be included in these plans and assessments.			<b>and assessments.</b> <del>or statement</del> (PPS, 2020, amended).
<b>Cultural heritage landscape:</b> means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. <i>Cultural heritage landscapes</i> may be properties that have been determined to have cultural heritage value or interest under the <i>Ontario Heritage Act</i> , or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.	<b>Cultural Heritage Landscape:</b> A defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. <i>Cultural heritage landscapes</i> may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms. (PPS, 2020)	<b>Cultural Heritage Landscape:</b> A defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the <i>Ontario Heritage Act</i> ; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value (PPS, 2005).	<b>Replace UHOP definition with PPS, 2020 definition.</b>  Existing UHOP definition doesn't include 'Aboriginal community'
No equivalent definition.	<b>Delineated Built Boundary:</b> The limits of the developed urban area as defined by the Minister in consultation with affected municipalities for the purpose of measuring the minimum intensification target in this Plan.	<b>Built Boundary:</b> The limits of the developed urban area as defined by the Minister of Public Infrastructure Renewal in accordance with Policy 2.2.3.5 (Growth Plan, 2006).	<b>Replace UHOP definition with Growth Plan, 2019 definition.</b>  Existing UHOP definition refers to a Growth Plan policy that no longer exists.
No equivalent definition.	<b>Urban Growth Centres:</b> Existing or emerging downtown areas shown in Schedule 4 and as further identified by the Minister on April 2, 2008.	<b>Downtown Urban Growth Centre:</b> means the area corresponding with the Downtown Hamilton Community Improvement Project Area as defined at the date of adoption of this Plan and subject to Policy 2.2.4 of the Province's	<b>Maintain UHOP definition but update reference to Growth Plan, 2019 and refer to Policy 2.2.3 of the Growth Plan.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
		Growth Plan for the Greater Golden Horseshoe (2006).	Now policy 2.2.3 (instead of 2.2.4 in 2006 Growth Plan)
<b>Dynamic beach hazard:</b> means areas of inherently unstable accumulations of shoreline sediments along the <i>Great Lakes - St. Lawrence River System</i> and <i>large inland lakes</i> , as identified by provincial standards, as amended from time to time. The <i>dynamic beach hazard</i> limit consists of the <i>flooding hazard</i> limit plus a dynamic beach allowance.	No equivalent definition.	<b>Dynamic Beach Hazard:</b> means areas of inherently unstable accumulations of shoreline sediments along the Great Lakes – St. Lawrence River System and large inland lakes, as identified by provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance (PPS, 2005).	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>
<b>Ecological function:</b> means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions.	<b>Ecological function:</b> Means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including <i>hydrologic functions</i> and biological, physical, chemical and socio-economic interactions. (Greenbelt)	<b>Ecological Function:</b> means the natural processes, products, or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical, and socio-economic interactions (PPS, 2005).	<b>Maintain UHOP definition but update reference to Greenbelt Plan, 2017.</b>
No equivalent definition.	<b>Ecological Value:</b> The value of vegetation in maintaining the health of the key natural heritage feature or key hydrologic feature and the related ecological features and ecological functions, as measured by factors such as the diversity of species, the diversity of habitats, and the suitability and amount of habitats that are available for rare, threatened and endangered species. (Greenbelt Plan)	<b>Ecological Value:</b> means the value of vegetation in maintaining the health of the <i>key natural heritage</i> or <i>key hydrologic feature</i> and the related ecological features and <i>ecological functions</i> , as measured by factors such as the diversity of species, the diversity of habitats, and the suitability and amount of habitats that are available for rare, threatened and endangered species.	<b>Maintain UHOP definition but add reference to Greenbelt Plan, 2017.</b>



Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
<b>Employment area:</b> means those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.	<b>Employment Area:</b> Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities. (PPS, 2020)	<b>Employment Area (formerly referred to as Industrial Areas):</b> Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities (PPS, 2005).	<b>Maintain UHOP definition but update reference to PPS, 2020 and remove (formerly referred to as Industrial Areas).</b>
<b>Erosion hazard:</b> means the loss of land, due to human or natural processes, that poses a threat to life and property. The <i>erosion hazard</i> limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over an one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.	No equivalent definition.	UHOP has same definition, except references PPS, 2005.	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>
<b>Fish habitat:</b> as defined in the <i>Fisheries Act</i> , means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which <i>fish</i> depend directly or indirectly in order to carry out their life processes.	<b>Fish habitat:</b> as defined in the <i>Fisheries Act</i> , means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which <i>fish</i> depend directly or indirectly in order to carry out their life processes. (PPS, 2020)	<b>Fish Habitat:</b> means the spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend on directly or indirectly in order to carry out their life processes (PPS, 2005).	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>  * UHOP definition is not exactly the same (amended), but complies.
<b>Flood plain:</b> for <i>river, stream, and small inland lake systems</i> , means the area, usually low lands adjoining a watercourse, which has been or may be subject to <i>flooding hazards</i> .	No equivalent definition.	<b>Flood Plain:</b> for river, stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards (PPS, 2005).	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>
<b>Flood fringe:</b> for <i>river, stream and small inland lake systems</i> , means the outer portion of the <i>flood plain</i>	No equivalent definition.	<b>Flood Fringe:</b> for river, stream and small inland lake systems, means the outer portion of the <i>flood plain</i> between the	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
between the <i>floodway</i> and the <i>flooding hazard</i> limit. Depths and velocities of flooding are generally less severe in the flood fringe than those experienced in the floodway.		<i>floodway</i> and the <i>flooding hazard</i> limit. Depths and velocities of flooding are generally less severe in the <i>flood fringe</i> than those experienced in the <i>floodway</i> (PPS, 2005).	
<p><b>Flooding hazard:</b> means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:</p> <p>a) along the shorelines of the <i>Great Lakes - St. Lawrence River System</i> and <i>large inland lakes</i>, the <i>flooding hazard</i> limit is based on the <i>one hundred year flood level</i> plus an allowance for <i>wave uprush</i> and <i>other water-related hazards</i>;</p> <p>b) along <i>river, stream and small inland lake systems</i>, the <i>flooding hazard</i> limit is the greater of:</p> <ol style="list-style-type: none"> <li>1. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially</li> </ol>	No equivalent definition.	<p><b>Flooding Hazard:</b> means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:</p> <p>a) Along the shorelines of the Great Lakes – St. Lawrence River System and large inland lakes, the flooding hazard limit is based on the one hundred year flood level plus an allowance for wave uprush and other water-related hazards.</p> <p>b) Along river, stream and small inland lake systems, the flooding hazard limit is the greater of:</p> <ol style="list-style-type: none"> <li>i) the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;</li> </ol>	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
<p>occurred over watersheds in the general area;</p> <p>2. the <i>one hundred year flood</i>; and</p> <p>3. a flood which is greater than 1. or 2. which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources and Forestry;</p> <p>4. except where the use of the <i>one hundred year flood</i> or the actually experienced event has been approved by the Minister of Natural Resources and Forestry as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).</p>		<p>ii) the one hundred year flood; and,</p> <p>iii) a flood which is greater than i) or ii) which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Ministry of Natural Resources;</p> <p>iv) except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where past history of flooding supports the lowering of the standard). (PPS, 2005)</p>	
<p><b>Floodway:</b> for <i>river, stream and small inland lake systems</i>, means the portion of the <i>flood plain</i> where <i>development and site alteration</i> would cause a danger to public health and safety or property damage.</p>	No equivalent definition.	<p><b>Floodway:</b> For <i>river, stream and small inland lake systems</i>, means the portion of the <i>flood plain</i> where the <i>development and site alteration</i> would cause a danger to public health and safety or property damage (PPS, 2005).</p>	<p><b>Maintain UHOP definition but update reference to PPS, 2020.</b></p>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
<p>Where the one zone concept is applied, the <i>floodway</i> is the entire contiguous <i>flood plain</i>.</p> <p>Where the <i>two zone concept</i> is applied, the <i>floodway</i> is the contiguous inner portion of the <i>flood plain</i>, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the <i>two zone concept</i> applies, the outer portion of the <i>flood plain</i> is called the <i>flood fringe</i>.</p>			
<p><b>Green Infrastructure:</b> means natural and human-made elements that provide ecological and hydrological functions and processes. <i>Green infrastructure</i> can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.</p>	<p><b>Green Infrastructure:</b> Natural and human-made elements that provide ecological and <i>hydrologic functions</i> and processes. <i>Green infrastructure</i> can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs. (PPS, 2020)</p>	No definition in UHOP.	<b>Add new UHOP definition that uses the PPS, 2020 definition.</b>
No equivalent definition.	<p><b>Greyfields:</b> Previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict, or vacant.</p>	<p><b>Greyfields:</b> means previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant.</p>	<b>Maintain UHOP definition but add reference to Growth Plan, 2019.</b>
<p><b>Ground water feature:</b> means water-related features in the earth’s subsurface, including recharge/discharge areas, water</p>	No equivalent definition.	<p><b>Ground Water Feature:</b> refers to water related features in the earth’s subsurface, including recharge/discharge areas, water tables, aquifers and</p>	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.		unsaturated zones that can be defined by surface and subsurface hydrogeological investigations (PPS, 2005).	
No equivalent definition.	No equivalent definition.	<b>Growth Plan for the Greater Golden Horseshoe:</b> means a Provincial plan prepared under the <u>Places to Grow Act, 2005</u> . It is a framework for implementing the Government of Ontario's version for building stronger, prosperous communities by better managing growth in this region to 2031.	<b>Maintain UHOP definition but update reference to 2051.</b>
No equivalent definition.	No equivalent definition.	<b>Growth Related Integrated Growth Strategy (GRIDS):</b> A Growth analysis for the City that determines where and how and future growth will be accommodated within the City over the next 30+ years. GRIDS focuses on the highest components of the Official Plan dealing with urban boundary and urban structure that will form the backbone of land use designation decisions in the Official Plan.	<b>Update UHOP definition as follows:</b>  <b>Growth Related Integrated Growth Strategy (GRIDS) 2:</b> A Growth analysis for the City that determines where and how and future growth will be accommodated within the City to the year 2051.  Note: Existing UHOP definition remains under appeal.
<b>Hazardous forest types for wildland fire:</b> means forest types assessed as being associated with the risk of high to extreme wildland fire using risk assessment tools established by the Ontario Ministry of Natural Resources and Forestry, as amended from time to time.	No equivalent definition.	No definition in UHOP.	<b>Include new definition in UHOP consistent with PPS 2020 definition.</b>  There are areas of moderate and high risk in both the Urban and Rural Areas.
<b>Hazardous lands:</b> means property or lands that could be unsafe for development due to naturally occurring processes. Along the	<b>Hazardous lands:</b> Property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes	<b>Hazardous Lands:</b> means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
shorelines of the <i>Great Lakes - St. Lawrence River System</i> , this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the <i>flooding hazard, erosion hazard or dynamic beach hazard</i> limits. Along the shorelines of <i>large inland lakes</i> , this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the <i>flooding hazard, erosion hazard or dynamic beach hazard</i> limits. Along <i>river, stream and small inland lake systems</i> , this means the land, including that covered by water, to the furthest landward limit of the <i>flooding hazard or erosion hazard</i> limits.	– St Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along the shorelines of large, inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits. (PPS, 2020)	Great Lakes – St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the <i>flooding hazard, erosion hazard or dynamic beach hazard</i> limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits (PPS, 2005).	
<b>Hazardous sites:</b> means property or lands that could be unsafe for <i>development and site alteration</i> due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography).	No equivalent definition.	<b>Hazardous Sites:</b> means property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography) (PPS, 2005).	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>
<b>Heritage attributes:</b> means the principal features or elements that contribute to a <i>protected heritage property’s</i> cultural heritage value or interest, and may include the property’s built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g.	No equivalent definition.	<b>Heritage Attributes:</b> means the principal features, characteristics, context and appearance that contribute to the cultural heritage significance of a protected heritage property (PPS, 2005).	<b>Update UHOP definition to be consistent with PPS, 2020 definition.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
significant views or vistas to or from a <i>protected heritage property</i> )			
No equivalent definition.	<b>Higher Order Transit:</b> Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. <i>Higher order transit</i> can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.	<b>Higher Order Transit/Rapid Transit:</b> Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic where possible, and therefore can achieve a speed and frequency of service greater than conventional transit. <i>Higher order transit</i> 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 (Growth Plan, 2006).	<b>Update UHOP definition to reflect Growth Plan, 2019 and refer only to Higher Order Transit.</b>  Remove Rapid Transit. Use one term in UHOP to avoid confusion
<b>Hydrologic function:</b> means the functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water’s interaction with the environment including its relation to living things.	<b>Hydrologic Function:</b> The functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water’s interaction with the environment including its relation to living things. (PPS, 2020)	<b>Hydrologic Function:</b> means the functions of the hydrological cycle that includes the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, the soil and underlying rocks, and in the atmosphere, and water’s interaction with the environment including its relation to living things (PPS, 2005).	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>
<b>Impacts of a changing climate:</b> means the present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.	<b>Impacts of a changing climate:</b> The present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability. (PPS, 2020)	No definition in UHOP.	<b>Add new UHOP definition that uses the PPS, 2020 definition.</b>
<b>Infrastructure:</b> means physical structures (facilities and corridors) that form the foundation for development.	<b>Infrastructure:</b> Physical structures (facilities and corridors) that form the foundation for development.	<b>Infrastructure:</b> means physical structures (facilities and corridors) that form the foundation for development.	<b>Update UHOP definition to PPS, 2020 definition.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
<i>Infrastructure</i> includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.	Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities. (PPS, 2020)	Infrastructure includes: sewage and water systems, sewage treatment systems, waste management systems, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities (PPS, 2005).	Definition is generally the same but references additional examples of infrastructure.
<b>Intensification:</b> The development of a property, site or area at a higher density than currently exists through:  a) <i>redevelopment</i> , including the reuse of <i>brownfield sites</i> ;  b) the development of vacant and/or underutilized lots within previously developed areas;  c) infill development; and  d) the expansion or conversion of existing buildings.	<b>Intensification:</b> The development of a property, site or area at a higher density than currently exists through:  a) redevelopment, including the reuse of brownfield sites;  b) the development of vacant and/or underutilized lots within previously developed areas;  c) infill development; and  the expansion or conversion of existing buildings. (PPS 2020)	<b>Intensification:</b> means the development of a property, site or area at a higher density than currently exists through:  a) redevelopment, including the reuse of brownfield sites;  b) the <i>development</i> of vacant and/or underutilized lots within previously developed areas;  c) infill <i>development</i> ; and  d) the expansion or conversion of existing buildings. (PPS, 2005)	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>
No equivalent definition.	See <b>Strategic Growth Areas</b>	<b>Intensification Areas:</b> means lands identified by municipalities or the Province within a settlement area that are to be the focus for accommodating <i>intensification</i> . <i>Intensification areas</i> include urban growth centres, <i>intensification</i> corridors, major transit station areas, and other major opportunities that may include infill, <i>redevelopment</i> , brownfield sites, the	<b>Delete Intensification Areas definition from the UHOP.</b>  “Intensification Areas” was a term referenced in the Growth Plan, 2005 and has been replaced with “Strategic Growth Areas” in the Growth Plan, 2017 and 2019.  Add new definition of Strategic Growth Areas (see below).



Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
		expansion or conversion of existing buildings and greyfields (Growth Plan, 2006, amended).	
No equivalent definition.	<b>Intermittent Streams:</b> Stream-related watercourses that contain water or are dry at times of the year that are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year. (Greenbelt Plan)	<b>Intermittent Streams:</b> means stream-related watercourses that contain water or are dry at times of the year and are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year (Greenbelt Plan, 2005).	<b>Maintain UHOP definition but update reference to Greenbelt Plan, 2017.</b>
No equivalent definition.	<b>Key Natural Heritage Features:</b> <i>Habitat of endangered species and threatened species; fish habitat; wetlands; life science areas of natural and scientific interest (ANSIs), significant valleylands, significant woodlands; significant wildlife habitat (including habitat of special concern species); sand barrens, savannahs, and tallgrass prairies; and alvars.</i>	<b>Key Natural Heritage Features:</b> means the following: <ul style="list-style-type: none"> <li>a) Significant habitat of endangered and threatened species</li> <li>b) Fish habitat;</li> <li>c) Wetlands;</li> <li>d) Life Science Areas of Natural and Scientific Interest (ANSIs)</li> <li>e) Significant valleylands;</li> <li>f) Significant wildlife habitat;</li> <li>g) Sand barrens, savannahs, and tallgrass prairies; and</li> <li>i) Alvars</li> </ul>	<b>Update UHOP definition to include significant woodlands.</b>
No equivalent definition.	No equivalent definition.	<b>Lake:</b> means any inland body of standing water usually fresh water larger than a pool or pond or a body of water filling a	<b>Maintain UHOP definition but update reference to Greenbelt Plan, 2017.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
		depression in the earth’s surface (Greenbelt Plan, 2005).	
See <b>Areas of Natural and Scientific Interest</b>	<b>Life Science Areas of Natural and Scientific Interest (ANSIs):</b> An area that has been identified as having life science values related to protection, scientific study, or education; and further identified by the Ministry of Natural Resources and Forestry using evaluation procedures established by that Ministry, as amended from time to time. (Greenbelt Plan)	<b>Life Science Areas of Natural and Scientific Interest (ANSIs):</b> means lands and waters containing natural landscapes or features that are important for natural heritage protection, appreciation, scientific study, or education. Life Science ANSIs are identified by the Ministry of Natural Resources using evaluation procedures established by that Ministry, as amended from time to time (Greenbelt Plan, 2005).	<b>Maintain UHOP definition but update reference to Greenbelt Plan, 2017 and Ministry of Natural Resources and Forestry.</b>
<b>Low and moderate income households:</b> means  a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the <i>regional market area</i> ; or  b) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the <i>regional market area</i> .	No equivalent definition.	<b>Low and Moderate Income Households:</b> means:  a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the City of Hamilton; or,  b) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the City of Hamilton. (PPS, 2005, amended)	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>
No equivalent definition.	<b>Low Impact Development:</b> An approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of	No definition in UHOP.	<b>Add new UHOP definition to reflect Growth Plan, 2019.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
	<p>site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater. Low impact development can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems. Low impact development often employs vegetation and soil in its design, however, that does not always have to be the case and the specific form may vary considering local conditions and community character.</p>		
<p><b>Major goods movement facilities and corridors:</b> means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, <i>airports, rail facilities</i>, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are freight-supportive may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.</p>	<p><b>Major goods movement facilities and corridors:</b> The transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, airports, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are freight-supportive may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives. (PPS, 2020)</p>	<p><b>No definition</b></p>	<p><b>Add “Major goods movement facilities and corridors” definition to UHOP consistent with PPS definition.</b></p> <p>PPS changed terminology between 2005 and 2014.</p> <p>Existing definition of Transportation Corridor partially complies with this new definition, but does not mention inter-modal, ports, airports, or truck terminals.</p>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
No equivalent definition.	<b>Major Office:</b> Freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more.	<b>Major Office:</b> Major office is generally defined as freestanding office buildings of 10,000 m <sup>2</sup> or greater or with 500 jobs or more (Growth Plan, 2006).	<b>Update UHOP definition to conform to Growth Plan, 2019 definition.</b>
No equivalent definition.	<b>Major Transit Station Area:</b> 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.	<b>Major Transit Station Area:</b> The area including and around any existing or planned higher order transit station within a settlement/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 500m radius of a transit station, representing about a 10-minute walk (Growth Plan, 2006).	<b>Update UHOP definition to be consistent with Growth Plan, 2019.</b>  Recognize increased radius of up to 800 metres, representing a 10 min walk
No equivalent definition.	<b>Major trip generators:</b> Origins and destinations with high population densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, post-secondary institutions and other public service facilities, and other mixed-use areas).	<b>Major Transit Generator:</b> means a facility or area which generates significant volumes of passenger and/or goods/services trips to/from residential, commercial and/or industrial land uses (Metrolinx, 2008).	<b>Revise existing “Major Transit Generator” definition in UHOP with new “Major Trip Generator” definition, consistent with Growth Plan, 2019.</b>  Major transit generator is not the same as Major Trip Generator – as it is defined in the context of transit service. Major trip generator considers all modes of transportation and generate trips in different modes.
<b>Minimum distance separation formulae:</b> means formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.	<b>Minimum Distance Separation Formulae:</b> Formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities. (PPS, 2020)	<b>Minimum Distance Separation (MDS) Formulae:</b> means formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odour from livestock and manure storage facilities (PPS, 2005).	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
<b>Multimodal:</b> means a transportation system which may include several forms of transportation such as automobiles, walking, trucks, cycling, buses, rapid transit, rail (such as commuter and freight), air and marine.	<b>Multimodal:</b> Relating to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air, and marine. (Based on the PPS, 2020 and modified for this Plan)	<b>Multi-Modal [transportation]:</b> The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine (Growth Plan, 2006).	<b>Maintain UHOP definition but update reference to Growth Plan, 2019.</b>
No equivalent definition.	No equivalent definition.	<b>Multiple Dwelling:</b> means a building or part thereof containing three or more dwelling units but shall not include a street townhouse dwelling. Examples of such dwellings include block townhouse dwellings, stacked townhouse dwellings, and apartment dwellings.	<b>Revise UHOP Definition to reference five (5) or more units and include street townhouse units that front onto a condominium road.</b>
See <b>Comprehensive Review</b> , above	<b>Municipal Comprehensive Review:</b> A new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under section 26 of the Planning Act that comprehensively applies the policies and schedules of this Plan.	<b>Municipally Initiated Comprehensive Review:</b> means a plan, undertaken by the City, which comprehensively applies the policies and schedules of the Growth Plan for the Greater Golden Horseshoe, the Provincial Policy Statement and the Official Plan. It can be undertaken on specific land use components, such as residential, employment, or undertaken as one comprehensive plan.	<b>Maintain UHOP definition but update reference to Growth Plan, 2019.</b>  Current UHOP definition remains under appeal.
No equivalent definition.	<b>Natural Self-Sustaining Vegetation:</b> Vegetation dominated by native plant species that can grow and persist without direct human management, protection, or tending. (Greenbelt Plan)	<b>Natural Self-Sustaining Vegetation:</b> means vegetation dominated by native plant species that can grow and persist without direct human management protection, or tending (Greenbelt Plan, 2005).	<b>Maintain UHOP definition but update reference to Greenbelt Plan, 2017.</b>
<b>Negative impacts:</b> means  a) in regard to policy 1.6.6.4 and 1.6.6.5, potential risks to human	<b>Negative Impact:</b>  a. In regard to water, degradation to the quality or quantity of surface or	<b>Negative Impacts:</b> means  a) In regard to water, degradation to the <i>quality or quantity of surface or</i>	<b>Maintain UHOP definition but update reference to Growth Plan, 2019.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
<p>health and safety and degradation to the <i>quality and quantity of water, sensitive surface water features and sensitive ground water features</i>, and their related <i>hydrologic functions</i>, due to single, multiple or successive <i>development</i>. <i>Negative impacts</i> should be assessed through environmental studies including hydrogeological or water quality impact assessments, in accordance with provincial standards;</p> <p>b) in regard to policy 2.2, degradation to the <i>quality and quantity of water, sensitive surface water features and sensitive ground water features</i>, and their related <i>hydrologic functions</i>, due to single, multiple or successive <i>development or site alteration</i> activities;</p> <p>c) in regard to fish habitat, any permanent alteration to, or destruction of <i>fish habitat</i>, except where, in conjunction with the appropriate authorities, it has been authorized under the <i>Fisheries Act</i>; and</p> <p>d) in regard to other <i>natural heritage features and areas</i>, degradation that threatens the health and integrity of the natural features or <i>ecological functions</i> for which an</p>	<p>groundwater, <i>key hydrologic features</i> or vulnerable areas and their related <i>hydrologic functions</i> due to single, multiple or successive <i>development or site alteration</i> activities;</p> <p>b. In regard to <i>fish habitat</i>, any permanent alteration to or destruction of <i>fish habitat</i>, except where, in conjunction with the appropriate authorities, it has been authorized under the <i>Fisheries Act</i>; and</p> <p>c. In regard to other <i>natural heritage features and areas</i>, degradation that threatens the health and integrity of the natural features or <i>ecological functions</i> for which an area is identified due to single, multiple or successive <i>development or site alteration</i> activities.</p>	<p><i>ground water, key hydrologic features or vulnerable areas</i>, and their related <i>hydrologic functions</i>, due to single, multiple or successive <i>development or site alteration</i> activities;</p> <p>b) In regard to <i>fish habitat</i>, the harmful alteration, disruption, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the <i>Fisheries Act</i>, using the guiding principle of no net loss of productive capacity; and,</p> <p>c) In regard to other <i>natural heritage features and areas</i>, degradation that threatens the health and integrity of the natural features or <i>ecological functions</i> for which an area is identified due to single, multiple, or successive <i>development or site alteration</i> activities. (PPS, 2005)</p>	

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
area is identified due to single, multiple or successive <i>development</i> or <i>site alteration</i> activities.			
No equivalent definition.	No equivalent definition.  Permanent stream is one of the features included in definition of “Key Hydrologic Features”	<b>Permanent Stream:</b> means a stream that continually flows in an average year (Greenbelt Plan, 2005).	<b>Maintain UHOP definition but update reference to Greenbelt, 2017.</b>
<b>Planned corridors:</b> means corridors or future corridors which are required to meet projected needs, and are identified through <i>provincial plans</i> , preferred alignment(s) determined through the <i>Environmental Assessment Act</i> process, or identified through planning studies where the Ontario Ministry of Transportation , Metrolinx, Ontario Ministry of Energy, Northern Development and Mines or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing the identification of a corridor. Approaches for the protection of planned corridors may be recommended in guidelines developed by the Province.	<b>Planned Corridors:</b> Corridors or future corridors which are required to meet projected needs, and are identified through this Plan, preferred alignment(s) determined through the Environmental Assessment Act process, or identified through planning studies where the Ministry of Transportation, Ministry of Energy, Northern Development and Mines, Metrolinx, or Independent Electricity System Operator (IESO) or any successor to those Ministries or entities, is actively pursuing the identification of a corridor. Approaches for the protection of <i>planned corridors</i> may be recommended in guidelines developed by the Province. (Based on PPS, 2020 and modified for this Plan)	<b>Planned Corridors:</b> means corridors identified through provincial plans or preferred alignment(s) determined through the <u>Environmental Assessment Act</u> process which are required to meet projected needs (PPS, 2005).	<b>Revise UHOP definition to reflect PPS, 2020 definition.</b>
No equivalent definition.	<b>Priority Transit Corridors:</b> Transit corridors shown in Schedule 5 or as further identified by the Province for the purpose of implementing this Plan.	No definition in UHOP.  However, term is italicized in Downtown Hamilton Secondary Plan policies for Rapid Transit.	<b>Add new UHOP definition as per Growth Plan, 2019 definition.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
<p><b>Protected Heritage Property:</b> means property designated under Parts IV, V, or VI of the <i>Ontario Heritage Act</i>; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.</p>	<p>No equivalent definition.</p>	<p><b>Protected Heritage Property:</b> means real property designated under Parts IV, V or VI of the <i>Ontario Heritage Act</i>; heritage conservation easement property under Parts II or IV of the Ontario Heritage Act; and property that is the subject of a covenant or agreement between the owner of a property and a conservation body or level of government, registered on title and executed with the primary purpose of preserving, conserving and maintaining a cultural heritage feature or resource, or preventing its destruction, demolition or loss (PPS, 2005).</p>	<p><b>Revise UHOP definition to reflect PPS, 2020 definition.</b></p>
<p>No equivalent definition.</p>	<p><b>Provincially Significant Employment Zones:</b> Areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs.</p>	<p>No definition in UHOP for PSEZs</p>	<p><b>Add new definition to UHOP consistent with Growth Plan, 2019 definition.</b></p>
<p><b>Quality and quantity of water:</b> Is measured by indicators associated with hydrologic function such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime.</p>	<p><b>Quality and Quantity of Water:</b> Measured by indicators associated with <i>hydrologic function</i> such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime. (PPS, 2020)</p>	<p><b>Quality and Quantity of Water:</b> is measured by indicators such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended soils, temperature bacteria, nutrients and hazardous contaminants, and hydrological regime (PPS, 2005).</p>	<p><b>Update UHOP definition to be consistent with PPS, 2020 definition.</b></p>



Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
No equivalent definition.	No equivalent definition.	<b>Rapid Transit:</b> Transit service separated partially or completely from general vehicular traffic and therefore able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by transit vehicles operating in mixed traffic. Rapid transit can include <i>light rail transit</i> and/or bus rapid transit (adapted from Metrolinx, 2008).	<b>Delete Rapid Transit definition from UHOP.</b>  The existing Rapid Transit definition has been replaced by Higher Order Transit.
<b>Redevelopment:</b> means the creation of new units, uses or lots on previously developed land in existing communities, including <i>brownfield sites</i> .	<b>Redevelopment:</b> The creation of new units, uses or lots on previously developed land in existing communities, including <i>brownfield sites</i> . (PPS, 2020)	<b>Redevelopment:</b> means the creation of new units, uses or lots on previously developed land in existing communities, including <i>brownfield sites</i> (PPS, 2005).	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>
<b>Renewable energy system:</b> means a system that generates electricity, heat and/or cooling from a <i>renewable energy source</i> .	<b>Renewable Energy System:</b> A system that generates electricity, heat and/or cooling from a renewable energy source.  For the purposes of this definition:  A renewable energy source is an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces. (PPS, 2020)	<b>Renewable Energy Systems:</b> means the production of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, a biomass resource or product, or solar and geothermal energy. These systems have the same meaning as a renewable energy undertaking under the <u>Green Energy and Green Economy Act, 2009</u> .	<b>Update UHOP definition to reflect Growth Plan 2019, as Amended.</b>
<b>Residential intensification:</b> means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:  a) redevelopment, including the redevelopment of <i>brownfield sites</i> ;	No equivalent definition.	<b>Residential Intensification:</b> <i>Intensification</i> of a property, site or area which results in a net increase in residential units or accommodation and includes:  a) redevelopment, including the redevelopment of brownfield sites;	<b>Maintain UHOP definition but update reference to PPS, 2020, as amended.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
<p>b) the development of vacant or underutilized lots within previously developed areas;</p> <p>c) infill development;</p> <p>d) development and introduction of new <i>housing options</i> within previously developed areas</p> <p>e) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and</p> <p>f) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, additional residential units, rooming houses, and other <i>housing options</i></p>		<p>b) the <i>development</i> of vacant or underutilized lots within previously developed areas;</p> <p>c) infill <i>development</i>;</p> <p>d) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,</p> <p>e) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, secondary suites and rooming houses. (PPS, 2005)</p>	
No equivalent definition.	<p><b>Savannah:</b> Land (not including land that is being used for agricultural purposes or no longer exhibits <i>savannah</i> characteristics) that:</p> <p>a) has vegetation with a significant component of non-woody plants, including <i>tallgrass prairie</i> species that are maintained by seasonal drought, periodic disturbances such as fire, or both;</p> <p>b) has from 25 per cent to 60 per cent tree cover;</p>	<p><b>Savannah:</b> means land (not including land that is being used for agricultural purposes or no longer exhibits <i>savannah</i> characteristics) that:</p> <p>a) has vegetation with a significant component of non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances including fire, or both;</p> <p>b) has from 25 per cent to 60 per cent tree cover;</p>	<b>Maintain UHOP definition but update reference to Greenbelt Plan, 2017.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
	<p>c) has mineral soils; and</p> <p>d) has been further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time. (Greenbelt Plan)</p>	<p>c) has mineral soils; and,</p> <p>d) has been further identified, by the Ministry of Natural Resources or by any other person according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time. (Greenbelt Plan, 2005)</p>	
No equivalent definition.	<b>Seepage Areas and Springs:</b> Sites of emergence of groundwater where the water table is present at the ground surface. (Greenbelt Plan)	<b>Seepage Areas and Springs:</b> means sites of emergence of groundwater where the water table is present at the ground surface (Greenbelt Plan, 2005).	<b>Maintain UHOP definition but update reference to Greenbelt Plan, 2017.</b>
<b>Sensitive:</b> in regard to <i>surface water features and ground water features</i> , means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants.	No equivalent definition.	<b>Sensitive:</b> in regard to surface water feature and ground water feature, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants (PPS, 2005).	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>
<p><b>Significant:</b> means ...</p> <p>e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the <i>Ontario Heritage Act</i>.</p>	No equivalent definition.	<b>Significant:</b> In regard to cultural heritage and archaeology, means cultural heritage resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (PPS, 2005).	<p><b>Update UHOP definition to reflect PPS, 2020 definition, as below:</b></p> <p><b>Significant:</b> In regard to cultural heritage and archaeology, means cultural heritage resources that <b>have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.</b> <del>are valued for the important contribution they make to our understanding of</del></p>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
<p>Criteria for determining significance for the resources identified in sections (c)-(e) are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used.</p> <p>While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.</p>			<p>the history of a place, an event, or a people (PPS, 2020 <del>05</del>).</p>
<p><b>Significant:</b> means</p> <p>a) in regard to <i>wetlands, coastal wetlands and areas of natural and scientific interest</i>, an area identified as provincially significant by the Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time;</p>	<p><b>Significant wetland:</b> A wetland that has been identified as provincially significant by the Province. (Based on PPS, 2020 and modified for this Plan)</p>	<p><b>Significant Wetlands:</b> means an area identified as provincially significant by the Province using evaluation procedures established by the Province, as amended from time to time (PPS, 2005).</p> <p><b>Significant Coastal Wetlands:</b> means a coastal wetland identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time (PPS, 2005).</p> <p><b>Areas of Natural and Scientific Interest (ANSI):</b> means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education (PPS, 2005).</p>	<p><b>Maintain UHOP definition but update reference to PPS, 2020 and update reference to Ministry of Natural Resources and Forestry.</b></p>
<p><b>Significant:</b> means</p>	<p><b>Significant groundwater recharge area:</b> An area that has been identified:</p>	<p><b>Significant Valleylands:</b> means a natural area that occurs in a valley or other landform depression that has water</p>	<p><b>Maintain UHOP definition but update reference to PPS, 2020.</b></p>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
<p>c) in regard to other features and areas in policy 2.1, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or <i>natural heritage system</i>;</p> <p>Criteria for determining significance for the resources identified in sections (c)-(d) are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used.</p> <p>While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.</p>	<p>a) as a significant groundwater recharge area by any public body for the purposes of implementing the PPS, 2020;</p> <p>b) as a significant groundwater recharge area in the assessment report required under the Clean Water Act, 2006; or</p> <p>c) as an ecologically significant groundwater recharge area delineated in a subwatershed plan or equivalent in accordance with provincial guidelines.</p> <p>For the purposes of this definition, ecologically significant groundwater recharge areas are areas of land that are responsible for replenishing groundwater systems that directly support sensitive areas like cold water streams and wetlands. (Greenbelt Plan)</p> <p><b>Significant surface water contribution areas:</b> Areas, generally associated with headwater catchments, that contribute to baseflow volumes which are significant to the overall surface water flow volumes within a watershed. (Greenbelt Plan)</p> <p><b>Significant wildlife habitat:</b> A wildlife habitat that is ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity</p>	<p>flowing through or standing for some period of the year which is ecologically important in terms of features, functions, representation or amount and contributing to the quality and diversity of an identifiable geographic area or natural heritage system (PPS, 2005, amended).</p> <p><b>Significant Wildlife Habitat:</b> means wildlife habitat areas which are ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system. Significant Wildlife Habitat will be identified based on criteria established by the Province. (PPS, 2005)</p> <p><b>Significant Habitat of Threatened or Endangered Species:</b> means that habitat, as approved by the Ministry of Natural Resources, that is necessary for the maintenance survival and/or recovery of naturally occurring or reintroduced populations of species at risk and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle. To identify which species are threatened or endangered, the City will refer to the Species at Risk in Ontario list that is prepared and updated by the Ministry of Natural Resources. The City may collaborate with the Province during the early stages of the planning process, to ensure that the significant habitat of threatened or endangered species on</p>	

