



City of Hamilton

CITY COUNCIL AGENDA

22-001

Wednesday, January 19, 2022, 9:30 A.M.

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

Call to Order

1. APPROVAL OF AGENDA

(Added Items, if applicable, will be noted with *)

2. DECLARATIONS OF INTEREST

3. APPROVAL OF MINUTES OF PREVIOUS MEETING

3.1. December 15, 2021

3.2. January 12, 2022 (Special)

4. COMMUNICATIONS

- 4.1. Correspondence from the Ministry of Municipal Affairs and Housing respecting an update on recent changes made to help streamline and simplify Ontario's planning system.
Recommendation: Be received and referred to the General Manager of Planning and Economic Development for appropriate action.
- 4.2. Correspondence from the Honourable Deputy Minister Kate Manson-Smith, Ministry of Municipal Affairs and Housing respecting an Extension of Emergency Orders and Provincial Response to the Omicron Variant.
Recommendation: Be received and referred to the General Manager, Planning and Economic Development for appropriate action.
- 4.3. Correspondence from the Grand River Conservation Authority respecting the Final Transition Plan - Requirement under Ontario Regulation 687/21.
Recommendation: Be received.
- 4.4. Correspondence from the City of Sarnia requesting support for their resolution respecting "Catch and Release" Justice.
Recommendation: Be received.
- 4.5. Correspondence from the Mike Collins-Williams, Chief Executive Officer, West End Home Builders' Association respecting Rethinking Hamilton's Planning Framework: Can We Park Minimum Parking Requirements?
Recommendation: Be received and referred to the General Manager of Planning and Economic Development for appropriate action.
- 4.6. Correspondence from the Ministry of Northern Development, Mines, Natural Resources and Forestry respecting the Proposed regulatory changes under the Aggregate Resources Act.
Recommendation: Be received and referred to the General Manager of Public Works for appropriate action.
- 4.7. Correspondence from Aldo Castelli respecting the cost of an appeal to the Ontario Land Tribunal (OLT).
Recommendation: Be received.
- 4.8. Correspondence from Carmen Orlandis, Elder, Ward 3 Stinson respecting Old Cathedral Boys School, 24 Dec 2021 Housing Services Division Q&A.
Recommendation: Be received.

- 4.9. Correspondence from the Honourable Deputy Minister Kate Manson-Smith, Ministry of Municipal Affairs and Housing respecting Omicron Variant of COVID-19, Testing and Isolation Guidelines, and Emergency Work Deployment Order O.Reg.157/20.

Recommendation: Be received and referred to the General Manager, Planning and Economic Development for appropriate action.

- 4.10. Correspondence from David Bronskill, Goodmans LLP respecting 310 Frances Avenue, City of Hamilton, 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)).

Recommendation: Be received and referred to the consideration of Item 5.8(a), Municipal Comprehensive Review / Official Plan Review – Draft Urban Hamilton Official Plan Amendment and Draft Rural Hamilton Official Plan Amendment – Firm Urban Boundary (PED21067(a))

- 4.11. Correspondence from Paul Dube, Ontario Ombudsman respecting the Fee charged to file an Integrity Commissioner complaint.

Recommendation: Be received.

- 4.12. Correspondence from Brian Dijkema, Vice President External Affairs, Cardus respecting the City of Hamilton Motion - Legal Challenge to Quebec's Bill 21.

Recommendation: Be received and referred to the consideration of Item 6.2, Support of legal challenge to Bill 21 in the Province of Quebec.

- 4.13. Correspondence from Andrew Smith respecting the Amendment to the Mandatory COVID-19 Vaccination Verification Policy (HUR21008(a))

Recommendation: Be received.

5. COMMITTEE REPORTS

- 5.1. Board of Health Report 22-001 - January 10, 2022
- 5.2. Public Works Committee Report 22-001 - January 10, 2022
- 5.3. Planning Committee Report 22-001 - January 11, 2022
- 5.4. General Issues Committee Report 22-001 - January 12, 2022
- 5.5. Audit, Finance and Administration Committee Report 22-001 - January 13, 2022
- 5.6. Emergency and Community Services Committee Report 22-001 - January 13, 2022

5.7. General Issues Committee Report 22-003 - January 17, 2022

5.8. STAFF REPORTS

5.8.a. 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))

(Referred to Council by the Planning Committee on January 11, 2022)

6. MOTIONS

6.1. Amendment to Item 3 of the General Issues Committee Report 20-011, respecting the Police Station 40 (Waterdown) Financing Strategy (FCS20061) (City Wide)

6.2. Support of legal challenge to Bill 21 in the Province of Quebec - REVISED

6.3. Reconsideration of the decision that was approved at the September 30, 2020 Council meeting respecting Item 4.8, the Submission of Integrity Commissioner Investigation Report –

Complaint Filed Against a Citizen Committee Member, that formally reprimanded Cameron Kroetsch as it relates to the breach of privacy under the *Municipal Freedom of Information and Protection of Privacy Act* (MFIPPA).

6.4. Request for Minor Variances at 211 and 225 John Street South and 78 Young Street (Referred to Council by the Planning Committee on January 11, 2022)

7. NOTICES OF MOTIONS

7.1. Motion to Amend By-law No. 16-290, the Council Code of Conduct to provide for the Transparency Disclosure of Non-Disqualifying Interests

8. STATEMENT BY MEMBERS (non-debatable)

9. COUNCIL COMMUNICATION UPDATES

9.1. December 15, 2021 to January 13, 2022

10. PRIVATE AND CONFIDENTIAL

11. BY-LAWS AND CONFIRMING BY-LAW

- 11.1. 002
To Permanently Close and Sell a Portion of the Public Unassumed Alley Abutting 401 Victoria Avenue North, Hamilton, namely Part of the Alleyway on Registered Plan 174 in the City of Hamilton, designated as Part 1 on Plan 62R-21596, being part of PIN 17188-0010 (LT)
Ward: 3
- 11.2. 003
To Establish City of Hamilton Land Described as Blocks 163 and 164 on Plan 62M-1251 as Part of Cittadella Boulevard
Ward: 9
- 11.3. 004
To Establish City of Hamilton Land Described as Blocks 94 and 95 on Plan 62M-1167 as Part of McCurdy Avenue
Ward: 15
- 11.4. 005
To Repeal and Replace By-law No. 21-015 Emergency Management Program By-law
Ward: City Wide
- 11.5. 006
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
ZAD-21-035
Ward: 2
- 11.6. 007
To Adopt Official Plan Amendment No. 247 to the City of Hamilton Official Plan Respecting 125 and 129 Robert Street, Hamilton
Ward: 2

11.7. 008

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

ZAC-17-073

UHOPA-17-033

Ward: 2

11.8. 009

To Confirm the Proceedings of City Council

12. ADJOURNMENT



CITY COUNCIL MINUTES 21-024

9:30 a.m.

December 15, 2021

Council Chamber

Hamilton City Hall

71 Main Street West

Present: Mayor F. Eisenberger
Councillors M. Wilson, J. Farr, N. Nann, B. Johnson, J.P. Danko, B. Clark, M. Pearson, L. Ferguson, A. VanderBeek, E. Pauls, S. Merulla, J. Partridge, T. Jackson (Deputy Mayor) and R. Powers.

Absent: Councillor T. Whitehead - Personal

Mayor Eisenberger called the meeting to order and recognized that Council is meeting on the traditional territories of the Erie, Neutral, HuronWendat, 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. It was further acknowledged that 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 it was recognized 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.

APPROVAL OF THE AGENDA

The Clerk advised of the following changes to the agenda:

4. COMMUNICATIONS

- 4.17 Correspondence from Aldo Castelli respecting 1290 South Service Rd and 5 & 23 Vince Mazza Way (File Number UHOPA-21-004)

Recommendation: Be received and referred to consideration to Item 8 of Planning Committee Report 21-019.

- 4.18 Correspondence from the Township of Mulmur respecting Truth and Reconciliation Calls to Action

Recommendation: Be received.

7. NOTICES OF MOTION

- 7.1 Registered Plan of Subdivision 62M-1278 - Joint Service Agreement
- 7.2 Amendment to City of Hamilton Policy respecting the Appointment of Citizens to the City’s Agencies, Boards, Commissions, Advisory (Volunteer) Committees and Sub-Committees

9. COUNCIL COMMUNICATION UPDATES

- 9.2 December 14, 2021

11. BY-LAWS AND CONFIRMING BY-LAW

- 249 To Amend Zoning By-law No 6593, Respecting Lands Located at 311 and 313 Stone Church Road East
- 250 Being a By-law to amend By-law No. 06-026, The Sewer and Drain By-law

(Pearson/Partridge)

That the agenda for the December 15, 2021 meeting of Council be approved, **as amended.**

Result: Motion CARRIED by a vote of 15 to 0, as follows:

- YES - Ward 1 Councillor Maureen Wilson
- YES – Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Russ Powers
- YES - Ward 6 Councillor Tom Jackson
- YES - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- YES - Ward 15 Councillor Judi Partridge
- NOT PRESENT - Ward 14 Councillor Terry Whitehead
- YES - Ward 13 Councillor Arlene VanderBeek
- YES - Ward 12 Councillor Lloyd Ferguson
- YES - Ward 11 Councillor Brenda Johnson
- YES - Ward 10 Councillor Maria Pearson
- YES - Ward 9 Councillor Brad Clark

DECLARATIONS OF INTEREST

Councillor B. Clark declared an interest to Item 7 of Planning Committee Report 21-019, respecting 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), due to his son’s business interest with, the principal of the applicant’s planning consultant.

Councillor B. Clark declared an interest to Item 13 of Planning Committee Report 21-019, respecting 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), due to his son's business interest with, the principal of the applicant's planning consultant.

Councillor B. Clark declared an interest to Notice of Motion 7.3 and Motion 6.8, respecting Roxborough Access to Home Ownership Grant Program, due to his son's business interest with, the principal of the applicant's planning consultant.

Councillor E. Pauls declared an interest to Item 3 of General Issues Committee (Budget) Report 21-026, respecting the Hamilton Police Services Board Report 21-098 Hamilton Police Service Projected Capital Expenditures for 2022 – 2031, as her son is employed by the Hamilton Police Service.

Councillor E. Pauls declared an interest to Item 9 of Emergency and Community Services Report 21-013, respecting Seniors Advisory Committee - Citizen Committee Report, respecting Proposed resolution regarding Hamilton Police Service Board and Hamilton Police Services failure to provide adequate and effective police services in long-term care homes in the City of Hamilton, as her son is employed by the Hamilton Police Service.

Councillor J.P. Danko declared an interest to Item 9 of Public Works Committee Report 21-018, respecting the Playground Addition to Armstrong Park Hamilton (Ward 7), as his wife is Chair of the Hamilton-Wentworth District School Board.

Councillor L. Ferguson declared an interest to Item 18 of General Issues Committee Report 21-027, respecting Report FCS21115 – 2022 Tax Supported User Fees, as his family has an interest in the taxi industry.

Councillor S. Merulla declared a conflict of Interest for Item 5 of Emergency and Community Services Committee Report 21-013, respecting Adaptation and Transformation of Services for People Experiencing Homelessness Update 4, as he is a landlord.

Councillor M. Pearson declared a conflict of Interest for Item 5 of Emergency and Community Services Committee Report 21-013, respecting Adaptation and Transformation of Services for People Experiencing Homelessness Update 4, as she is a landlord.

Councillor A. VanderBeek declared a conflict of Interest for Item 5 of Emergency and Community Services Committee Report 21-013, respecting Adaptation and Transformation of Services for People Experiencing Homelessness Update 4, as she is a landlord.

Councillor J. Farr declared a conflict of Interest for Item 13 of Emergency and Community Services Committee Report 21-013, respecting 2021 Ministry of Long-Term Care Funding Enhancement (HSC21052) (Wards 7 and 13), as his mother is a resident.

CEREMONIAL ACTIVITY

Mayor Eisenberger welcomed MP Collins to thank him for his service to the City of Hamilton. MP Collins addressed Council and other Council members took the opportunity to give thanks as well.

APPROVAL OF MINUTES OF PREVIOUS MEETING
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3. November 24, 2021 (Item 3.1)

(Powers/Pearson)

That the Minutes of the November 24, 2021 meeting s of Council be approved, as presented.

Result: Motion CARRIED by a vote of 15 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES – Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

COMMUNICATIONS

(Jackson/Pauls)

That Council Communications 4.1 to 4.18 be approved, as presented, as follows:

- 4.1 Correspondence from Rose Janson and Family thanking City Council for listening to the citizens and voting to keep a firm urban boundary in Hamilton.

Recommendation: Be received.

- 4.2 Correspondence from Kaiden, Project Coordinator for the Hamilton Trans Health Coalition requesting that City Council endorse the *Gender Affirming Health Care Advisory Committee Act* (aka Bill 17).

Recommendation: Be endorsed.

4.3 Correspondence respecting the events that transpired at JC Beemer:

- (a) Emily Kulpaka
- (b) Bridget Phillips
- (c) Gillian Fenwick
- (d) Grayson Smith
- (e) Joanne Beausoleil
- (f) Lakan Young
- (g) Miriam Wolfson
- (h) Gary Warner
- (i) Matthew Higginson
- (j) Nicole Plant
- (k) Jeanette Eby
- (l) Kim Martin

Recommendation: Be received.

4.4 Correspondence from the City of Kitchener requesting support for their resolution respecting fire safety measures.

Recommendation: Be received.

4.5 Correspondence from the Ministry of the Environment, Conservation and Parks respecting the Ministry Review of the Biggars Lane Landfill Expansion Environmental Assessment.

Recommendation: Be received and referred to the General Manager of Public Works for appropriate action.

4.6 Correspondence from Town of Georgina requesting support for their resolution respecting the lack of recycling options for Agricultural Bale Wrap and Twine and Boat Shrink Wrap.

Recommendation: Be received.

4.7 Correspondence respecting the proposed safe injection site at 746 Barton Street East, Hamilton:

- (a) John Maggio
- (b) Petition from Walter Furlan on behalf of the neighbours and businesses on Barton
- (c) Holy Spirit Ukrainian Saturday School
- (d) Liz Duval
- (e) Holy Spirit Ukrainian Catholic Church
- (f) Lena Sutton
- (g) St. Stanislaus Kostka Parish
- (h) Immigrant Culture and Art Association
- (i) Norman Robinson
- (j) Walter Furlan

Recommendation: Be received.

- 4.8 Correspondence from Alyssa Zilney requesting that Council amend the Responsible Animal Ownership by-law to allow citizens to own and raise chickens in urban areas.

Recommendation: Be received.

- 4.9 Correspondence from Melvin Switzer, President, Township of Glanbrook Non-Profit Housing Corporation requesting an Interest Free Loan for an Affordable Housing Project.