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
	<p>of an identifiable geographic area or natural heritage system. These are to be identified using criteria established by the Province. (Based on PPS, 2020 and modified for this Plan)</p> <p><b>Significant valleyland:</b> A valleyland which is ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system. These are to be identified using criteria established by the Province. (Based on PPS, 2020 and modified for this Plan)</p>	lands affected by or contiguous to any proposed <i>development</i> or <i>site alteration</i> is properly evaluated and identified.	
<p><b>Site Alteration:</b> means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.</p> <p>For the purposes of policy 2.1.4(a), <i>site alteration</i> does not include underground or surface mining of <i>minerals</i> or advanced exploration on mining lands in <i>significant areas of mineral potential</i> in Ecoregion 5E, where advanced exploration has the same meaning as in the <i>Mining Act</i>. Instead, those matters shall be subject to policy 2.1.5(a).</p>	<p><b>Site Alteration:</b> Activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site. (PPS, 2020)</p>	<p><b>Site Alteration:</b> means activities, such as grading, excavation, and the placement of fill that would change the landform and natural vegetative characteristics of a site (PPS, 2005, amended).</p>	<p><b>Maintain UHOP definition but update reference to PPS, 2020.</b></p>
<p><b>Special Policy Area:</b> means an area within a community that has historically existed in the <i>flood plain</i> and where site-specific policies,</p>	No equivalent definition.	<p><b>Special Policy Area:</b> With respect to <i>Hazard Lands</i>, means an area within a community that has historically existed in the flood plain and where site-specific</p>	<p><b>Maintain UHOP definition but update reference to PPS, 2020.</b></p>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
<p>approved by both the Ministers of Natural Resources and Forestry and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning <i>development</i>. The criteria and procedures for approval are established by the Province.</p> <p>A <i>Special Policy Area</i> is not intended to allow for new or intensified <i>development</i> and <i>site alteration</i>, if a community has feasible opportunities for <i>development</i> outside the <i>flood plain</i>.</p>		<p>policies, approved by both the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from the strict adherence to provincial policies concerning <i>development</i>. The criteria and procedures for approval are established by the Province (PPS, 2005).</p>	
<p>No equivalent definition.</p>	<p><b>Strategic Growth Areas:</b> Within <i>settlement areas</i>, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more <i>compact built form</i>. <i>Strategic growth areas</i> include <i>urban growth centres</i>, <i>major transit station areas</i>, and other major opportunities that may include <i>infill</i>, <i>redevelopment</i>, <i>brownfield sites</i>, the expansion or conversion of existing buildings, or <i>greyfields</i>. Lands along major roads, arterials, or other areas with existing or planned <i>frequent transit service</i> or <i>higher order transit</i></p>	<p><b>No definition.</b></p>	<p><b>Add new definition of “Strategic Growth Areas” to UHOP based on Growth Plan, 2019.</b></p> <p>Existing definition of Intensification Areas to be deleted.</p>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
	<i>corridors may also be identified as strategic growth areas.</i>		
<b>Surface water feature:</b> means water-related features on the earth’s surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics.	<b>Surface water feature:</b> means water-related features on the earth’s surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics. (PPS, 2020)	<b>Surface Water Feature:</b> refers to water-related features on the earth’s surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characterises (PPS, 2005).	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>
No equivalent definition.	<b>Tallgrass Prairies:</b> Land (not including land that is being used for agricultural purposes or no longer exhibits <i>tallgrass prairie</i> characteristics) that:  a) has vegetation dominated by non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both;  b) has less than 25 per cent tree cover;  c) has mineral soils; and  d) has been further identified, by the Minister of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry,	<b>Tallgrass Prairies:</b> means land (not including land that is being used for agricultural purposes or no longer exhibits <i>tallgrass prairie</i> characteristics) that:  a) has vegetation dominated by non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both;  b) has less than 25 percent tree cover;  c) has mineral soils; and,  d) has been further identified, by the Minister of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time. (Greenbelt Plan, 2005)	<b>Maintain UHOP definition but update reference to Greenbelt Plan, 2017 and Ministry of Natural Resources and Forestry.</b>




Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
	as amended from time to time. (Greenbelt Plan)		
<b>Transit-supportive:</b> in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the <i>transportation system</i> . Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.	<b>Transit-supportive:</b> Relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario’s Transit Supportive Guidelines.	<b>Transit-Supportive:</b> Makes transit viable and improves the quality of the experience of using transit. When used in reference to development, it often refers to compact, mixed use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it often refers to design principles that make development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; and improved access between arterial roads and interior blocks in residential areas (Growth Plan, 2006).	<b>Update definition to remove reference to “Growth Plan 2006”, otherwise maintain current definition.</b>
<b>Transportation demand management:</b> means a set of strategies that result in more efficient use of the <i>transportation system</i> by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.	<b>Transportation Demand Management:</b> A set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost. (PPS, 2020)	<b>Transportation Demand Management:</b> a program of incentives which influence whether, when, where and how people travel, and encourage them to make more efficient use of the transportation system (Metrolinx, 2008).	<b>Update UHOP definition to reflect PPS 2020 and Growth Plan 2019 definition.</b>
<b>Transportation system:</b> means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations,	<b>Transportation system:</b> A system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle	<b>Transportation System:</b> A system consisting of corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, cycle lanes, bus lanes, high occupancy vehicle	<b>Update UHOP definition to reflect PPS, 2020 definition.</b>

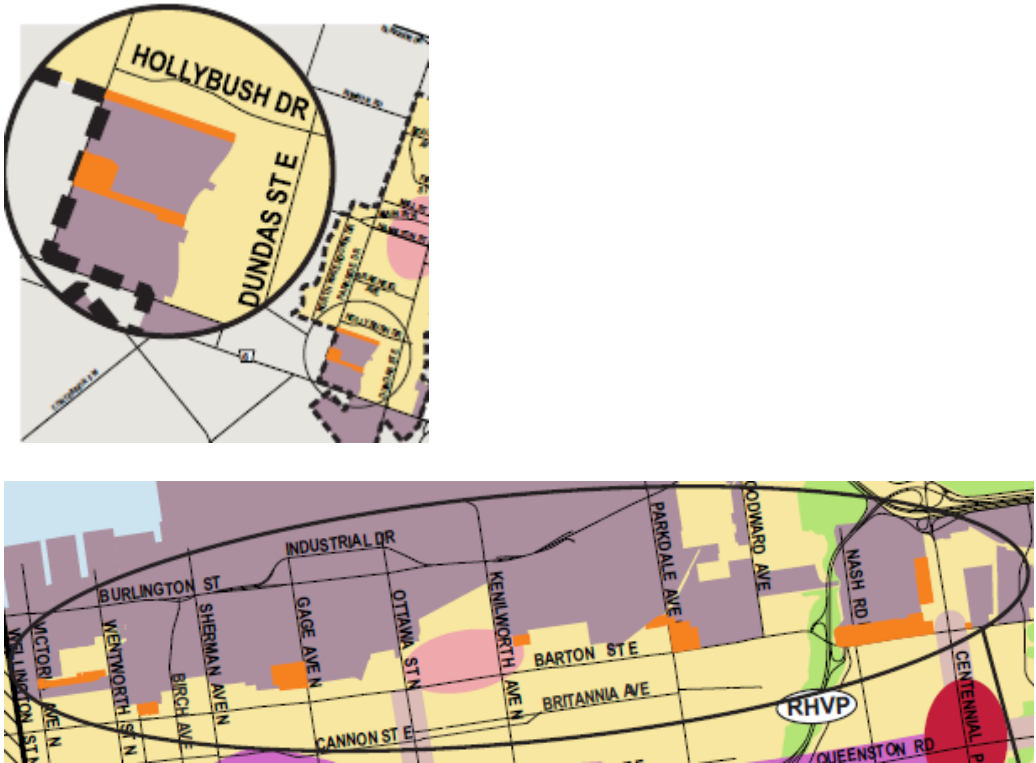
Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park’n’ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance.	lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park-and-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance. (PPS, 2020)	lanes, rail facilities, parkland-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal terminals, harbours, and associated facilities such as storage and maintenance (PPS, 2005).	Minor wording change.
<b>Valleylands:</b> means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.	<b>Valleylands:</b> A natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year. (PPS, 2020)	<b>Valley Lands:</b> means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year (PPS, 2005).	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>
No equivalent definition.	No equivalent definition.	<b>Warmwater Watercourse:</b> means a watercourse, whether permanent, intermittent, or ephemeral, which supports or contributes to the support of <i>fish habitat</i> or species associated with warmwater such as carp, bass, warmwater benthic invertebrates, or have thermal characteristics of a warmwater stream such as designated by the Ministry of Natural Resources. Warmwater species that are best adapted to prefer or usually occur at water temperatures greater than 25 degrees Celsius.	<b>Maintain UHOP definition but update reference to Ministry of Natural Resources and Forestry.</b>
<b>Waste management system:</b> means sites and facilities to accommodate solid waste from one or more municipalities and includes recycling facilities, transfer stations, processing sites and disposal sites.	No equivalent definition.	<b>Waste Management System:</b> means sites and facilities to accommodate solid waste from one or more municipalities and includes landfill sites, recycling facilities, transfer stations, processing	<b>Update UHOP definition to be consistent with PPS, 2020.</b>

Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
		sites and hazardous waste depot (PPS, 2005).	
<b>Watershed:</b> means an area that is drained by a river and its tributaries.	<b>Watershed:</b> An area that is drained by a river and its tributaries. (PPS, 2020)	<b>Watershed:</b> means an area that is drained by a river and its tributaries.	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>
<b>Wildlife habitat:</b> means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.	<b>Wildlife Habitat Areas:</b> where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific <i>wildlife habitats</i> of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. (PPS, 2020)	<b>Wildlife Habitat:</b> means areas where plants, animals, and other organisms live, and find adequate amounts of food, water, shelter, and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. (PPS, 2005)	<b>Maintain UHOP definition but update reference to PPS, 2020.</b>
<b>Wildland fire assessment and mitigation standards:</b> means the combination of risk assessment tools and environmentally appropriate mitigation measures identified by the Ontario Ministry of Natural Resources and Forestry to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, infrastructure and property from wildland fire.	No equivalent definition.	No UHOP definition.	<b>Include new definition in UHOP/ RHOP consistent with PPS 2020.</b>  There are areas of moderate and high risk in both the Urban and Rural Areas.


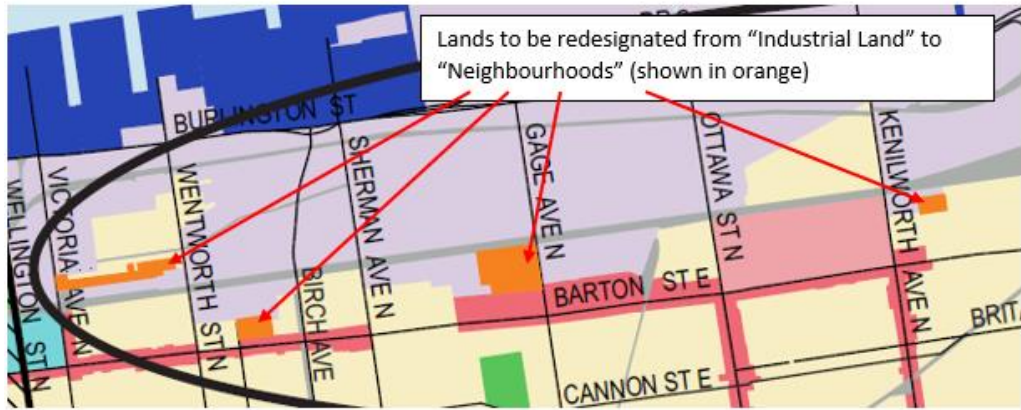
## Proposed Amendments to Urban Hamilton Official Plan Schedules, Appendices & Maps – Municipal Comprehensive Review

Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>Volume 1: Schedule A – Provincial Plans</p>	<p>Update all schedules and appendices to correct the Urban Boundary and Niagara Escarpment boundary, by identifying lands located at 340 Mountain Brow Road, 2000 Waterdown Road, a portion of 342, 344, and 348 Mountain Brow Road, and a large municipal road allowance (all in Flamborough) as being within the Rural Area.</p> 	<p>Lands were inadvertently omitted from Municipal and Niagara Escarpment Plan Boundary. Rural Hamilton Official Plan Amendment No. 18 (By-law No. 18-222) corrected these boundaries for the Rural Hamilton Official Plan, confirming the lands are subject to the Rural Hamilton Official Plan. Corresponding must now be made to the Urban Hamilton Official Plan.</p>	<p style="text-align: center;">√ Niagara Escarpment Plan</p>

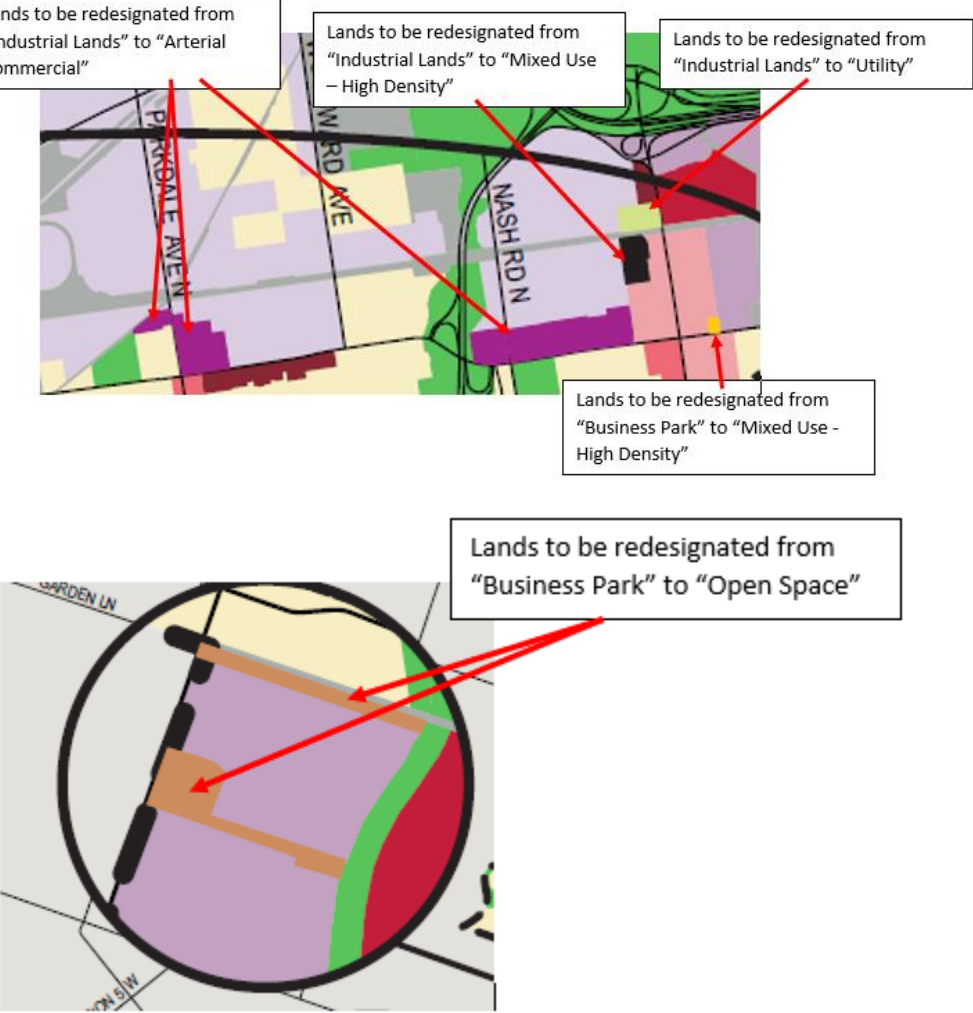
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Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>Volume 1: Schedule E – Urban Structure</p>	<p>Update to show lands to be converted from identification as ‘Employment Areas’ to Neighbourhoods’. Depicted in orange in the following maps:</p> 	<p>To align with recommendations and Council direction for Employment Land Conversions through the Employment Land Review</p>	<p>√ Growth Plan 2.2.5.9</p>