Recommendation: Be received and referred to the General Manager of Finance and Corporate Services for appropriate action.

- 4.10 Correspondence from Ben Hui, Senior Project Manager, WSP Canada Inc., respecting Notice of Study Commencement, QEW Burlington Skyway South bound Lane Structural Rehabilitations, Detail Design and Class Environmental Assessment Study (GWP 2385-15-00).

Recommendation: Be received and referred to the General Managers of Planning and Economic Development and Public Works for appropriate action.

- 4.11 Correspondence from Lisa Burnside, Chief Administrative Officer, Hamilton Conservation Authority respecting the Conservation Authorities Act Amendments - Transition Plans.

Recommendation: Be received and referred to the General Managers of Planning and Economic Development and Finance and Corporate Services.

- 4.12 Correspondence from the Town of Ville de Penetanguishene Police Services Board to the Honourable Doug Downey, Attorney General respecting the recidivism rates.

Recommendation: Be received.

- 4.13 Correspondence from Richard E. Adams requesting that Drakes Dr. and the north end of Gray Rd, be removed as a truck route.

Recommendation: Be received and referred to the consideration of Item 6 of Public Works Committee Report 21-018.

- 4.14 A petition respecting the proposed amendments to File Number UHOPA-21-005, ZAC-21-009 and 25T-20214 which affects Crerar neighbourhood in the City of Hamilton.

Recommendation: Be received and referred to the consideration of Item 7 of Planning Committee Report 21-019.

- 4.15 Correspondence from Rick Johnson respecting the Climate Emergency Needs An Emergency Response.

Recommendation: Be received and referred to Item 4 of General Issues Committee Report 21-027.

- 4.16 Correspondence from Sarah Van Berkel respecting the Red Hill encampment eviction.

Recommendation: Be received.

- 4.17 Correspondence from Aldo Castelli respecting 1290 South Service Rd and 5 & 23 Vince Mazza Way (File Number UHOPA-21-004)

Recommendation: Be received and referred to consideration to Item 8 of Planning Committee Report 21-019.

- 4.18 Correspondence from the Township of Mulmur respecting Truth and Reconciliation Calls to Action

Recommendation: Be received.

Result: Motion on the Communication Items CARRIED by a vote of 15 to 0, as follows:

- YES - Ward 1 Councillor Maureen Wilson
- YES – Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Russ Powers
- YES - Ward 6 Councillor Tom Jackson
- YES - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- YES - Ward 15 Councillor Judi Partridge
- NOT PRESENT - Ward 14 Councillor Terry Whitehead
- YES - Ward 13 Councillor Arlene VanderBeek
- YES - Ward 12 Councillor Lloyd Ferguson
- YES - Ward 11 Councillor Brenda Johnson
- YES - Ward 10 Councillor Maria Pearson
- YES - Ward 9 Councillor Brad Clark

(Jackson/Pauls)

That Council move into Committee of the Whole to consider the Committee Reports.

Result: Motion CARRIED by a vote of 15 to 0, as follows:

- YES - Ward 1 Councillor Maureen Wilson
- YES – Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Russ Powers
- YES - Ward 6 Councillor Tom Jackson
- YES - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- YES - Ward 15 Councillor Judi Partridge

NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

GENERAL ISSUES COMMITTEE (BUDGET) REPORT 21-026
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(Jackson/Pauls)

That General Issues Committee (Budget) Report 21-026, being the meeting held on Friday, November 26, 2021 and Thursday, December 2, 2021, be received and the recommendations contained therein be approved.

Due to declared conflict, Item 3 respecting the Hamilton Police Services' Board 2022 Tax Supported Capital Budget, was voted on separately, as follows:

That the Hamilton Police Services' Board 2022 Tax Supported Capital Budget, be approved as part of the 2022 Tax Supported Capital Levy.

Result: Motion on Item 3, Hamilton Police Services' Board 2022 Tax Supported Capital Budget, General Issues Committee (Budget) Report 21-026, CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson
 CONFLICT - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

Result: Motion on the balance of the General Issues Committee (Budget) Report 21-026, CARRIED by a vote of 15 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson

YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

BOARD OF HEALTH REPORT 21-012

(Wilson/Nann)

That Board of Health Report 21-012, being the meeting held on Monday, December 6, 2021, be received and the recommendations contained therein be approved.

(Eisenberger/Partridge)

That Item (g)(i) respecting Overview of COVID-19 Activity in the City of Hamilton 11 Mar 2020 to Present, be lifted from the information section and added as Item 2 of the Board of Health Report 21-012.

Result: Motion to lift Item (g)(i) from the information section of Board of Health Report 21-012, CARRIED by a vote of 15 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES – Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

2. Overview of COVID-19 Activity in the City of Hamilton 11 Mar 2020 to Present**(Jackson/Pearson)**

That the Overview of COVID-19 Activity in the City of Hamilton 11 Mar 2020 to Present, be received.

Result: Motion on Item 2 of Board of Health Report 21-012, CARRIED by a vote of 13 to 0, as follows:

- YES - Ward 1 Councillor Maureen Wilson
- YES – Ward 2 Councillor Jason Farr
- NOT PRESENT - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Russ Powers
- YES - Ward 6 Councillor Tom Jackson
- YES - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- NOT PRESENT - Ward 15 Councillor Judi Partridge
- NOT PRESENT - Ward 14 Councillor Terry Whitehead
- YES - Ward 13 Councillor Arlene VanderBeek
- YES - Ward 12 Councillor Lloyd Ferguson
- YES - Ward 11 Councillor Brenda Johnson
- YES - Ward 10 Councillor Maria Pearson
- YES - Ward 9 Councillor Brad Clark

Result: Motion on the balance of the Board of Health Report 21-012, CARRIED by a vote of 14 to 0, as follows:

- YES - Ward 1 Councillor Maureen Wilson
- YES – Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Russ Powers
- YES - Ward 6 Councillor Tom Jackson
- YES - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- NOT PRESENT - Ward 15 Councillor Judi Partridge
- NOT PRESENT - Ward 14 Councillor Terry Whitehead
- YES - Ward 13 Councillor Arlene VanderBeek
- YES - Ward 12 Councillor Lloyd Ferguson
- YES - Ward 11 Councillor Brenda Johnson
- YES - Ward 10 Councillor Maria Pearson
- YES - Ward 9 Councillor Brad Clark

PUBLIC WORKS COMMITTEE REPORT 21-018

(VanderBeek/Nann)

That Public Works Committee Report 21-018, being the meeting held on Monday, December 6, 2021, be received and the recommendations contained therein be approved.

Due to declared conflict Item 9 was voted on separately, as follows:

9. Playground Addition Armstrong Park Hamilton (Ward 7) (Item 12.1)

WHEREAS, the Hamilton Wentworth District School Board has provided space on their property at 460 Concession Street, Hamilton, for an existing play structure that is available for public use;

WHEREAS, the existing structure has reached its end of life and requires removal or replacement; and

WHEREAS, these community amenities are valuable recreation opportunities for children, youth and families within the Burkholme neighbourhood;

THEREFORE BE IT RESOLVED:

- (a) That the design and installation of a new play structure at 460 Concession Street, Hamilton (G.L. Armstrong School), at an upset limit of \$125,000, allocated from Ward 7 Special Capital Re-Investment Reserve Fund (#108057), be approved;
- (b) That a formal agreement for the operation and maintenance of the proposed structure as a public amenity on non-City owned lands be executed between the City and the Hamilton Wentworth District School Board; and
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents for the installation and ongoing maintenance of the play structure located at 460 Concession Street, Hamilton, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: Motion on Item 9 of Public Works Committee Report 21-018, CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
CONFLICT - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

Result: Motion on the balance of the Public Works Committee Report 21-018, CARRIED by a vote of 15 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES – Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

PLANNING COMMITTEE REPORT 21-019**(Danko/Johnson)**

That Planning Committee Report 21-019, being the meeting held on Tuesday, December 7, 2021, be received and the recommendations contained therein be approved.