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Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
			
<p>Volume 1: Schedule E-1 – Urban Land Use Designations</p>	<p>Depict proposed redesignation of lands to be converted from Employment Area Designations (Industrial Lands and Business Park) to non-Employment designations as follows:</p> 	<p>Reflective of recommended change in designation from “Industrial Lands” designation (in Bayfront Industrial Area) to “Neighbourhoods” designation.</p>	<p>√ Growth Plan 2.2.5.9</p>

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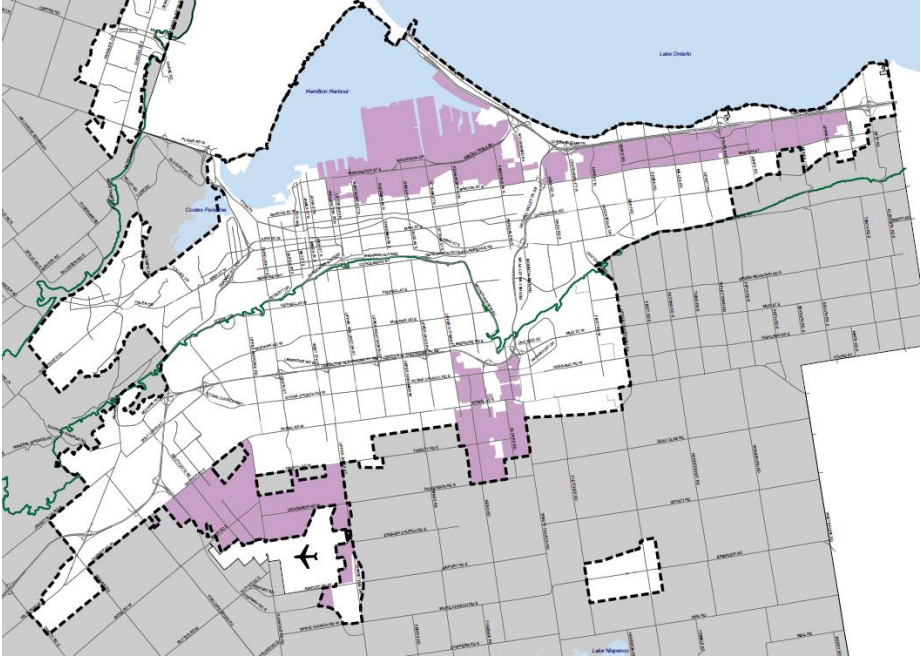
Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
	 <p>Lands to be redesignated from “Industrial Lands” to “Arterial Commercial”</p> <p>Lands to be redesignated from “Industrial Lands” to “Mixed Use – High Density”</p> <p>Lands to be redesignated from “Industrial Lands” to “Utility”</p> <p>Lands to be redesignated from “Business Park” to “Mixed Use - High Density”</p> <p>Lands to be redesignated from “Business Park” to “Open Space”</p>	<p>Reflective of recommended change in designation from “Industrial Lands” designation (Bayfront Industrial Area and East Hamilton Industrial Area) to the following designations: “Arterial Commercial”, “Mixed Use – High Density” and “Utility”.</p> <p>Reflective of recommended change in designation from.</p>	

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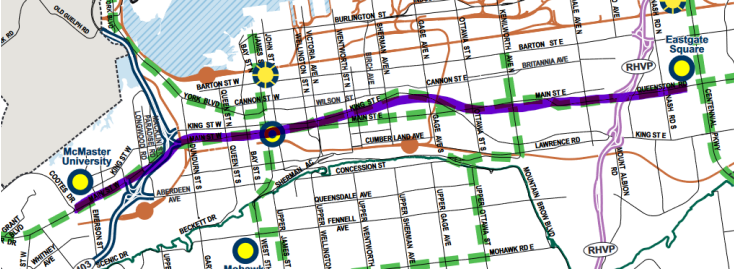
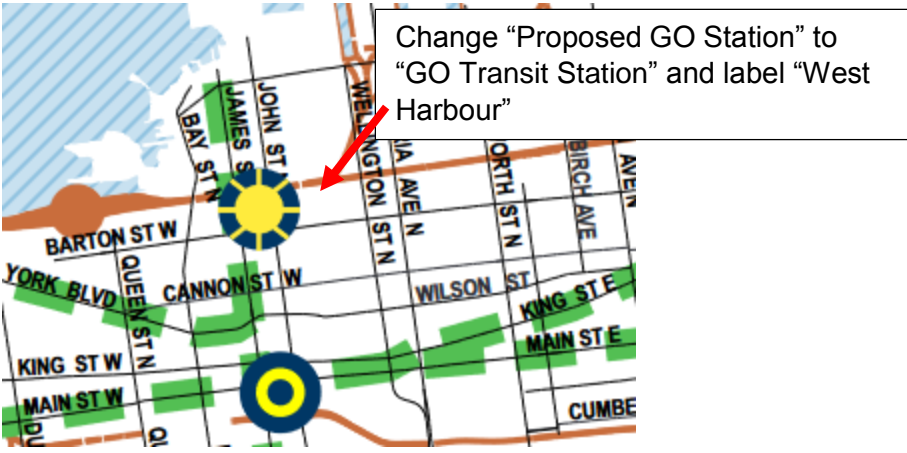
Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
	<p>Lands to be redesignated from "Business Park" to "District Commercial"</p> <p>Lands to be redesignated from "Business Park" to "Arterial Commercial"</p> <p>Lands to be redesignated from "Business Park" to "Neighbourhoods"</p>		

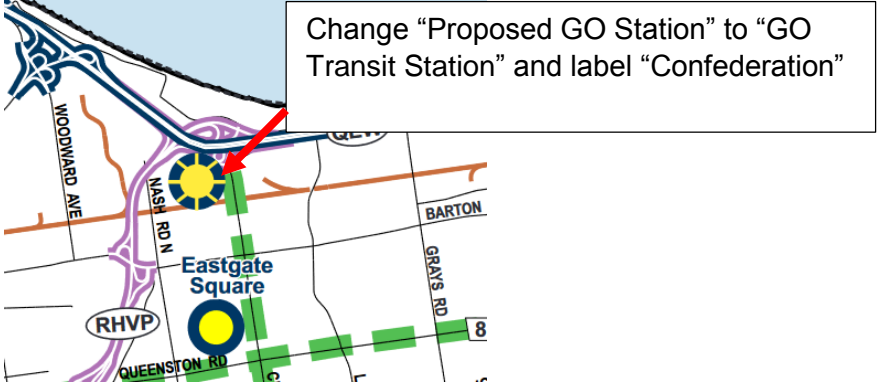


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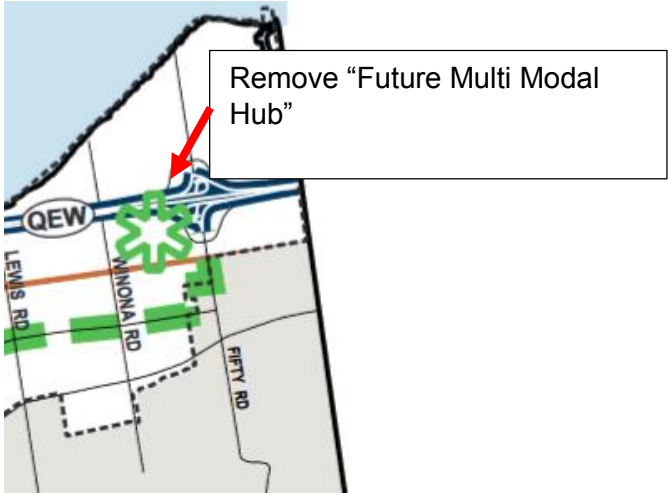






Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>(New)</p> <p>Volume 1: Schedule “X” – Provincially Significant Employment Zone</p>	<p>Add a new map schedule to Volume 1 to show the delineation of the Provincially Significant Employment Zones.</p>  <p>The map displays a geographic area with a grid of streets. Several irregularly shaped regions are shaded in purple, representing the proposed Provincially Significant Employment Zones. The map includes labels for 'Hamilton Harbour' at the top, 'Lake Ontario' to the north, and 'Lake Michigan' at the bottom. A dashed black line outlines the overall area shown. A small airplane icon is located in the lower-left quadrant of the map.</p>	<p>New map will show boundaries of the Provincially Significant Employment Zones which will be referenced in new UHOP policies.</p>	<p>√</p> <p>Growth Plan 2.2.5.12</p>

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Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>Volume 1: Appendix B – Major Transportation Facilities and Routes</p>	<p>Add “Priority Transit Corridor” to the Legend and Map; replace “Proposed GO Station” for both “West Harbour GO Station” and “Confederation GO Station” with “Go Transit Station” (same symbol as current Hamilton GO Centre Hub) and label stations “Hamilton GO Centre”, “West Harbour” and “Confederation”; replace the words “Hamilton GO Centre” with the words “Multi-Modal Hub” in the legend; and, remove the second “Future Multi Modal Hub” and “Proposed GO Station” entries from the Legend because those symbols are no longer required.</p> <p>Add Priority Transit Corridor to the legend and identify Priority Transit Corridor along B-Line.</p>   <p>Change “Proposed GO Station” to “GO Transit Station” and label “West Harbour”</p>	<p>Growth Plan requires the identification of Priority Transit Corridors in municipal official plans. B-Line to be identified on Appendix B at this time. May also be added to Schedule E – Urban Structure, along with MTSA’s, through future Official Plan Amendment (i.e., OP Review – Local Context or MTSA-specific).</p> <p>GO Train Service commenced at West Harbour GO Station in 2015.</p>	<p>√ Growth Plan</p>

Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
	 <p>Change “Proposed GO Station” to “GO Transit Station” and label “Confederation”</p>	<p>GO Bus service to Confederation Station commenced in 2019 and rail service has not been extended at present.</p> <p>Future Multi Modal Hub at Fifty Road is now intended to be</p>	

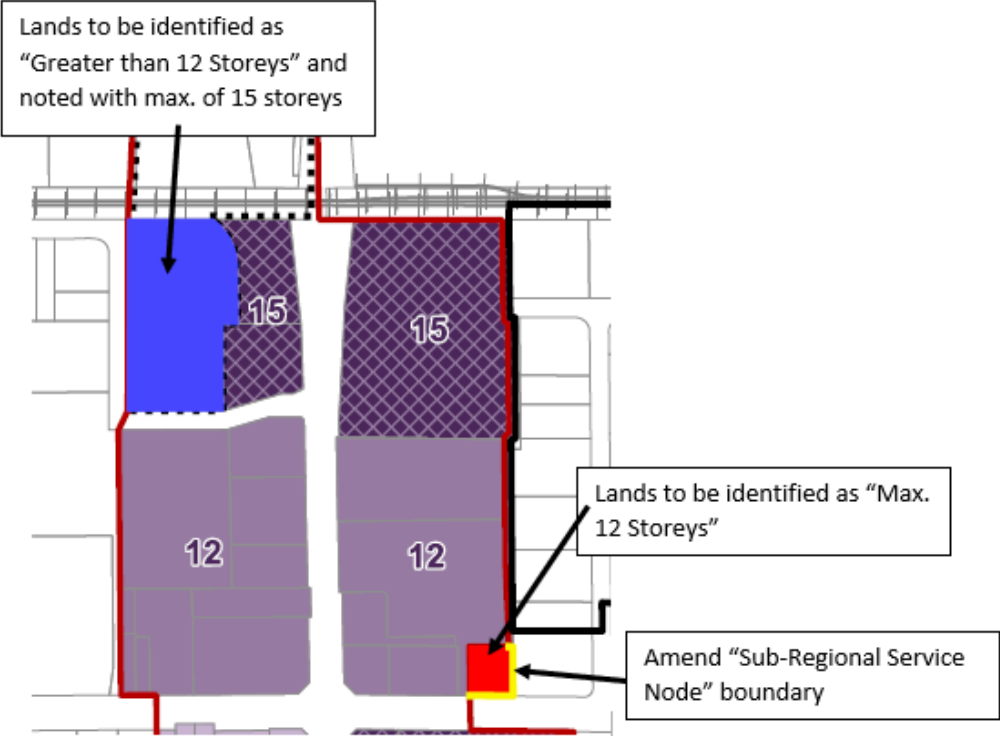
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Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
	 <p>Remove "Future Multi Modal Hub"</p> <ul style="list-style-type: none"> <li> Future Multi Modal Hub</li> <li><del> Hamilton GO Centre</del> <span>Replace text "Hamilton GO Centre" with "GO Transit Station"</span></li> <li><del> Proposed GO Station</del> <span>Replace "Potential Rapid Transit Line (B.L.A.S.T.)" with "Future Higher Order Transit"</span></li> <li><del> Potential Rapid Transit Line (B.L.A.S.T.)</del></li> <li><del> Future Multi Modal Hub</del> <span>Delete second entry of "Multi Modal Hub" in the legend</span></li> <li> Add "Priority Transit Corridor"</li> </ul>	<p>a local hub, so should be removed from Appendix.</p>	

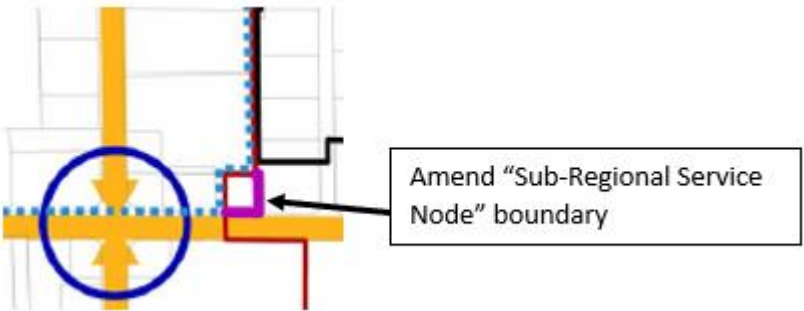
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Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>Volume 2: Map B.6.7-1 – Centennial Neighbourhoods Secondary Plan – Land Use Plan</p>	<p>The map displays several land parcels with different colors and patterns. Callout boxes with arrows point to specific areas:         <ul style="list-style-type: none"> <li>A red parcel at the top right is labeled 'Lands to be redesignated from "Light Industrial" to "Utilities"'.</li> <li>A yellow parcel below it is labeled 'Lands to be redesignated from "Light Industrial" to "Mixed Use - High Density"'.</li> <li>A large red parcel on the right is labeled 'Lands to be redesignated from "Business Park" to "Mixed Use - High Density" and identified as "Pedestrian Focus Street"'.</li> <li>Blue parcels at the bottom left are labeled 'Lands to be redesignated from "Light Industrial" to "Arterial Commercial"'.</li> <li>A small black parcel at the bottom right is labeled 'Amend "Sub-Regional Service Node" boundary line to include 2493 Barton Street East'.</li> </ul>         A street labeled 'BARTON ST E' runs horizontally across the bottom of the map.       </p>	<p>To redesignate lands in accordance with Council direction for Employment Land Conversions for certain lands in the Centennial Neighbourhoods Secondary Plan</p>	<p>√ Growth Plan 2.2.5.9</p>

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Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>Volume 2: Map B.6.7-2 – Centennial Neighbourhoods Secondary Plan – Maximum Building Heights in the Node</p>		<p>Need to note the building height maximum that will apply to the lands to be redesignated "Mixed Use – High Density" and to note the amendment to the sub-regional service node boundary to include lands at 2493 Barton St. E</p>	<p>√ Growth Plan 2.2.5.9</p>

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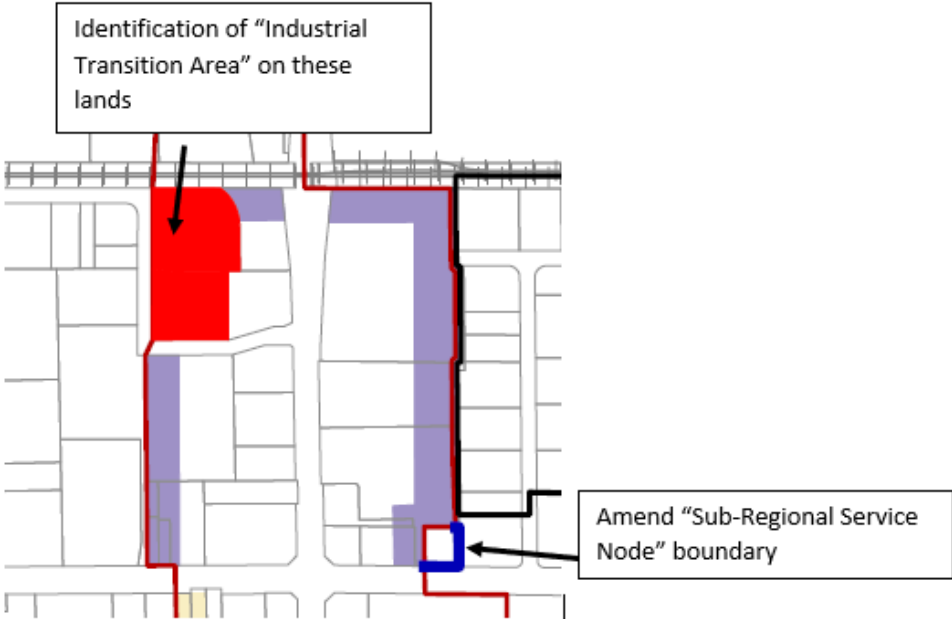
Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
Volume 2: Map B.6.7-3 – Centennial Neighbourhoods Secondary Plan – Transportation and Connections	 <p>Amend “Sub-Regional Service Node” boundary</p>	To depict realignment of sub-regional service node to include lands at 2493 Barton Street East, which are proposed for redesignation to permit Mixed Use – High Density uses	√ Growth Plan 2.2.5.9

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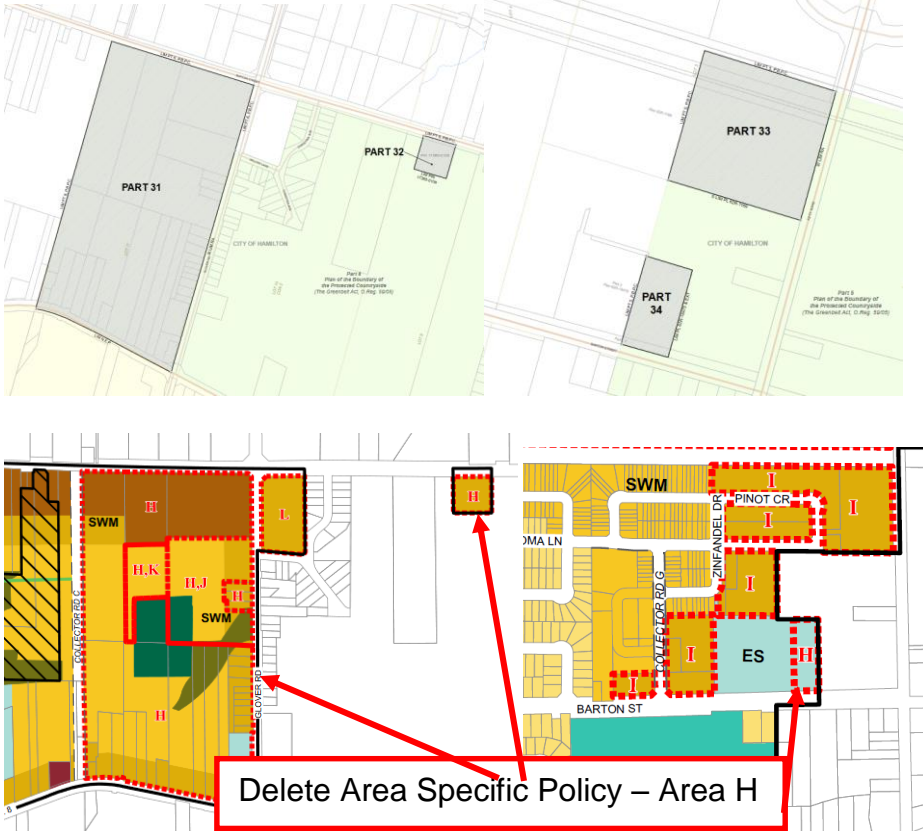
Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>Volume 2: Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policies Area</p>	<p>The map displays several policy areas: Area A (red dashed), Area C (red dashed), Area I (red dashed), Area K (red dashed), and Area H (yellow dashed). A new Site Specific Policy Area X is outlined in blue. Callout boxes specify: 'Area to remain as Site Specific Policy – Area A' (pointing to Area A), 'Remove Site Specific Policy – Area A from lands at 25 Arrowsmith Rd., and 185 Bancroft St., and identify as new Site Specific Policy – Area "X"' (pointing to Area X), and 'Remove Area Specific Policy – Area H from all lands except 2255 and 2371 Barton Street' (pointing to Area H). The street 'BARTON ST E' is labeled at the bottom.</p>	<p>To depict revisions to Area and Site Specific Policy Areas in the Centennial Neighbourhoods Secondary Plan as a result of the Council direction for Employment Land Conversions</p>	<p>√ Growth Plan 2.2.5.9</p>



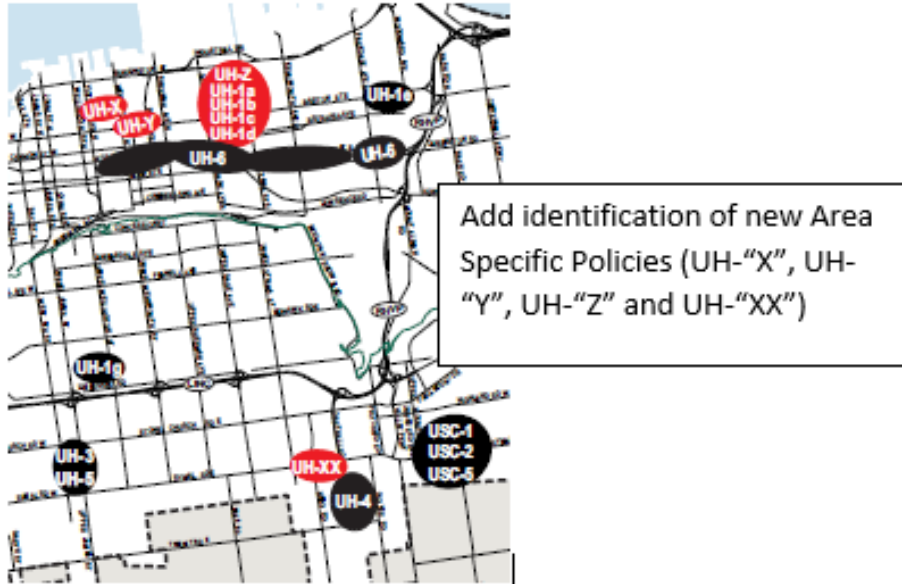
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Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>Volume 2:  Appendix A –  Centennial  Neighbourhoods  Secondary Plan  – Transition  Areas</p>	 <p>Identification of “Industrial Transition Area” on these lands</p> <p>Amend “Sub-Regional Service Node” boundary</p>	<p>To depict an Industrial Transition Area on lands to be redesignated from Industrial to Mixed Use – High Density to ensure land use compatibility.</p> <p>To depict realignment of sub-regional service node to include new lands at 2493 Barton Street East</p>	<p align="center">√  Growth Plan  2.2.5.9</p>
<p>Volume 2: Map  B.7.4-1 –  Fruitland-  Winona  Secondary Plan</p>	<p>Update so that Glover Road, Barton Street, Concession 1, dividing Lots 11 and 12 and Highway No. 8, Stoney Creek; 970 Barton Street, Stoney Creek; and, 1361 Barton Street, Stoney Creek are no longer subject to the Greenbelt Plan.</p>	<p>Lands were in original Greenbelt Plan and were removed through the 10-year review, as identified on</p>	<p align="center">√  Greenbelt  Plan  Mapping</p>



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Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>– Land Use Plan</p>		<p>Sheets 16 and 17 referenced in Order In Council No. 1025/17 (May 16, 2017).</p> <p>Corresponding Area Specific Policy – Area H of the Fruitland-Winona Secondary Plan to be removed from the text and the mapping (see Appendix “D” to Report PED21067(a)).</p>	
<p>Volume 3: Map 1 – Area Specific Policies Key Map</p>	<p>Show four new Area Specific Policies on Key Map</p>	<p>Add four new Area Specific Policy Areas as a result of the Employment Land Conversion recommendations and Council direction</p>	<p>√ Growth Plan 2.2.5.9</p>

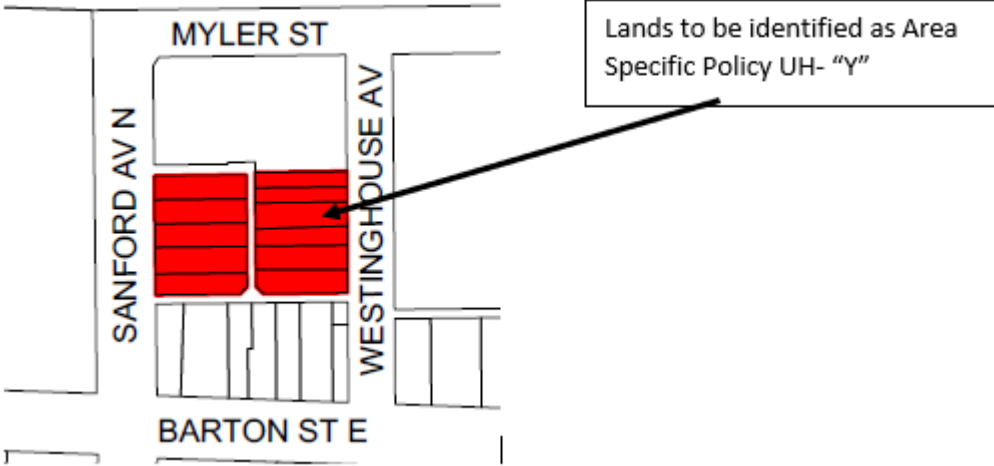

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Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
	 <p data-bbox="840 487 1297 665">Add identification of new Area Specific Policies (UH-"X", UH-"Y", UH-"Z" and UH-"XX")</p>		

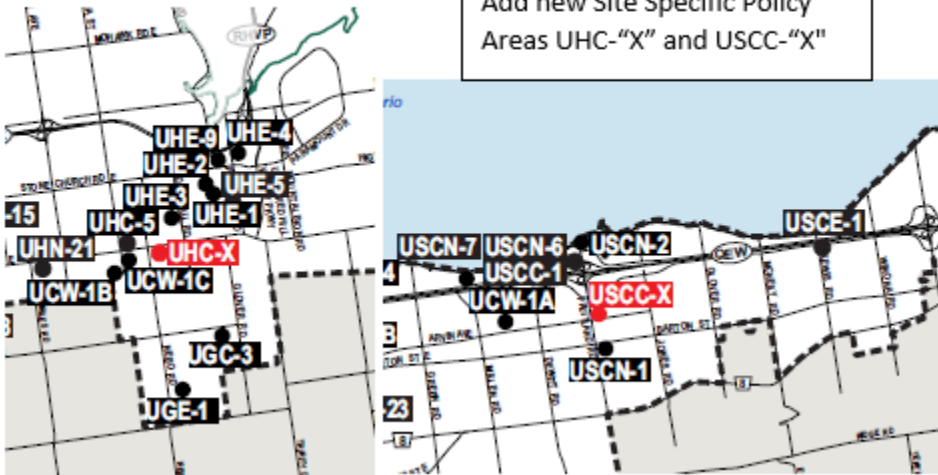
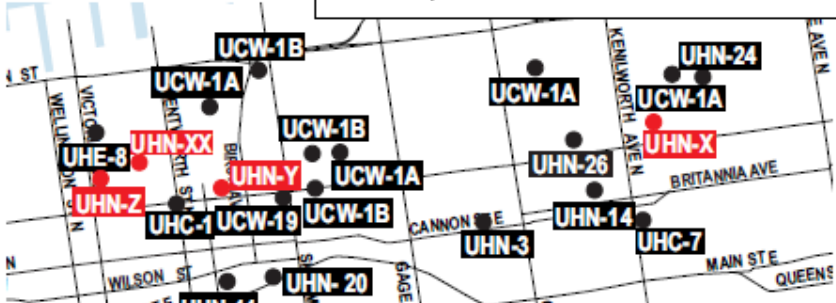
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Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
Volume 3: Map H-1 – Hamilton Area Specific Policies		Update existing map to show new Area Specific Policy UH-“Z”	✓ Growth Plan 2.2.5.9
(New) Volume 3: Map H-“X” – Hamilton Area Specific Policies		Create new map to depict lands affected by new Area Specific Policy UH-“X”	✓ Growth Plan 2.2.5.9

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Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>(New)</p> <p>Volume 3: Map H-"Y" – Hamilton Area Specific Policies</p>		<p>Create new map to depict lands affected by new Area Specific Policy UH-"Y"</p>	<p>√</p> <p>Growth Plan 2.2.5.9</p>
<p>(New)</p> <p>Volume 3: Map H-"Z" – Hamilton Area Specific Policies</p>		<p>Create new map to depict lands affected by new Area Specific Policy UH-"XX"</p>	<p>√</p> <p>Growth Plan 2.2.5.9</p>
<p>Volume 3: Map 2 – Urban Site</p>	<p>Show two new Site Specific Policy Areas on map</p>	<p>Update map to depict the addition</p>	<p>√</p>

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Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
Specific Key Map	<p data-bbox="863 318 1272 418">Add new Site Specific Policy Areas UHC-"X" and USCC-"X"</p> 	<p data-bbox="1465 285 1751 496">of two new Site Specific Policy Areas as a result of recommended Employment Land Conversions</p>	<p data-bbox="1814 285 1919 386">Growth Plan 2.2.5.9</p>
Volume 3: Map 2a – Urban Site Specific Key Map (Lower City)	<p data-bbox="380 833 957 865">Show four new site Specific Policy Areas</p> <p data-bbox="747 886 1352 959">Add four new Site Specific Policy Areas UHN-"X", UHN-"Y", UHN-"Z" and UHN-"XX"</p> 	<p data-bbox="1465 833 1751 1117">Update map to depict the addition of four new Site Specific Policy Areas as a result of recommended Employment Land Conversions</p>	<p data-bbox="1814 833 1919 971">√ Growth Plan 2.2.5.9</p>

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**List of Circulated City Staff by Topic Area**

Departments	Topic Area
<ul style="list-style-type: none"> <li>• Landscape Architectural Services, Strategic Planning Division, Public Works Department;</li> <li>• Business Support Section, Recreation Division, Healthy and Safe Communities Department;</li> <li>• Waste Management Operations Section, Environmental Services Division, Public Works Department;</li> <li>• Energy Initiatives Section, Energy Fleet &amp; Facilities Division, Public Works Department;</li> <li>• Transit Planning and Infrastructure, Transit Operations Division, Public Works Department; and,</li> <li>• Legal Services, City Manager</li> </ul>	Growth Management
<ul style="list-style-type: none"> <li>• Economic Development Division, Planning and Economic Development Department.</li> </ul>	Employment
<ul style="list-style-type: none"> <li>• Tourism and Culture Division, Planning and Economic Development Department.</li> </ul>	Cultural Heritage
<ul style="list-style-type: none"> <li>• Housing Services Division, Healthy and Safe Communities Department.</li> </ul>	Housing
<ul style="list-style-type: none"> <li>• Healthy Environments Division, Healthy and Safe Communities Department;</li> <li>• Energy Initiatives Section, Energy Fleet &amp; Facilities Division, Public Works Department;</li> <li>• Growth Management Division, Planning and Economic Development Department; and,</li> <li>• Hamilton Water, Public Works Department.</li> </ul>	Climate Related
<ul style="list-style-type: none"> <li>• Growth Management Division, Planning and Economic Development Department;</li> <li>• Geomatics and Corridor Management Section, Engineering Services Division, Public Works Department;</li> <li>• Design Section, Engineering Services Division, Public Works Department;</li> <li>• Water and Wastewater Systems Planning and Capital Division, Hamilton Water, Public Works Department;</li> <li>• Woodward Upgrades Section, Hamilton Water, Public Works Department;</li> </ul>	Infrastructure

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<ul style="list-style-type: none"><li>• Watershed Management Section, Hamilton Water, Public Works Department; and,</li><li>• Business Support, Recreation Division, Healthy and Safe Communities Department.</li></ul>	
<ul style="list-style-type: none"><li>• Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department; and,</li><li>• Transit Planning and Infrastructure, Transit Operations Division, Public Works Department.</li></ul>	Transportation