Due to declared conflict Item 7 was voted on separately, as follows:

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)

- (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 (1/3rd) 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: Motion on Item 7 of Planning Committee Report 21-019, CARRIED by a vote of 13 to 1, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers

YES - Ward 6 Councillor Tom Jackson
NO - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
CONFLICT - Ward 9 Councillor Brad Clark

Due to declared conflict Item 13 was voted on separately, as follows:

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)

- (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 on Item 13 of Planning Committee Report 21-019, CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
CONFLICT - Ward 9 Councillor Brad Clark

Result: Motion on the balance of the Planning Committee Report 21-019, CARRIED by a vote of 15 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr

YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

AUDIT, FINANCE AND ADMINISTRATION COMMITTEE REPORT 21-022
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(Ferguson/Pearson)

That Audit, Finance and Administration Committee Report 21-022, being the meeting held on Thursday, December 9, 2021, be received and the recommendations contained therein be approved.

(Ferguson/Partridge)

That Item 13 of the Audit, Finance and Administration Report 21-022 respecting Write Off of Penalties, Interest and Related Fees for Property Taxes and Interest Free Loan Agreement on Compassionate Grounds for the YFC/Youth Unlimited Waterdown, 273 Parkside Drive, Waterdown (Roll No. 2518.303.410.28600.0000), be **amended** as follows:

13. Write Off of Penalties, Interest and Related Fees for Property Taxes and Interest Free Loan Agreement on Compassionate Grounds for the YFC/Youth Unlimited Waterdown, 273 Parkside Drive, Waterdown (Roll No. 2518.303.410.28600.0000)

That sub-sections (a) through to (c) of Item 13 of Audit, Finance and Administration Report 21-022 respecting Write Off of Penalties, Interest and Related Fees for Property Taxes and Interest Free Loan Agreement on Compassionate Grounds for the YFC/Youth Unlimited Waterdown, 273 Parkside Drive, Waterdown (Roll No. 2518.303.410.28600.0000), be **deleted in their entirety and replaced with the following:**

- (a) ~~That the General Manager, Finance and Corporate Services, be authorized to write off penalties, interest and related fees for property taxes for YFC/Youth Unlimited Waterdown due up to the date of the loan execution estimated at \$7,148.48 to operating Dept ID 252009;~~
- (b) ~~That the General Manager, Finance and Corporate Services, be authorized and directed to enter into an interest free loan agreement with the YFC/Youth Unlimited Waterdown on compassionate grounds not to exceed \$58,467.12 to be repaid within 5 years at \$11,693.14 annually, together with a General~~

~~Security Agreement, both in a form satisfactory to the City Solicitor and General Manager, Finance and Corporate Services; and,~~

- ~~(c) That should property taxes levied to YFC/Youth Unlimited for the property located at 273 Parkside Drive, Waterdown (Roll No. 2518.303.410.28600.0000) during the loan period for 2022 to 2026 not remain current, then the loan will be cancelled and the outstanding balance of this loan will be transferred to the property tax roll.~~
- (a) That the General Manager, Finance and Corporate Services (“GM”), be authorized and directed to enter into an payment agreement with Southwestern Ontario Youth for Christ (“SOYC”) for the payment of outstanding property taxes and penalty and interest for the property municipally known as 273 Parkside Drive, Waterdown with Roll No. 2518.303.410.28600.0000 with a content satisfactory the GM and in a form satisfactory the City Solicitor and with the following terms and conditions:**
- (i) the amount of outstanding taxes to which the agreement applies is \$58,467.21 (“Outstanding Taxes”) and are in respect of the taxation years 2018 to 2021;**
 - (ii) the Outstanding Taxes will remain on the tax roll;**
 - (iii) penalty and interest owing to December 15, 2021 in respect of the Outstanding Taxes shall be written-off and future penalty and interest is waived as long as installment payments of Outstanding Taxes are made in accordance with the Agreement;**
 - (iv) the Outstanding Taxes will be paid over 5 years in 19 installments of \$2,923.36 and a final installment of \$2,923.37 with payments to payable at the same time as quarterly tax payments are due and payable;**
 - (v) if SOYC does not make a payment of Outstanding Taxes when due and/or fails to pay future property taxes during the term of the Agreement when they are due the Agreement will come to an end and penalty and interest on the balance of Outstanding Taxes unpaid and an future property taxes unpaid will accrue will be payable in accordance with applicable City By-laws and will continue to accrue on any unpaid balance of the Outstanding Taxes;**
 - (vi) confirmation that SOYC is a registered charity and non-profit corporation; and**
 - (vii) such further terms and conditions as the GM and City Solicitor deem appropriate;**

- (b) ***That the General Manager Finance and Corporate Services, be authorized to waive and write off penalties, interest and related fees for property taxes for Southwestern Ontario Youth for Christ in accordance with the payment agreement to operating Dept ID 252009.***

Result: Amendment to Item 13 of the Audit, Finance and Administration Report 21-022, CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
NOT PRESENT - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

Result: Main Motion on Item 13, as Amended, of the Audit, Finance and Administration Report 21-022, CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
NOT PRESENT - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

Result: Motion on the balance of the Audit, Finance and Administration Committee Report 21-022, CARRIED by a vote of 13 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr

YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
NOT PRESENT - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
YES - Ward 12 Councillor Lloyd Ferguson
NOT PRESENT - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

EMERGENCY AND COMMUNITY SERVICES COMMITTEE REPORT 21-013

(Nann/Jackson)

That Emergency and Community Services Committee Report 21-013, being the meeting held on Thursday, December 9, 2021, be received and the recommendations contained therein be approved.

Due to a declared conflict, Item 5 was voted on separately, as follows:

5. Adaptation and Transformation of Services for People Experiencing Homelessness Update 4 (HSC20020) (City Wide) (Item 8.2)

- (a) That the General Manager of the Healthy and Safe Communities Department or their designate be authorized to continue to enter into contracts necessary to secure access and purchase of service for continued enhancement of supports for Hamilton's homeless-serving system during COVID-19 and be funded from any available source jointly deemed appropriate by the General Manager of the Healthy and Safe Communities Department and the General Manager of the Finance and Corporate Services Department including, but not limited to, one or more of the following sources: Reaching Home, Community Homelessness Prevention Initiative, any available provincial or federal funding:
- (i) Transitioning 378 Main Street East (the former Cathedral Boys School) into a temporary shelter for women (approximately 80-100 beds) at an approximate cost of \$1 M for the period of January 1, 2022 to March 31, 2022;
 - (ii) Adding approximately 28 temporary emergency shelter beds as men's system overflow at an approximate cost of \$350 K for the period of January 1, 2022 to March 31, 2022;
 - (iii) That the establishment of a funding source of up to \$500 K to support independent agencies and community entities (e.g. community collaboratives/churches/social clubs, etc.) who may be interested in supporting vulnerable residents through the winter months until March

31, 2022 but who may not have the operational funds to be viable, be approved;