## Proposed Text Amendments – RHOP

Grey highlighted strikethrough text = text to be deleted

**Bolded text** = text to be added

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
<b>Volume 1, Chapter B – Communities</b>				
B.2.1 a)	<p>B.2.1 Communities in the <i>rural area</i> of the City of Hamilton can be defined in multiple ways. Land use definitions of communities include:</p> <p>a) the <i>urban boundary</i> which delineates the urban area from the <i>rural area</i>. <b>The urban boundary is delineated through the Urban Hamilton Official Plan. It is the intent of the City of Hamilton to maintain a firm urban boundary. Lands shall not be removed from the boundaries of Rural Hamilton and added to the Urban Area;</b> <del>Policies pertaining to the urban boundary are not included in this Plan;</del> and,</p>	<p>B.2.1 Communities in the <i>rural area</i> of the City of Hamilton can be defined in multiple ways. Land use definitions of communities include:</p> <p>a) the <i>urban boundary</i> which delineates the urban area from the <i>rural area</i>. The urban boundary is delineated through the Urban Hamilton Official Plan. It is the intent of the City of Hamilton to maintain a firm urban boundary. Lands shall not be removed from the boundaries of <i>Rural Hamilton</i> and added to the <i>Urban Area</i>; and,</p>		Implementing Council direction for No Urban Boundary Expansion growth strategy.
<b>Volume 1, Chapter D – Rural Systems, Designations and Resources</b>				
D.3.2.1 (New)	<p>Add new policy D.3.2.1 and renumber subsequent policies accordingly:</p> <p><b>D.3.2.1 Lands designated Specialty Crop shall not be redesignated for <i>non-agricultural uses</i>.</b></p>	<p>D.3.2.1 Lands designated Specialty Crop shall not be redesignated for <i>non-agricultural uses</i>.</p>		<p>Implementing Council direction for No Urban Boundary Expansion growth strategy.</p> <p>Same language as existing policy D.2.2.1 for Agriculture Designation</p>

**Appendix “G” to Report PED21067(a)**  
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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
D.4.2.1 (New)	<p>Add new policy D.4.2.1 and renumber subsequent policies accordingly:</p> <p><b>D.4.2.1 Lands designated Rural shall not be redesignated for uses not permitted by the policies of this Plan.</b></p>	D.4.2.1 Lands designated Rural shall not be redesignated for uses not permitted by the policies of this Plan.		Implementing Council direction for No Urban Boundary Expansion growth strategy.
<b>Volume 3, Chapter A – Rural Special Policy Areas</b>				
A.2.0	<p>Delete Special Policy Area B in its entirety.</p> <p><b>A.2.0 SPA B – FUTURE URBAN GROWTH DISTRICT</b></p> <p>The lands identified as Special Policy Area B on Map A – Special Policy Areas, are generally bounded by Mud Street, Second Road and Hendershot Road on the east, Golf Club Road on the south, Trinity Church Road on the west and the existing urban boundary (west side of Centennial Parkway) on the north. Following a comprehensive growth management study known as GRIDS (Growth Related Integrated Development Strategy), Council has approved SPA B to be the preferred location of a future transit oriented urban community integrated with the existing land uses and servicing infrastructure of urban communities in the present Urban Area boundaries to the west and north.</p> <p><b>2.1</b> The lands identified as SPA B are designated on Schedule D – Rural Land Use Designations, as</p>			<p>Implementing Council direction for No Urban Boundary Expansion growth strategy.</p> <p>Original MMAH Modification No. 46 to the Rural Hamilton Official Plan deleted Special Policy Area B in its entirety.</p> <p>Remains under appeal.</p>

**Appendix “G” to Report PED21067(a)**  
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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>Agriculture and Rural by this Plan and are subject to all relevant policies pertaining to agriculture and rural uses at this time. They shall not be construed to be within the Urban Area until such time as a comprehensive amendment has been developed by the City of Hamilton and approved to permit urban uses in part or all of such lands.</p> <p><b>2.2</b> The City shall not accept nor approve a privately initiated amendment to this Plan pertaining to SPA B prior to consideration of the municipally initiated studies as set out below and the preparation and final approval of a municipally initiated comprehensive amendment to permit urban uses in part or all of SPA B. As part of the comprehensive amendment process, the City will complete background studies and conduct community planning and public consultation processes including the establishment of a Community Liaison Committee. The background studies and consultation processes shall assist in identifying the layout of future land uses, determining land supply and infrastructure requirements, and developing community growth management policies and designations. More specifically, the background studies shall include the following:</p> <p>a) A comprehensive review and land budget analysis to determine the need for an urban boundary expansion which includes an assessment of occupied and vacant urban land,</p>			

## Appendix "G" to Report PED21067(a)

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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>land use densities and intensification opportunities;</p> <p>b) A sub-watershed plan, including management objectives for storm water infrastructure;</p> <p>c) Environmental Impact Statements pertaining to the Natural Heritage System as required by applicable Official Plan and provincial policies;</p> <p>d) Demonstrating that the public infrastructure which is planned or available will be suitable to service the future employment lands over the long term. This infrastructure shall include, but not be limited to, the provision of full municipal sanitary sewage and water supply and an appropriate transportation network;</p> <p>e) Completion of a financing policy for urban services and other community infrastructure;</p> <p>f) An assessment of agricultural capability which considers directing the urban growth district onto those lands which are not, or on lower priority lands, which are designated Agriculture;</p> <p>g) Demonstrating that impacts from new or expanding urban areas on agricultural operations which are adjacent or close to the urban areas are mitigated to the extent feasible; and</p> <p>h) Other studies and policies which the City deems necessary for the development of SPA B as a sustainable transit oriented urban community.</p> <p><b>2.3</b> In addition to the above, the City shall also prepare a Secondary Plan concurrently with, or immediately following, the approval of the</p>			

**Appendix “G” to Report PED21067(a)**  
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Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>comprehensive amendment. Through this Secondary Plan, the following additional requirements will be required:</p> <ul style="list-style-type: none"> <li>a) <del>Sub-watershed plans and Secondary Plan policies/designations related to the protection and/or management of natural heritage features and functions, including management objectives for storm water infrastructure;</del></li> <li>b) <del>The designation of appropriate employment land uses and policies pertaining to the design and density of such uses;</del></li> <li>c) <del>Completion of the City Wide Water/Wastewater (Lake Based System) Master Plan, the City wide Storm Water Master Plan and the City Wide Transportation Master Plan, That will produce a comprehensive infrastructure servicing strategy for proposed urban land uses in SPA B and adjacent urban communities as may be relevant;</del></li> <li>d) <del>Completion of Class Environmental Assessments for major urban servicing infrastructure deemed to be essential for commencement or completion of development of all or part of SPA B lands; and</del></li> <li>e) <del>An urban development staging, phasing or implementation strategy in keeping with City-wide Master Plan priorities and Secondary Plan objectives.</del></li> </ul> <p><b>2.4</b> The City shall establish a comprehensive public participation process that will include a</p>			

## Appendix "G" to Report PED21067(a)

Page 6 of 6

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>Community Liaison Committee comprised of landowners, public agencies and appointed City Councillors to oversee the development of the Secondary Plan referred to in Policy 2.3.</p> <p><del>2.5</del> Coincident with the adoption of a comprehensive amendment the City will repeal SPA B in its entirety.</p>			

## Proposed Amendments to Rural Hamilton Official Plan Text, Schedules, Appendices & Maps – Firm Urban Boundary

Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>Volume 3: Schedule A – Provincial Plans</p>	<p>Remove reference to Special Policy Area B – Future Urban Growth Node.</p> 	<p>Implementing Council direction for No Urban Boundary Expansion growth strategy.</p> <p>Original MMAH Modification No. 46 to the Rural Hamilton Official Plan deleted Special Policy Area B in its entirety.</p>	<p style="text-align: center;">√</p> <p>Implementation of No Urban Boundary Expansion growth strategy.</p>

## Appendix "I" to Report PED21067(a) Page 1 of 3

## Proposed Amendments to Zoning By-laws for the Former Communities

Community	Zone	Current Uses	Uses to be added			
			Semi-Detached Dwelling	Triplex	Fourplex	Street Townhouse
Ancaster	ER	Single detached dwelling	x	x	x	x
Ancaster	R4	Single detached dwelling	x	x	x	x
Ancaster	R5	Single detached dwelling Semi-detached dwelling		x	x	x
Ancaster	R1	Single detached dwelling	x	x	x	x
Ancaster	R2	Single detached	x	x	x	x
Ancaster	R3	Single detached dwelling	x	x	x	x
Ancaster	RM1	Semi-detached dwelling		x	x	x
Dundas	R1	Single detached dwelling	x	x	x	x
Dundas	R2	Single detached dwelling	x	x	x	x
Dundas	R3	Single detached dwelling Semi-detached dwelling Duplex dwelling		x	x	x
Dundas	R4	Single Detached Dwelling Semi-detached dwelling Duplex dwelling		x	x	x
Dundas	R6	Single detached dwelling Semi-detached dwelling		x	x	x
Dundas	RH-1	Single detached dwelling	x	x	x	x
Flamborough	R1	Single detached dwelling	x	x	x	x
Flamborough	R4	Semi-detached dwelling		x	x	x

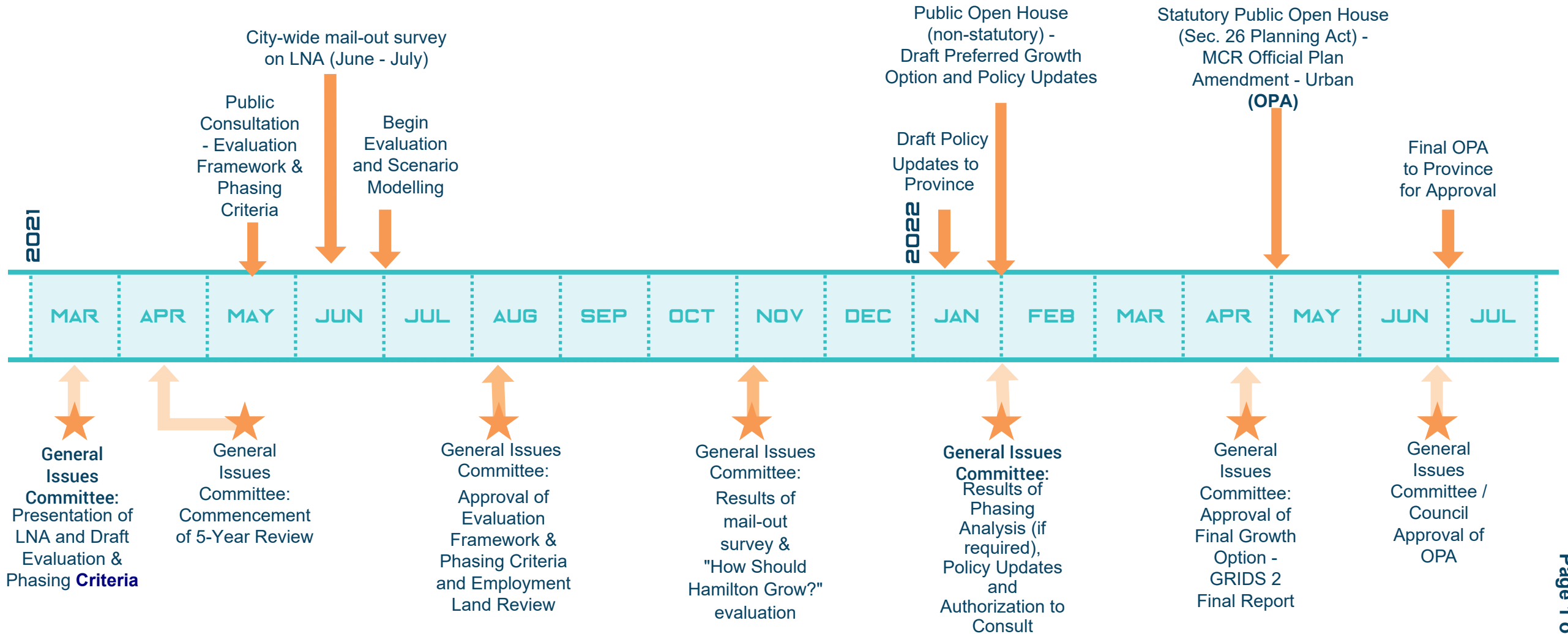


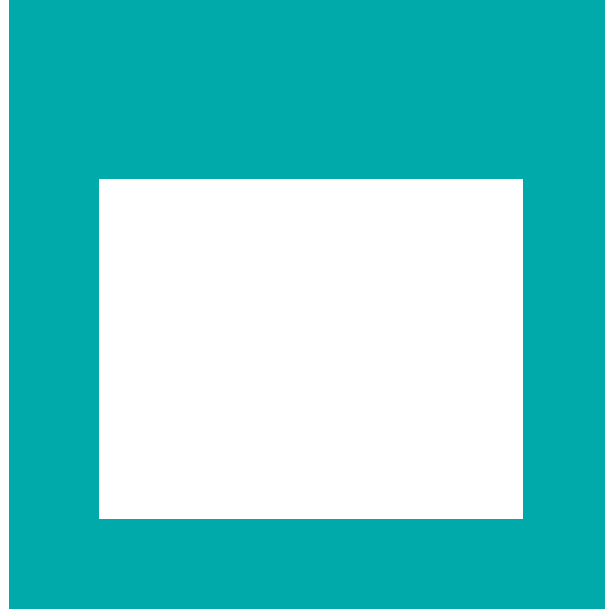
## Appendix "I" to Report PED21067(a) Page 2 of 3

Community	Zone	Current Uses	Uses to be added			
			Semi-Detached Dwelling	Triplex	Fourplex	Street Townhouse
Flamborough	R5	Single detached dwelling Semi-detached dwelling Duplex dwelling Triplex			x	x
Glanbrook	ER	Single detached dwelling	x	x	x	x
Glanbrook	R1	Single detached dwelling	x	x	x	x
Glanbrook	R2	Single detached dwelling	x	x	x	x
Glanbrook	R3	Single detached dwelling	x	x	x	x
Glanbrook	R4	Single detached dwelling	x	x	x	x
Glanbrook	RM1	Single detached dwelling Semi-detached dwelling Duplex dwelling Triplex			x	x
Hamilton	B	Single family dwelling	x	x	x	x
Hamilton	B-1	Single family dwelling	x	x	x	x
Hamilton	B-2	Single family dwelling	x	x	x	x
Hamilton	C	Single family dwelling	x	x	x	x
Hamilton	D	Single family dwelling Two family dwelling		x	x	x
Hamilton	R-4	Single detached dwelling Semi-detached dwelling		x	x	x
Stoney Creek	R1	Single detached dwelling	x	x	x	x
Stoney Creek	R2	Single detached dwelling	x	x	x	x
Stoney Creek	R3	Single detached dwelling	x	x	x	x

## Appendix "I" to Report PED21067(a) Page 3 of 3

Community	Zone	Current Uses	Uses to be added			
			Semi-Detached Dwelling	Triplex	Fourplex	Street Townhouse
Stoney Creek	R4	Single detached dwelling	x	x	x	x
Stoney Creek	R5	Semi-detached dwelling		x	x	x
Stoney Creek	R6	Single detached dwelling Semi-detached dwelling Duplex dwelling		x	x	x
Stoney Creek	RM1	Single detached dwelling Semi-detached dwelling Duplex Dwelling Triplexes Fourplexes				x





WELCOME TO THE CITY OF HAMILTON

# PLANNING COMMITTEE

January 11, 2022

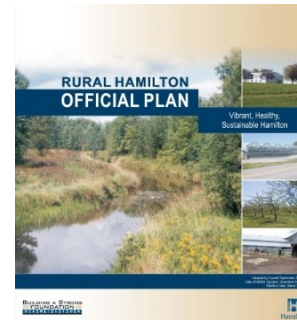
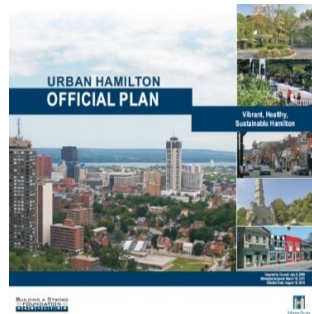
# **PED21067(a) – Municipal Comprehensive Review / Official Plan Review – Proposed Amendments to the Urban Hamilton Official Plan (UHOP) and Rural Hamilton Official Plan (RHOP)**

- Proposed conformity amendments to the Urban and Rural Hamilton Official Plans
- Proposed amendments to the UHOP/RHOP to implement direction for No Urban Boundary Expansion growth scenario
- Proposed amendments to the Zoning By-laws of the Former Communities for lands outside Secondary Plan areas
- Proposed Consultation Strategy

Presented by: Delia McPhail

## Background

- Municipal Comprehensive Review (MCR)
  - Requirement of the Growth Plan for the Greater Golden Horseshoe
  - Updates to Official Plans to ensure conformity with Provincial land use policies
  - Ministerial Approval of Official Plan Amendments



## Background



- No Urban Boundary Expansion growth scenario approved by Council November 2021
- Forecasted population and employment growth to the year 2051 is to be accommodated within the existing Urban Area, as part of this Municipal Comprehensive Review.

**PED21067(a)**Phases of Official Plan  
Review**Phases of Official Plan Review**

Phase	Official Plan Amendment	Timing
1	Municipal Comprehensive Review – UHOPA Conformity Amendment and RHOPA implementing Council Direction	January 2022 – June 2022
2	Municipal Comprehensive Review – RHOPA Conformity Amendment	Q1 2023
3	Local Context OPAs (OP Review) – UHOPA and RHOPA	Q2 2023
4	Major Transit Station Areas (MTSA) – UHOPA	Q2 2023

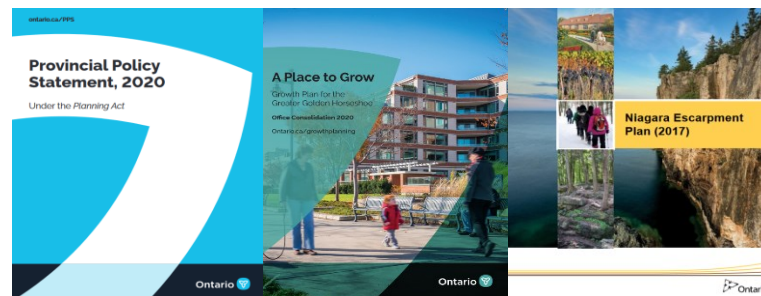


# Urban Hamilton Official Plan Conformity Amendment

## PED21067(a) Conformity Amendment

### Topic-Based Approach

- Urban Hamilton Official Plan updates to address provincial land use policy changes were identified on a topic basis.



Topic Area (Appendix)	
Growth Management (C)	Climate-Related (C5)
Employment (C1)	Urban Structure (C6)
Cultural Heritage (C2)	Infrastructure (C7)
Provincial Plans (C3)	Transportation (C8)
Housing (C4)	Glossary (D)

# Amendments to Implement No Urban Boundary Expansion Growth Scenario

## Key Policy Updates

### Urban Hamilton Official Plan:

- Increased intensification and density targets;
- Deletion of urban boundary expansion policies;
- Addition of policy prohibiting urban boundary expansions in advance of next MCR; and,
- Amendments to Chapter E.3.0 – Neighbourhoods to permit a broader range of uses in low density residential areas and added flexibility to residential density categories.

### Rural Hamilton Official Plan:

- Reference to a firm urban boundary;
- Prohibition of redesignation of Specialty Crop and Rural Lands for non-agricultural purposes; and,
- Deletion of Special Policy Area B (Elfrida growth area)

# Amendments to Implement No Urban Boundary Expansion Growth Scenario

## Zoning By-law Updates

- Amendments to Zoning By-laws for the Former Communities are necessary to implement the changing Official Plan policy updates
- Zoning By-Law Amendments for consideration are the addition of semi-detached, triplexes, fourplexes and street townhouses to all Low Density Zones of the Former Communities that don't currently permit these built forms.

## PED21067(a) Workplan

# Official Plan Review Workplan

To meet the Provincial conformity deadline of July 1, 2022, staff have developed the following workplan:

Action / Item	Date
Planning Committee Meeting and Draft Proposed Official Plan Amendments sent to MMAH	January 11, 2022
Council endorsement of consultation on proposed Urban Hamilton Official Plan Amendment and Rural Hamilton Official Plan Amendment and Consultation Strategy	January 19, 2022
Council-endorsed Proposed Official Plan	January 19, 2022
Open Houses/Non-Statutory Public Consultation	February – March 2022
End of Ministerial 90-Day Review Period / Provide Notice of Open House and Statutory Public Meeting	April 19, 2022
Statutory Open House	Late April, 2022
Statutory Public Meeting (Planning Committee)	Early May, 2022
Submission of Council Adopted Official Plan Amendments to MMAH for Approval	Late May / Early June 2022

# Proposed Consultation Strategy

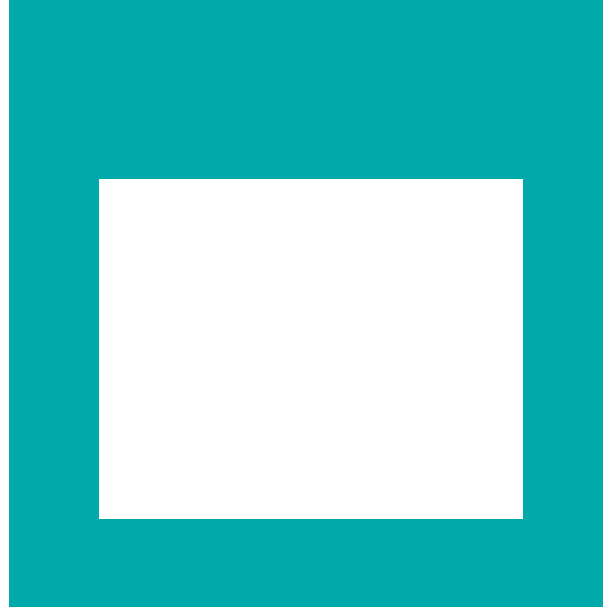
## Municipal Comprehensive Review

PED21067(a)

Proposed Consultation Strategy

## Non-Statutory and Statutory Engagement

- Non-statutory engagement will commence following Council endorsement of the proposed UHOP and RHOP updates.
  - Virtual Open Houses (Engage Hamilton);
  - Website updates (GRIDS2/MCR, OP Review, banner on Homepage);
  - Social media releases (Instagram, LinkedIn, Facebook (Meta)); and,
  - Targeted meetings with stakeholders, Indigenous communities, and others.
- Following Province's 90-day review period of the OPAs, staff will host statutory Open House and Public Meeting, as per *Planning Act* requirements.






# THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE



**CITY OF HAMILTON**  
**CORPORATE SERVICES DEPARTMENT**  
*Office of the City Clerk & Legal Services*  
 and  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Licensing and By-law Services Division**

<b>TO:</b>	Chair and Members, Planning Committee
<b>COMMITTEE DATE:</b>	January 11, 2022
<b>SUBJECT/REPORT NO:</b>	Amendments to By-law No. 10-197, the Hamilton Sign By-Law, respecting Election Signs (FCS22003/LS22006/PED22018) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Aine Leadbetter, Manager Elections, Print and Mail, x 2753 Stacey Applebee, Solicitor, x4660
<b>SUBMITTED BY:</b>	Andrea Holland, City Clerk 
<b>SIGNATURE:</b>	Stephen Spracklin, City Solicitor  Monica Ciriello, Director Licensing and By-law Services Planning and Economic Development Department 

Discussion of Appendix "C" to report FCS22003/LS22006 in Closed Session is subject to the following requirement(s) of the City of Hamilton's Procedural By-law and the Ontario Municipal Act, 2001:

- Advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

### RECOMMENDATION

- (a) That the draft By-Law "To Amend By-law No. 10-197, the Hamilton Sign By-Law, respecting Election Signs", attached as Appendix "A" to Report FCS22003/LS22006/PED22018, which has been prepared in a form satisfactory to the City Solicitor, be approved and enacted by Council;
- (b) That subject to the approval of Recommendation (a) of Report FCS22003/LS22006/PED22018, Council approve and enact the draft By-Law "To

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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.*

**SUBJECT: Election Sign By-Law (FCS22003/LS22006/PED22018) (City Wide) -  
Page 2 of 5**

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Amend By-law 17-225, a By-law to Establish a System of Administrative Penalties”, attached as Appendix “B” to Report FCS22003/LS22006/PED22018, which has been prepared in a form satisfactory to the City Solicitor; and,

- (c) That the contents of Appendix “C” to Report FCS22003/LS22006/PED22018, remain confidential.

### **EXECUTIVE SUMMARY**

In advance of the 2022 Municipal and Provincial Elections, Staff is recommending that amendments to the Hamilton Sign By-law, being By-law No. 10-197 (the “Sign By-law”) be enacted to establish a separate Schedule respecting Election Signs, providing greater clarity and accessibility for candidates, third party advertisers and members of the public. While most of the provisions related to election signs are unchanged, the proposed amendments to the Sign By-law include language clarifying permissible displays, enhancements to relevant definitions, regulations pertaining to third party advertising, and regulations respecting vehicle signs.

### ***Alternatives for Consideration – Not Applicable***

### **FINANCIAL – STAFFING – LEGAL IMPLICATIONS (for recommendation(s) only)**

Financial: None

Staffing: None

Legal: Please see Appendix “C” to Report FCS22003/LS22006– Confidential Legal Opinion.

### **HISTORICAL BACKGROUND (Chronology of events)**

The City of Hamilton enacted By-law 02-368, being a By-law to regulate Election Signs in the City of Hamilton, on December 11, 2002. This by-law was introduced to consolidate existing by-laws regulating Election Signs under the newly amalgamated City of Hamilton. The by-law was subsequently amended in 2004 in response to the 2003 municipal election, with amendments largely focusing on refining roles and responsibilities and clarifying notification and infraction procedures.

In 2006, By-law 02-368 was repealed and provisions for elections signs were included under a broader Sign By-law No. 06-243, being A By-Law Respecting Signs and Other Advertising Devices Within the City of Hamilton. Following a comprehensive review, By-law 06-243 was repealed in August 2010 and replaced by the Sign By-law.

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**SUBJECT: Election Sign By-Law (FCS22003/LS22006/PED22018) (City Wide) -  
Page 3 of 5**

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Elections signs are currently governed under section 5.9 of the Sign By-law. Section 5.9 also incorporates the General Prohibitions and Regulations set out in section 4.1 and Prohibited Signs set out in section 5.1. While there have been minor modifications and housekeeping amendments since its enactment in 2010, the section pertaining to elections signs has remained unchanged.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

The City of Hamilton is authorized to pass by-laws respecting signs pursuant to paragraph 10 of subsection 10(2) of the *Municipal Act, 2001*.

Signs, including Election Signs, are a form of expression protected under section 2(b) of the *Canadian Charter of Rights and Freedoms* (the “*Charter*”). Section 1 of the *Charter* permits the imposition of “reasonable limits” on the rights and freedoms guaranteed under the *Charter*. Attached as Appendix “C” to this Report is a confidential appendix outlining *Charter* considerations.

Enactment of the proposed By-law To Amend By-law No. 10-197, the Hamilton Sign By-Law, respecting Election Signs will require the amendment of By-law No. 17-225, the By-law to Establish a System of Administrative Penalties.

**RELEVANT CONSULTATION**

Internal Staff from By-Law Services, Financial Services and Transportation Planning and Parking have been consulted in the review of the By-law.

Additionally, staff consulted externally with municipal counterparts through the Municipal Elections Working Group and assessed Election Sign By-laws from municipalities across the province.

**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

In advance of each municipal election, staff review and consider existing policies and procedures related to elections to ensure clarity, effectiveness, and alignment to legislation, and also to identify potential areas for improvement or enhancement. Through recent review, staff have identified the Sign By-law as it pertains to election signage, as a key document requiring updating in advance of the 2022 Provincial and Municipal Elections.

Since the enactment of the Sign By-law there have been changes to the *Municipal Elections Act, 1996* (the “*MEA*”), including the regulation of third-party advertisers and enhancements to the types and mediums of signs used within municipal campaigns. While the majority of the content in the Sign By-law, as it pertains to Election Signs, remains static and relevant, this has resulted in a need to update aspects of the existing

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**SUBJECT: Election Sign By-Law (FCS22003/LS22006/PED22018) (City Wide) -  
Page 4 of 5**

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Sign By-law to modernize the content and ensure that the by-law aligns with rights guaranteed under the Charter.

In the proposed By-Law To Amend By-law No. 10-197, the Hamilton Sign By-Law, respecting Election Signs, regulations respecting Election Signs have been separated from the main body of the Sign By-law and included as a Schedule to the Sign By-law. While these proposed amendments to the Sign By-law maintain many of the regulations from the existing Sign By-law, a separate, stand-alone Schedule would provide greater clarity to, and ease of reference for, members of the public, candidates and third-party advertisers throughout the campaign period, while maintaining connection to the existing Sign By-law and avoiding duplication.

While retaining the general prohibition against Election Signs on City Property, apart from posterage in designated areas, the draft By-law Amendment contains additional language permitting the holding of a hand-held Election Sign; the display of an Election Vehicle Sign while affixed to a vehicle that is in use on any street, roadway, or authorized parking space; and the display of an Election Sign on commercial advertising space owned or operated by the City or one of its agencies, boards or commissions.

The draft By-law provides further clarification surrounding Third Party requirements for signage. Amendments to the *Municipal Elections Act* created a regulatory framework for Third Party advertising including requirements for contact information to be included on Third Party advertisements. These proposed amendments incorporate this requirement to enhance the ability of staff to identify and contact sign owners should there be a violation of the By-law.

Efforts have additionally been made to enhance the Sign By-law respecting Election Signs to consider additional signage and mediums that were not specifically identified in the current Sign By-law. The definition of Election Sign has been expanded to consider more mediums and approaches including election vehicle signs, which have been specifically addressed within the draft by-law amendment; and election bumper stickers which have been excluded from application of the By-law. By specifically enhancing the definition of election sign and addressing alternate forms of election signage, these amendments intend to limit grey areas and provide greater clarity.

## **ALTERNATIVES FOR CONSIDERATION**

n/a

## **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

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**SUBJECT: Election Sign By-Law (FCS22003/LS22006/PED22018) (City Wide) -  
Page 5 of 5**

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**Community Engagement & Participation**

*Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.*

**Our People and Performance**

*Hamiltonians have a high level of trust and confidence in their City government.*

**APPENDICES AND SCHEDULES ATTACHED**

Appendix “A” - draft By-Law “To Amend By-law No. 10-197, the Hamilton Sign By-law respecting Election Signs”

Appendix “B” - draft By-Law “To Amend By-law 17-225, a By-law to Establish a System of Administrative Penalties”

Appendix “C” - Confidential Legal Opinion

**Appendix “A” to Report FSC22003/LS22006/PED22018****Page 1 of 9**

**Authority:** Item,  
Report (FSC22003/LS22006/  
PED22018)  
CM:  
Ward: City Wide

**Bill No.****CITY OF HAMILTON****BY-LAW NO.****To Amend By-law No. 10-197, the Hamilton Sign By-law respecting Election Signs**

**WHEREAS** Council enacted By-law 10-197, a By-Law repealing and replacing By-law No. 06-243 respecting Signs within the City of Hamilton (the “Hamilton Sign By-law”);

**AND WHEREAS** to provide clarity and ease of reference, Council for the City of Hamilton has determined that it is desirable to amend the Hamilton Sign By-law by deleting provisions related to Election Signs from the main body of the By-law and inserting Schedule 1 which pertains to Election Signs;

**AND WHEREAS** Council for the City of Hamilton recognizes the importance of the right to freedom of expression and recognizes that Election Signs are a protected form of expression under the Canadian Charter of Rights and Freedoms;

**AND WHEREAS** the Council for the City of Hamilton seeks to protect the constitutional right to freedom of expression, subject only to such reasonable limits prescribed by law as can be demonstrably justified in a free and democratic society;

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. The amendments in this By-law include any necessary indexing, grammatical, numbering and lettering changes.
2. The definition of “Election Sign” as set forth in Section 1.1 of this By-law is hereby deleted.
3. Section 4.1(d)(i) of this By-law is hereby amended by deleting the words “or Election Sign”.
4. Sections 5.9.1 and 5.9.2 of this By-law are deleted in their entirety and replaced with the following:

“5.9.1. The Regulations pertaining to Election Signs shall be as set forth in Schedule 1 of this By-law.”

**Appendix "A" to Report FSC22003/LS22006/PED22018**

5. Schedule 1 attached hereto is inserted following Part 11 of this By-law.
6. This By-law comes into force on the day it is passed.
7. All prosecutions and other enforcement processes with respect to Election Signs commenced under Part 7.0 of the Hamilton Sign By-law, as amended, which have not been completed as of the day this By-law comes into force shall be completed under the Hamilton Sign By-law, as amended, as it read prior to this By-law coming into force.