- (iv) That the creation of an Emerging Needs Fund to prevent and address homelessness experienced by Indigenous community members of Hamilton to respond to needs arising as a result of COVID-19 in the amount of \$500 K for the period of January 1, 2022 to March 31, 2022 be approved;
- (b) That an additional grant in the approximate amount of \$500 K to the YWCA Hamilton for capital renovations required to continue to operate Carol Anne's Place as a temporary drop in program for 22 single homeless women until June 30, 2022, funded from the projected 2021 Housing Services Division surplus through the Tax Stabilization Reserve #110046 and if necessary, from in-year surpluses of the department; any unspent Housing Services Division 2021 surplus be transferred to the Housing Supplement/Housing Allowance Reserve, #112252 be approved;
- (c) That an additional grant in the approximate amount of \$150 K to the Good Shepherd Centre Hamilton for capital renovations required to continue to operate Cathedral as a temporary shelter for women until June 30, 2022, funded from the projected 2021 Housing Services Division surplus through the Tax Stabilization Reserve #110046 and if necessary, from in-year surpluses of the department; any unspent Housing Services Division 2021 surplus be transferred to the Housing Supplement/Housing Allowance Reserve, #112252 be approved;
- (d) That the General Manager of the Healthy and Safe Communities Department or their designate be authorized to enter into contracts necessary to hire and retain a consultant to find the ways and means of implementing a New Westminster style by-law in Hamilton to deal with the issue of 'renovictions' in the approximate amount of \$100 K, funded from the projected 2021 Housing Services Division surplus through the Tax Stabilization Reserve #110046 and if necessary, from in-year surpluses of the department; any unspent Housing Services Division 2021 surplus be transferred to the Housing Supplement/Housing Allowance Reserve, #112252 be approved.
- (e) That the General Manager of the Healthy and Safe Communities Department or their designate be directed and authorized, on behalf of the City of Hamilton, to enter into, execute and administer all agreements and documents necessary to implement the purchases and grants outlined above on terms and conditions satisfactory to the General Manager of the Healthy and Safe Communities Department or his designate and in a form satisfactory to the City Solicitor; and,
- (f) That the item respecting Encampment Response Update be identified as completed and removed from the Outstanding Business List.

Result: Motion on Item 5 of the Emergency and Community Services Committee Report 21-013, CARRIED by a vote of 10 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES – Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 CONFLICT - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 NOT PRESENT - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 CONFLICT - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 CONFLICT - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

(Jackson/Nann)

That Item 9 of the Emergency Community Services Report 21-013, ***be amended*** by adding sub-section (b), as follows:

- 9. Seniors Advisory Committee – Citizen Committee Report, respecting Proposed resolution regarding Hamilton Police Service Board and Hamilton Police Services failure to provide adequate and effective police services in long-term care homes in the City of Hamilton (Deferred from November 18, 2021) (Item 10.4)**
- (b) That Seniors Advisory Committee – Citizen Committee Report, respecting Proposed resolution regarding Hamilton Police Service Board and Hamilton Police Services failure to provide adequate and effective police services in long-term care homes in the City of Hamilton be referred to the Police Services Board.***

Result: Amendment to Item 9 of the Emergency and Community Services Report 21-013, CARRIED by a vote of 13 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES – Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson
 CONFLICT - Ward 7 Councillor Esther Pauls
 NOT PRESENT - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

Main Motion, ***as amended***, to read as follows:

9. **Seniors Advisory Committee – Citizen Committee Report, respecting Proposed resolution regarding Hamilton Police Service Board and Hamilton Police Services failure to provide adequate and effective police services in long-term care homes in the City of Hamilton (Deferred from November 18, 2021) (Item 10.4)**
- (a) That Seniors Advisory Committee – Citizen Committee Report, respecting Proposed resolution regarding Hamilton Police Service Board and Hamilton Police Services failure to provide adequate and effective police services in long-term care homes in the City of Hamilton, be received.
- (b) ***That Seniors Advisory Committee – Citizen Committee Report, respecting Proposed resolution regarding Hamilton Police Service Board and Hamilton Police Services failure to provide adequate and effective police services in long-term care homes in the City of Hamilton be referred to the Police Services Board.***

Result: Main Motion, as amended on Item 9 of the Emergency and Community Services Committee Report 21-013, CARRIED by a vote of 13 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES – Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson
 CONFLICT - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

(Wilson/Johnson)

That consideration of Item 12 of Emergency and Community Services Committee Report 21-013, respecting LGBTQ Advisory Committee – Citizen Committee Report, Appointment of Additional Committee Members, be DEFERRED until after consideration of Item 7.3 an Amendment to City of Hamilton Policy respecting the Appointment of Citizens to the City's

Agencies, Boards, Commissions, Advisory (Volunteer) Committees and Sub-Committees (Notices of Motion).

Result: Motion to DEFER Consideration of Item 12 of the Emergency and Community Services Committee Report 21-013, CARRIED by a vote of 16 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

Due to a declared conflict, Item 13 was voted on separately, as follows:

13. 2021 Ministry of Long-Term Care Funding Enhancement (HSC21052) (Wards 7 and 13) (Added Item 10.9)

That new 100% Provincial Funding from the Ministry of Long-Term Care to provide care and services seven days a week to our residents in Long Term Care facilities of Macassa Lodge and Wentworth Lodge for additional 39.65 FTEs effective November 1, 2021 with an estimated gross cost of \$1,531,724 and net cost of \$0 annually be approved.

Result: Motion on Item 13 of the Emergency and Community Services Committee Report 21-013, CARRIED by a vote of 13 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
CONFLICT - Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson

YES - Ward 11 Councillor Brenda Johnson

GENERAL ISSUES COMMITTEE REPORT 21-027

(Jackson/Pauls)

That General Issues Committee Report 21-027, being the meeting held on Wednesday, December 8, 2021 and Friday, December 10, 2021, be received and the recommendations contained therein be approved.

(Eisenberger/Farr)

That Item (h)(i) respecting Report LS19036(g) the Red Hill Valley Parkway Inquiry Update, be lifted from the information section and added as Item 20(d) of the General Issues Committee Report 21-027.

Result: Motion to lift Item (h)(i) from the information section of General Issues Committee Report 21-027, CARRIED by a vote of 12 to 1, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES – Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 NO - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 NOT PRESENT - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

(Eisenberger/Farr)

20. Red Hill Valley Parkway Inquiry Update (LS19036(g)) City Wide) (Item 10.16)

(d) That one (1) temporary FTE be approved effective January 2022 for a 12 month period, namely a RHVP Communications Officer, and that the annual compensation costs totalling \$115,000 to be funded from the Tax Stabilization Reserve (110046).