**PASSED** this \_\_\_\_\_ , 2022.

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F. Eisenberger  
Mayor

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Andrea Holland  
City Clerk

## Schedule 1

### Election Signs

#### DEFINITIONS

1. In this Schedule:

**"Advance Voting Day"** means one or more days that are designated for electors to cast ballots prior to Voting Day;

**"Campaign Office"** means a building or structure, or part of a building or structure, used by a Candidate or an agent of a Candidate or by a Registered Third Party or an agent of a Registered Third Party as part of an Election campaign;

**"Campaign Office Election Sign"** means a sign displayed at a Campaign Office which displays the name of a Candidate in a municipal or school board Election, or the name of a Candidate and/or the name and/or logo of a political party in a federal or provincial Election, or the name of a Registered Third Party and the location of a Candidate's or Registered Third Party's Campaign Office in any Election;

**"Candidate"** means a person whose nomination to run in a Municipal, Provincial or Federal election, including school board elections, has been certified or confirmed by the necessary Election official as required by the governing legislation;

**"City Clerk"** means the City Clerk for the City of Hamilton or their designate;

**"City Property"** means property owned by or under the control of the City, and its agencies, boards or commissions;

**"Director"** means the City's Director of Licensing and By-law Services and/or their designate;

**"Election"** means a federal or provincial election or by-election, a municipal election or by-election, a school board election or by-election, a federal, provincial or municipal referendum and any question submitted to the electors by a federal, provincial or municipal government;

**"Election Bumper Sticker"** means a label or sticker measuring not more than 7.62 centimetres (3 inches) by 29.21 centimetres (11.5 inches) which is affixed to a Vehicle and used for the purposes of advertising, promoting, opposing or taking a position with respect to any Candidate, Election or political party, or influencing electors to vote for or against an issue associated with any Candidate, Election or political party, or influencing electors to vote for or against any Candidate or political party or position;

**Appendix “A” to Report FSC22003/LS22006/PED22018****Page 4 of 9**

**“Election Sign”** means any object, entity, thing, surface, structure, display and any other component parts which are used as a visual medium or display for the purposes of advertising, promoting, opposing or taking a position with respect to any Candidate, Election or political party, or influencing electors to vote for or against an issue associated with a Candidate, Election or political party, or influencing electors to vote for or against any Candidate or political party or position in any Election. An Election Sign can take any form but does not include Election campaign literature (e.g. pamphlets and brochures) or an Election Bumper Sticker;

**“Election Vehicle Sign”** means any form of Election Sign, displayed in or on a Vehicle, excluding an Election Bumper Sticker;

**“Municipal Elections Act”** means the *Municipal Elections Act, 1996*, S.O. 1996, c.32, Sched, as amended, and any Regulations thereunder;

**“Parks By-law”** means the City of Hamilton By-law 01-219, as amended or any successor by-law thereto;

**“Private Property”** means any land or real property other than City Property and includes property owned or under the control of the Provincial or Federal Government and their respective agencies, boards or commissions;

**“Registered Third Party”** means:

(a) one of the following whose notice of registration has been certified by the City Clerk pursuant to section 88.6 of the *Municipal Elections Act*: (i) an individual who is normally a resident in Ontario; or (ii) a corporation that carries on business in Ontario; or (iii) a Trade Union that holds bargaining rights for employees in Ontario;

(b) an individual, corporation or other entity that complies with the requirements set forth in section 37 of the *Election Finances Act* and has been registered by the Chief Electoral Officer pursuant to the *Election Finances Act*, where that Act requires; or

(c) an individual, corporation or group that complies with the requirements set forth in section 353 of the *Canada Elections Act* and has been registered by the Chief Electoral Officer pursuant to the *Canada Election Act*, where that Act requires,

And a “Third Party Advertiser” has the same meaning

**“Third Party Advertisement”** means a sign or advertisement in any broadcast, print, electronic or other medium that has the purpose of promoting, supporting or opposing a Candidate in an Election, or intended to influence persons to vote for or against any Candidate or any question submitted to the electors, and which has been displayed without the authorization, direction or involvement of a Candidate;

**“Trade Union”** means a trade union as defined in the *Labour Relations Act, 1995* or the *Canada Labour Code* (Canada) and includes a central, regional or district labour council in Ontario.

**Appendix “A” to Report FSC22003/LS22006/PED22018****Page 5 of 9**

“**Vehicle**” means a vehicle as defined in the *Highway Traffic Act*, R.S.O. 1990, c. H8 as amended;

“**Voting Day**” means the day on which the final vote is to be taken in an Election;  
and

“**Voting Place**” means the location(s) where electors cast their ballots as established and approved by the federal, provincial or municipal Election officials and includes the entire property and all the boundaries associated with it, including any abutting streets, when such Voting Place is located within a City Property or Private Property and shall also include the common elements when the Voting Place is located within a Private Property.

2. Terms used in this Schedule and not defined herein shall have the same meaning as given to those terms in Part 1.0 the By-law.

**SCOPE**

3. This Schedule applies to and regulates all Election Signs displayed on property within the City. Where a provision of this Schedule conflicts with a provision of any federal or provincial statute or regulation or any By-law, the provision that establishes the higher standard to protect the health, safety and welfare of the general public shall prevail.
4. This Schedule shall not apply to signs displayed by the City or the provincial or federal governments to provide information concerning an Election or any part of an Election process.
5. This Schedule shall not apply to any right of way under the jurisdiction of the Ministry of Transportation.

**INTENT**

6. In addition to the purposes listed in Section 2.3 of this By-law, the intent of this Schedule is to regulate Election Signs in the City in a manner that recognizes the importance of the constitutional right to freedom of expression and protects and promotes that right, subject only to minimal and reasonable limits, with the intent of authorizing signs that provide members of the public and others with pertinent information relating to upcoming Elections.

**ADMINISTRATION**

7. The City Clerk shall be responsible for the administration of this Schedule and the Director shall be responsible for the enforcement of this Schedule.



## ELECTION SIGNS

8. No person shall display or permit the display of an Election Sign except in accordance with:
  - (a) section 4.1 of this By-law (General Prohibitions and Regulations);
  - (b) section 5.1 of this By-law (Prohibited Signs); and
  - (c) the specific regulations set forth in this Schedule.
9. A person shall be deemed to be displaying an Election Sign if that person has custody of, or control over, the sign or the property on which the Election Sign is located.

## TIMING

10. No person shall display or permit the display of an Election Sign associated with a federal or provincial Election, prior to the date the writ of election is issued.
11. No person shall display or permit the display of an Election Sign associated with a municipal Election before 28 days in advance of Voting Day.
12. Notwithstanding section 11 of this Schedule, Campaign Office Election Signs for Candidates may be displayed once a Candidate has filed their nomination papers and paid the required filing fee or a Third Party Advertiser has registered with the City Clerk.
13. Notwithstanding section 11 of this Schedule, Election Vehicle Signs may be displayed once a Candidate has filed their nomination papers and paid the required filing fee or a Third Party Advertiser has registered with the City Clerk.

## SIZE

14. No person shall display or permit the display of an Election Sign with a sign area greater than 1.5 square meters when it is located on a property used for residential purposes including:
  - (a) a Single Detached Dwelling;
  - (b) a Semi Detached Dwelling;
  - (c) a Duplex;
  - (d) a Triplex;
  - (e) a Fourplex or Quadruplex;
  - (f) a Street Townhouse;
  - (g) a Mobile Home;
  - (h) a Residential Care Facility for 6 or less residents;

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- (i) a Lodging House for 6 or less lodgers;
- (j) a Retirement Home for 6 or less residents; or
- (k) an Emergency Shelter for 6 or less residents.

15. An Election Sign with a sign area larger than 1.5 square meters that is displayed on a property with a use other than as described in section 14 (a)-(k) inclusive of this Schedule, shall comply with all applicable regulations under Part 5 of this By-law provided that no permit, except any permit required under the *Building Code Act, 1992*, S.O. 1992, c. 23, as amended, if applicable, is required.

**CONTENT**

16. Third Party Advertisements, including any Election Signs, shall contain valid and current contact information including the name of the Registered Third Party, the municipality where the Registered Third Party is registered (if applicable), and a telephone number, mailing address or email address at which the Registered Third Party may be contacted. This contact information shall be displayed using a minimum font size of 24.

17. No person shall display an Election Sign with electronic message display.

18. Except for a sign displayed by the City in accordance with section 4 of this Schedule, no person shall reproduce the City's logo, the logo of the Hamilton Street Railway, the logo of the Hamilton Police Service, the City's municipal election logo, or any other logo in which the City holds an interest, or the City's crest or seal, in whole or in part, on any Election Sign, or materials. For the purposes of this section, any reference to "City" includes the City's agencies, boards and commissions.

19. No person shall display an Election Sign unless it contains all information required by applicable federal, provincial or municipal law, or any regulation thereunder.

**LOCATION****City Property**

20. Except as permitted by section 21 of this Schedule, no person shall display or permit the display of an Election Sign on City Property.

21. The following Election Signs are permitted on City Property:

- (a) the holding of a hand-held Election Sign;
- (b) the display of a Poster in accordance with the regulations set forth in section 5.8.2(f) of this By-law;

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- (c) an Election Vehicle Sign while affixed to a Vehicle that is in use on any street in the City in accordance with all applicable laws and by-laws, or while in use on any roadway as defined in the Parks By-law, or while parked in any municipal parking lot, authorized on street parking space, or public parking area or parking space as defined by the Parks By-law; and
- (d) the display of an Election Sign on commercial advertising space owned or operated by the City or one of its agencies, boards or commissions where the advertising has been approved by the City or one of its agencies, boards or commissions.

**Private Property**

- 22. No person shall display or permit the display of an Election Sign on Private Property or display or permit the display of an Election Vehicle Sign on a Vehicle except with the permission of the owner of the Private Property or owner of the Vehicle as the case may be.
- 23. In accordance with section 88.2 of the *Municipal Elections Act, 1996*, owners of, or tenants in, an apartment building, condominium building, non-profit housing co-operative or a gated community may display Election Signs on the premises that they own or lease subject to any reasonable restrictions on the size or type of Election Sign that may be established by the landlord, property manager, co-operative or condominium corporation.

**ON VOTING DAY OR ADVANCE VOTING DAY**

- 24. No person shall display or permit the display of an Election Sign:
  - (a) at a property used as a Voting Place on Voting Day or on an Advance Voting Day;
  - (b) at a property used for the administration of Election processes on Voting Day or on an Advance Voting Day; or
  - (c) within 100 metres of any Voting Place on Voting Day or on an Advance Voting Day.
- 25. For certainty, section 24 of this Schedule applies to Election Vehicle Signs.

**REMOVAL**

- 26. Candidates and Registered Third Parties shall remove all Election Signs no later than seventy-two (72) hours following 11:59 p.m. on Voting Day of the Election for which the Election Sign was displayed.

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27. Notwithstanding section 26 of this Schedule, where an Election Sign has been displayed on Private Property, the owner or occupant of the property shall ensure that the Election Sign is removed within the time frame set out in section 26 of this Schedule.
  
28. No person shall dispose of an Election Sign on City Property except in receptacles designated for waste or recycling.

**Appendix “B” to Report FCS22003/LS22006/PED22018****Page 1 of 3**

**Authority:** Item,  
Report (FCS22003/LS22006/  
PED22018)  
CM:  
Ward: City Wide

**Bill No.****CITY OF HAMILTON****BY-LAW NO.****To Amend By-law 17-225, a By-law to Establish a System of Administrative Penalties**

**WHEREAS** Council enacted a By-law to Establish a System of Administrative Penalties, being By-law No. 17-225; and

**WHEREAS** this By-law amends By-law No, 17-225.

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. The amendments in this By-law include any necessary grammatical, numbering and lettering changes.
2. Schedule A of By-law No. 17-225 is amended by deleting the words “/election sign” from Table 16, Item No. 14.
3. Schedule A of By-law No. 17-225 is amended by deleting the Heading “Election Signs” and Items 221-236 from Table 16.
4. Schedule A of By-law No. 17-225 is amended by adding a new heading following Item 326 of Table 16 which reads: “Schedule 1- Election Signs”.
5. Schedule A of By-law No. 17-225 is amended by adding the following items following the heading “Schedule 1- Election Signs” to Table 16:

<b>Item</b>	<b>Column 1 Designated By-law &amp; Section</b>		<b>Column 2 Short Form Wording</b>	<b>Column 3 Set Penalty</b>
327	10-197 Schedule 1	10	display/permit display of Election Sign associated with Federal/Provincial Election before writ of election is issued	\$50.00
328	10-197 Schedule 1	11	display/permit display of Election Sign associated with Municipal Election	\$50.00

## Appendix "B" to Report FCS22003/LS22006/PED22018

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			before 28 days in advance of Voting Day	
329	10-197 Schedule 1	14(a)	display/permit display of Election Sign exceeding 1.5 square meters on property of Single Detached Dwelling	\$50.00
330	10-197 Schedule 1	14(b)	display/permit display of Election Sign exceeding 1.5 square meters on property of Semi Detached Dwelling	\$50.00
331	10-197 Schedule 1	14(c)	display/permit display of Election Sign exceeding 1.5 square meters on property of Duplex	\$50.00
332	10-197 Schedule 1	14(d)	display/permit display of Election Sign exceeding 1.5 square meters on property of Triplex	\$50.00
333	10-197 Schedule 1	14(e)	display/permit display of Election Sign exceeding 1.5 square meters on property of Fourplex or Quadruplex	\$50.00
334	10-197 Schedule 1	14(f)	display/permit display of Election Sign exceeding 1.5 square meters on property of Street Townhouse	\$50.00
335	10-197 Schedule 1	14(g)	display/permit display of Election Sign exceeding 1.5 square meters on property of Mobile Home	\$50.00
336	10-197 Schedule 1	14(h)	display/permit display of Election Sign exceeding 1.5 square meters on property of Residential Care Facility for 6 or less residents	\$50.00
337	10-197 Schedule 1	14(i)	display/permit display of Election Sign exceeding 1.5 square meters on property of Lodging House for 6 or less lodgers	\$50.00
338	10-197 Schedule 1	14(j)	display/permit display of Election Sign exceeding 1.5 square meters on property of Retirement Home for 6 or less residents	\$50.00
339	10-197 Schedule 1	14(k)	display/permit display of Election Sign exceeding 1.5 square meters on property of Emergency Shelter for 6 or less residents	\$50.00
340	10-197 Schedule 1	15	display/permit display of Election Sign exceeding 1.5 square meters on permitted property not in accordance with regulations of By-law	\$100.00
341	10-197 Schedule 1	16	display/permit display of Third Party Advertisement without required information provided in font size of 24 or more	\$100.00
342	10-197 Schedule 1	18	display/permit display of Election Sign with electronic message display	\$50.00
343	10-197 Schedule 1	19	display/permit display of Election Sign containing City's logo	\$200.00
344	10-197 Schedule 1	19	display/permit display of Election Sign containing logo of Hamilton Street Railway	\$200.00
345	10-197 Schedule 1	19	display/permit display of Election Sign containing logo of Hamilton Police Service	\$200.00
346	10-197 Schedule 1	19	display/permit display of Election Sign containing Municipal election logo	\$200.00
347	10-197 Schedule 1	19	display/permit display of Election Sign containing logo in which the City holds an interest	\$200.00
348	10-197 Schedule 1	19	display/permit display of Election Sign containing City's crest or seal	\$200.00

## Appendix "B" to Report FCS22003/LS22006/PED22018

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349	10-197 Schedule 1	20	display/permit display of Election Sign that fails to contain all information required by applicable law	\$50.00
350	10-197 Schedule 1	21	display/permit display of Election Sign on City Property, except as permitted by section 22 of Schedule 1	\$100.00
351	10-197 Schedule 1	22(b)	display/permit display of Poster Election Sign on City Property not in accordance with Section 5.8.2(f) of By-law	\$100.00
352	10-197 Schedule 1	23	display/permit display of Election Sign on private property without permission of owner	\$200.00
353	10-197 Schedule 1	23	display/permit Display of Election Vehicle Sign on Vehicle without permission of owner	\$200.00
354	10-197 Schedule 1	25(a)	display/permit display of Election Sign at Voting Place on Voting Day or Advance Voting Day	\$200.00
355	10-197 Schedule 1	25(b)	display/permit display of Election Sign at property used for administration of Election processes on Voting Day or Advance Voting Day	\$200.00
356	10-197 Schedule 1	25(c)	display/permit display of Election Sign within 100 metres of Voting Place on Voting Day or Advance Voting Day	\$200.00
357	10-197 Schedule 1	27	Candidate/Registered Third Party fail to remove Election Signs within 72 hours following 11:59pm on Voting Day	\$50.00
358	10-197 Schedule 1	28	owner/occupant fail to ensure Election Sign is removed within 72 hours following 11:59pm on Voting Date	\$50.00
359	10-197 Schedule 1	29	dispose of Election Sign on City Property except in designated receptacles	\$50.00

**PASSED** this \_\_\_\_\_, 2022.

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F. Eisenberger  
Mayor

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Andrea Holland  
City Clerk

# CITY OF HAMILTON

## NOTICE OF MOTION

PLANNING COMMITTEE DATE: January 11, 2022

**MOVED BY COUNCILLOR FARR.....**

**Request for Minor Variances at 211 and 225 John Street South and 78 Young Street**

WHEREAS Bill 73, *Smart Growth for our Communities Act*, 2015 placed a moratorium for minor variance applications within 2 years of passing a site specific zoning by-law amendment;

WHEREAS the application as presented in Report PED21032 for lands located at 211 and 225 John Street South and 78 Young Street was approved by Council on February 24, 2021 and is within the 2 year moratorium;

WHEREAS Council may waive this moratorium on a site specific basis, to allow the applicant to make an application to the Committee of Adjustment;

WHEREAS the application as presented in Report PED21032 was approved to provide 462 underground parking spaces for the 27 and 14 storey mixed use development;

THEREFORE BE IT RESOLVED:

- (a) That Council of the City of Hamilton provide authorization to Slate Asset Management to apply for minor variances to a by-law for lands located at 211 and 225 John Street South and 78 Young Street in order to reduce the parking requirement, of a site specific by-law approved within the last 2 years; and,
- (b) That in reviewing the application for the Minor Variance, that staff be directed to consider the appropriateness of utilizing the City's cash-in-lieu of parking policy (which was recently modified to provide for a reduced cash-in-lieu rate and to allow for cash-in-lieu funds to be used to support micro-mobility initiatives) towards all or part of the requested parking reduction.