Result: Motion on Item 20(d) of the General Issues Committee Report 21-027, CARRIED by a vote of 12 to 2, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES – Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers

YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
NO - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
NO - Ward 9 Councillor Brad Clark

Main Motion, ***as amended***, to read as follows:

20. Red Hill Valley Parkway Inquiry Update (LS19036(g)) City Wide) (Item 10.16)

- (a) That the City Solicitor be authorized to approve for payment external counsel invoices for services rendered, in support of the Red Hill Valley Parkway Judicial Inquiry, for amounts up to \$500,000;
- (b) That the City Manager be authorized to approve for payment external counsel invoices, for services rendered in support of the Red Hill Valley Parkway Judicial Inquiry, for amounts over \$500,00, but less than \$1,000,000; and,
- (c) That the revised estimated total cost of the Red Hill Valley Parkway Judicial Inquiry of up to \$20,000,000, to be funded through the Tax Stabilization Reserve (110046), be approved.
- (d) ***That one (1) temporary FTE be approved effective January 2022 for a 12 month period, namely a RHVP Communications Officer, and that the annual compensation costs totalling \$115,000 to be funded from the Tax Stabilization Reserve (110046).***

Result: Main Motion, *as amended*, CARRIED by a vote of 13 to 1, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
NO - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

YES - Ward 9 Councillor Brad Clark

A separate vote on Item 17 was requested, as follows:

17. Proposal for the Adaptive Re-Use of Balfour House/Chedoke Estate (PED19168(b)) (Ward 14) (Item 10.13)

- (a) That staff be directed to finalize and enter into a Memorandum of Understanding with The Cardus Institute toward negotiating an Occupancy Agreement for the adaptive reuse of the Balfour House/Chedoke Estate, as depicted in Appendix "J" to Report 21-027, based substantially on the Criteria and Business Framework, outlined in Appendix "K" to Report 21-027, and such other terms and conditions that are deemed appropriate by the General Manager of Planning and Economic Development Department;
- (b) That staff, pursuant to entering into the final Memorandum of Understanding, negotiate the contemplated real estate Occupancy Agreement(s) with The Cardus Institute for the adaptive reuse of the Balfour House/Chedoke Estate incorporating the Criteria and Business Framework, as outlined in Appendix "K" to Report 21-027, and such other terms and conditions deemed appropriate by the General Manager of the Planning and Economic Development Department;
- (c) That staff report back to General Issues Committee for approval of the negotiated Occupancy Agreement(s), with The Cardus Institute for the adaptive reuse of the Balfour House/Chedoke Estate;
- (d) That the General Manager, Planning and Economic Development Department or their designate, acting on behalf of the City, be authorized to provide any consents, approvals and notices related to the Memorandum of Understanding with The Cardus Institute for the adaptive reuse of the Balfour House/Chedoke Estate;
- (e) That the City Solicitor be authorized and directed to complete the Memorandum of Understanding with The Cardus Institute for the adaptive reuse of the Balfour House/Chedoke Estate, and any other requisite documents, on behalf of the City, including paying any necessary expenses, amending the closing, due diligence and other dates, and amending and waiving terms and conditions on such terms as considered reasonable; and,
- (f) That the Mayor and Clerk be authorized and directed to execute a Memorandum of Understanding and any other requisite documents herein, with The Cardus Institute for the adaptive reuse of the Balfour House/Chedoke Estate, in a form satisfactory to the City Solicitor.

Result: Motion on Item 17 of the General Issues Committee Report 21-027, CARRIED by a vote of 12 to 2, as follows:

NO - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr

NO - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

A separate vote on Item 18 was requested, as follows:

18. 2022 Tax Supported User Fees (FCS21115) (City Wide) (Item 10.14)

- (a) That the 2022 User Fees, contained in Appendix “A” to attached to Report FCS21115, be approved and implemented; and,
- (b) That the City Solicitor be authorized and directed to prepare all necessary by-laws, for Council approval, for the purposes of establishing the user fees contained in Appendix “A” to attached to Report FCS21115.

Result: Motion on Item 18 of the General Issues Committee Report 21-027, CARRIED by a vote of 11 to 3, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
NO - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
NO - Ward 15 Councillor Judi Partridge
YES - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
NO - Ward 9 Councillor Brad Clark

A separate vote on Item 26 was requested, as follows:

26. Red Hill Valley Parkway Inquiry Update (LS19036(h)) (City Wide) (Item 14.7)

- (a) That the direction provided to staff in Closed Session, respecting Report LS19036(h) - Red Hill Valley Parkway Inquiry Update, be approved; and,
- (b) That Report LS19036(h) - Red Hill Valley Parkway Inquiry Update, remain confidential.

Result: Motion on Item 26 of the General Issues Committee Report 21-027, CARRIED by a vote of 9 to 5, as follows:

NO - Ward 1 Councillor Maureen Wilson
YES - Ward 2 Councillor Jason Farr
NO - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
NO - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
NO - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
NO - Ward 9 Councillor Brad Clark

Result: Motion on the balance of the General Issues Committee Report 21-027, CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

(Pearson/Partridge)

That Council recess until 1:30 p.m.

Result: Motion CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

HAMILTON ENTERPRISE HOLDING CORPORATION SHAREHOLDER REPORT 21-002

(Jackson/Pauls)

That Hamilton Enterprise Holding Corporation Shareholder Report 21-002, being the meeting held on Friday, December 10, 2021, be received and the recommendations contained therein be approved.

Result: Motion on Hamilton Enterprise Holding Corporation Shareholder Report 21-002, CARRIED by a vote of 13 to 1, as follows:

NO - Ward 1 Councillor Maureen Wilson
YES - Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

MOTIONS

6.1 Amendment to Item 8 to the Public Works Committee Report 21-013, respecting Report PW20002(a)/LS21035, Automated Speed Enforcement Update**(Partridge/Farr)**

WHEREAS, on September 29, 2021, Council approved the Automated Speed Enforcement Program including scheduled Automated Speed Enforcement operating locations for 2022 through Report PW20002(a)/LS21035;

WHEREAS, the *Highway Traffic Act* requires advanced 'Coming Soon' Automated Speed Enforcement signage to be installed on roadways where it will operate 90 days before the start date of equipment activation;

WHEREAS, Centre Road (Parkside Drive to Concession 5 East) and Robson Road (Parkside Drive to Concession 5 East) in Ward 15 were approved for Automated Speed Enforcement operation in March and August of 2022 respectively; and

WHEREAS, Centre Road is currently closed and anticipated to be reopened in January of 2022, which will not permit the installation of the advanced 'Coming Soon' Automated Speed Enforcement signage to meet requirements;

THEREFORE, BE IT RESOLVED:

That Item 8 of the Public Works Committee Report 21-013, respecting Report PW20002(a)/LS21035, Automated Speed Enforcement Update, which was approved by Council on September 29, 2021, **be amended** by amending sub-section (b) to authorize Transportation Operations and Maintenance to reschedule the operation of Automated Speed Enforcement for Centre Road (Parkside Drive to Concession 5 East) to **August** of 2022 and Robson Road (Parkside Drive to Concession 5 East) to **March** of 2022 to enable the installation of the advanced 'Coming Soon' Automated Speed Enforcement signage on Centre Road in compliance with *Highway Traffic Act* requirements, to read as follows:

- (b) That the proposed 24 ASE program operating locations and associated schedule, comprised of one location per Ward and nine school zones, **Revised Appendix "C"** attached to Public Works Committee Report 21-013 (**Revised Appendix "A" to Report PW20002(a)/LS21035 attached hereto**), be approved for implementation in 2022;

Result: Motion CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson

YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

6.2 Amendment to Item 6 of the General Issues Committee Report 20-021, respecting Alternative Budget Reporting Approaches of Operating Impacts from Contributed Assets, which was approved by Council on January 20, 2021

(Jackson/Pauls)

That Item 6 of the General Issues Committee Report 20-021, respecting Alternative Budget Reporting Approaches of Operating Impacts from Contributed Assets, **be amended** by deleting the year “2022” and replacing it with the year “**2023**”, to read as follows:

6. Alternative Budget Reporting Approaches of Operating Impacts from Contributed Assets (Item 8.1)

That staff be directed to review and investigate alternative budget reporting approaches of operating impacts, related to future growth-related projects, from contributed assets and report back through the Audit, Finance & Administration Committee with the final report being referred to the ~~2022~~ **2023** Tax Supported Capital Budget process for consideration.

Result: Motion CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES – Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

6.3 Canada Mortgage and Housing Corporation (CMHC) Rapid Housing Initiative (RHI) Project Stream Funding**(Nann/Wilson)**

WHEREAS, on December 7, 2021 Canada Mortgage and Housing Corporation approved Rapid Housing Project Stream Funding for an additional 36 units;

WHEREAS, through the execution of Contribution Agreements with prospective housing preonements, new affordable housing units can be guaranteed for the next 20 years; and

WHEREAS, residents on current City of Hamilton housing waitlists can find stable housing.

THEREFORE, BE IT RESOLVED:

- (a) That the General Manager of the Healthy and Safe Communities Department, or designate, be directed to accept the Rapid Housing Initiative Project Stream Funding allocation in an amount of up to \$10,305,844 for the creation of additional affordable housing units, providing the City's submitted projects are selected by CMHC's evaluation team for funding under the Project Stream;
- (b) That the General Manager of the Healthy and Safe Communities Department, or designate, be authorized and directed to enter into the Rapid Housing Initiative Amending Letter dated December 6, 2021 with the Canada Mortgage and Housing Corporation (CMHC) to accept Rapid Housing Initiative Project Stream allocation in the amount of up to \$10,305,844 for the creation of up to 36 affordable housing units, in a form satisfactory to the City Solicitor;
- (c) That the General Manager of the Healthy and Safe Communities Department, or designate, be authorized and directed to administer projects selected through the Rapid Housing Initiative (RHI) Project Stream including: entering into any agreements and ancillary agreements on such terms as they consider appropriate; approving purchase orders; and taking other actions needed to ensure success, in a form satisfactory to the City Solicitor;
- (d) That Housing Services Division be directed to managed project overrun costs for the projects selected under RHI-2 Project Stream, and funds required to cover overruns of the RHI-2 Project Stream projects be brought forward to Council for approval with a funding source identified.
- (e) Pending CMHC's approval of the City's submitted projects for Project Stream Funding, Staff be directed to fund eligible Development Charges (DC), for approximately 12 units at an estimated cost of \$231 K, from the Tax Stabilization Reserve 110046 or other Council approved funding sources; and
- (f) That an estimated increase of \$150 K to the Housing Services Division operating budget fund rent subsidies for 36 units created under the Rapid Housing Initiative Round II for the City's submitted projects required program

affordability period of 20 years be included in the 2023 operating budget for Council deliberation and approval, and

- (g) That the Housing Services Division report back to the Emergency and Community Services Committee, upon receiving CMHC's approval of RHI-2 projects under Project Stream as appropriate, on the City's progress with the Rapid Housing Initiative including both the first and second round of funding.

Result: Motion CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

6.4 Amendment to Item 3 of the General Issues Committee Report 15-011, respecting Report PED15053, Hamilton Tax Increment Grant Program (HTIGP) – 290 Barton Street West, Hamilton

(Wilson/Nann)

WHEREAS, Council at its meeting of May 27, 2015, approved Item 3 of the General Issues Committee Report 15-011, regarding Report PED15053 - Hamilton Tax Increment Grant Program (HTIGP) – 290 Barton Street West, Hamilton;

WHEREAS, the ownership of the property known as 290 Barton Street West, Hamilton was conveyed with a change in corporate ownership from "290 Barton Street West (Hamilton) Limited" to "Dawn Victoria Homes (Brantford) Limited", with the shareholders remaining the same for both corporations;

THEREFORE, BE IT RESOLVED:

- (a) That subsections (a) and (b) to Item 3 of the General Issues Committee Report 15-011, which was approved by Council on May 27, 2015, be **amended**, by deleting the name "290 Barton Street West (Hamilton) Limited" and replacing it with the name "**Dawn Victoria Homes (Brantford) Limited**" in lieu thereof, to read as follows:

3. **Hamilton Tax Increment Grant Program (HTIGP) – 290 Barton Street West, Hamilton (PED15053) (Ward 1) (Item 8.1)**
- (a) That a Hamilton Tax Increment Grant Program (HTIGP) application submitted by ***Dawn Victoria Homes (Brantford) Limited*** (Donald Husack), for the property at 290 Barton Street West, Hamilton, for a Hamilton Tax Increment Grant Program (HTIGP) grant estimated at \$319,897.42, over a maximum of a five-year period, and based upon the incremental tax increase attributable to the redevelopment of 290 Barton Street West, Hamilton be authorized and approved in accordance with the terms and conditions of the Program;
 - (b) That the Mayor and City Clerk be authorized and directed to execute the Grant Agreement, attached as ***Revised*** Appendix “A” to Report PED15053, in a form satisfactory to the City Solicitor.
- (b) That Item 3 of the General Issues Committee Report 15-011, be further be ***amended*** further by adding a new sub-section (c) to read as follows:
- (c) ***That the General Manager of the Planning and Economic Development Department be authorized to approve and execute any Grant Amending Agreements, together with any ancillary amending documentation, if required, provided that the terms and conditions of the Hamilton Tax Increment Grant Program, as approved by City Council, are maintained, in a form satisfactory to the City Solicitor.***

Result: Motion CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

6.5 Amendment to Item 5 to the Emergency and Community Services Committee Report 20-011, respecting Report HSC19060(a), Subsidy Transfer to Indwell's Affordable Housing Project at 225 East Avenue North

(Nann/Jackson)

WHEREAS, Council, at its meeting of December 16, 2020, approved Item 5 of the Emergency and Community Services Committee Report 20-011, respecting Report HSC19060(a), Subsidy Transfer to Indwell's Affordable Housing Project at 225 East Avenue North;

WHEREAS, subsequent to Council's approval, Indwell's Affordable Housing Project was split into two separate municipal addresses at 225 East Avenue North and 247 East Avenue North;

WHEREAS, the content of Appendix "C" to Emergency and Community Services Committee Report 20-011 (Appendix "A" to Report HSC19060(a)) are inconsistent with the contents of Report HSC19060(a);

WHEREAS, amendments to Appendix "C" to Emergency and Community Services Committee Report 20-011 (Appendix "A" to Report HSC19060(a)) are required to correct the inconsistencies to indicate that 84 of the 95 units at Indwell's affordable housing at 225 East Avenue North and 247 East Avenue North will receive rent supplements, and in order for:

- (i) Indwell's affordable housing project at 225 East Avenue North and 247 East Avenue North to receive the rent supplement, the affordability requirements must apply to all 95 units in the project, regardless of whether or not they receive a rent supplement; and
- (ii) the rent supplement agreement regarding Indwell's affordable housing at 225 East Avenue North and 247 East Avenue North will contain obligations that need to be performed prior the agreement commencement date;

THEREFORE, BE IT RESOLVED:

- (a) That Appendix "C" to the Emergency and Community Services Committee Report 19-011, (Appendix "A" to Report HSC19060(a)) respecting Report HSC19060(a), Subsidy Transfer to Indwell's Affordable Housing Project at 225 East Avenue North **and 247 East Avenue North**, which was approved by Council on December 16, 2020, **be amended** as follows:
 - (i) Term Sheet for Rent Supplement Agreement, **amended** to reflect two separate municipal addresses at 225 East Avenue North **and 247 East Avenue North**:

225 East Avenue North **and 247 East Avenue North**

 - (ii) Paragraph 4 – **amended** to indicate that only **84 of the** 95 units are to receive rent supplement assistance and to reflect two separate

municipal addresses at 225 East Avenue North **and 247 East Avenue North**:

4. The RSA and rent supplement assistance will only apply to the **84 of the 95** units at 225 East Avenue North and **247 East Avenue North** and that they cannot be applied to any other Indwell premises unless the General Manager, Healthy and Safe Communities Department (“GM”), in his sole discretion consents, and under such other terms and conditions as the GM and City Solicitor in their sole discretion require.
- (ii) Paragraph 9 – **amended** by deleting the words “covered by rent supplements” to read as follows:
9. At all times during the term of the RSA the rents for 95 units will at no time be above 60% AMR for 50 of the units and 100% AMR for 45 units which may be adjusted prior to by the GM in his sole discretion when the final construction and operating budgets are produced.
- (iii) Paragraph 12 – amended by replacing the words “The agreement will commence upon the first of the month in which the first tenant moves in” with **“The payment of the rent supplement pursuant to these terms will begin the month the first tenant moves in”**, to read as follows:
12. **The payment of the rent supplement pursuant to these terms will begin the month the first tenant moves in.**
- (b) That subsections (a), (b), (c), (d) and (e) of Item 5 of the Emergency and Community Services Report 20-011, be **amended** to reflect two separate municipal addresses at 225 East Avenue North **and 247 East Avenue North** as follows:
- (a) That the General Manager of the Healthy and Safe Communities Department be authorized and directed to enter into, execute and administer an agreement with Indwell Community Homes “Indwell” to provide rent supplements for their affordable housing project at 225 East Avenue North **and 247 East Avenue North** in accordance with the terms and conditions contained in the Term Sheet attached as Appendix “C” to Emergency & Community Services Committee Report 20-011, **as Amended**, in a form satisfactory to the City Solicitor;
 - (b) That \$111,700 associated with the former St. Matthew’s House Part VII-Housing Services Act social housing subsidy be transferred from the Hamilton Housing Allowance to a rent supplement for Indwell’s affordable housing project at 225 East Avenue North **and 247 East Avenue North**, effective January 1, 2021;

- (c) That \$34,278 in Part VII-Housing Services Act social housing subsidy associated with the 18 units relinquished as part of CityHousing Hamilton's Roxborough development be transferred to Indwell's affordable housing project at 225 East Avenue North **and 247 East Avenue North**, effective January 1, 2021;
- (d) That \$134,097 in Part VII-Housing Services Act social housing subsidy associated with the 75 units CityHousing Hamilton is relinquishing as its reduction in targets at Vanier Towers be transferred to Indwell's affordable housing project at 225 East Avenue North **and 247 East Avenue North**, effective January 1, 2021; and,
- (e) That the value of the rent supplements provided to Indwell's affordable housing project at 225 East Avenue North **and 247 East Avenue North** be increased annually by the Ontario Rental Increase Guideline established each year by the Province on Ontario.

Result: Motion CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES – Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

6.6 Registered Plan of Subdivision 62M-1278 - Joint Service Agreement

(Merulla/Farr)

WHEREAS the lands owned by Community Housing Hamilton ("CHH") at 41 Reid Avenue South (the "CHH Lands") are intended to be developed with over 100 rental units;

WHEREAS this development by CHH is in partnership with a residential development within the adjacent lands comprising Registered Plan of Subdivision 62M-1278 (the "Private Lands");

WHEREAS the City, CHH, and the owner of the Private Lands previously entered into a joint services agreement for a temporary stormwater management system for

the CHH Lands and the Private Lands, intended to be replaced by a permanent stormwater system; and

WHEREAS the proposed permanent stormwater management system for the CHH Lands and the Private Lands requires a modification to City of Hamilton By-law 06-026;

THEREFORE, IT BE RESOLVED:

That City of Hamilton By-law 06-026 be **amended** by adding sub-section 15 to Section 5 with the inclusion of Schedule "C" (attached hereto), as follows:

- (15) In the event that plans, drawings, conditions, agreements or other requirements are approved pursuant to section 41 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, in respect of any development of lands and premises included in Schedule "C" and:
- (a) there is full compliance with such approved plans, drawings, conditions, agreements or other requirements; and,
 - (b) such approved plans, drawings, conditions, agreements, or other requirements authorize the disposal of storm and/or surface water from the lands and premises in a manner that conflicts with the requirements of subsections (2) or (9),

the provisions of subsections (2) or (9) shall not apply to the said lands and premises to the minimum extent necessary to resolve such conflict.

Result: Motion CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

6.7 Amendment to City of Hamilton Policy respecting the Appointment of Citizens to the City's Agencies, Boards, Commissions, Advisory (Volunteer) Committees and Sub-Committees

(Wilson/Johnson)

WHEREAS, Section 23 (iv) of *City of Hamilton Policy respecting the Appointment of Citizens to the City's Agencies, Boards, Commissions, Advisory (Volunteer) Committees and Sub-Committees* states that if a "vacancy occurs within 12 months of the end of the Term of Council, the vacancy will not be filled, and the quorum of the Agency, Board, Commission, Advisory (Volunteer) Committee or Sub-Committee will be adjusted accordingly;" and

WHEREAS, Section 9 of *City of Hamilton Policy respecting the Appointment of Citizens to the City's Agencies, Boards, Commissions, Advisory (Volunteer) Committees and Sub-Committees* also states that "[a]pplications shall be kept on file by the City Clerk's Office for the Term of Council. In the event of a vacancy, the Selection Committee or Interview Sub-Committee may consider interviewing applicants whose applications are on file for that term, and the appointment would be for the balance of that Term of Council only."

THEREFORE, BE IT RESOLVED:

- (a) That Section 23 (iv) of *City of Hamilton Policy respecting the Appointment of Citizens to the City's Agencies, Boards, Commissions, Advisory (Volunteer) Committees and Sub-Committees* be amended to add the words "**and there are insufficient applicants on file to fill the vacancy,**" to read as follows:
 - (iv) If the vacancy occurs within 12 months of the end of the Term of Council, **and there are insufficient applicants on file to fill the vacancy,** the vacancy will not be filled, and the quorum of the Agency, Board, Commission, Advisory (Volunteer) Committee or Sub-Committee will be adjusted accordingly.

Result: Motion CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES – Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

YES - Ward 9 Councillor Brad Clark

6.8 Roxborough Access to Home Ownership Grant Program

(Merulla/Farr)

WHEREAS on September 28, 2019 Hamilton City Council voted to support a mixed income Community Improvement Plan area known as the Roxborough Community Improvement Project Area (CIPA);

WHEREAS the project was created to provide range of housing options in both form, tenure and affordability;

WHEREAS the rising real estate markets as a result of the pandemic have created challenges for large proportions of the City;

WHEREAS the ability to accommodate 'aging in place' and 'complete community' options within the planned area would be considered consistent with the intent or the CIPA;

WHEREAS the provision of different densities and building forms within the CIPA are being considered;

THEREFORE, be it resolved:

That city staff be directed to evaluate and if necessary revise provisions to the Roxborough Access to Home Ownership Grant Program to accommodate proposed modifications in land use. Staff are to report back in Q1, 2022 with any required amendments to the satisfaction of the General Manager of Finance and Corporate services, and the General Manager of Healthy and Safe Communities.

Result: Motion CARRIED by a vote of 12 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
CONFLICT - Ward 9 Councillor Brad Clark

NOTICES OF MOTION

7.1 Registered Plan of Subdivision 62M-1278 - Joint Service Agreement**(Merulla/Farr)**

That the Rules of Order be waived to allow for the introduction of a Motion respecting Registered Plan of Subdivision 62M-1278 - Joint Service Agreement.

Result: Motion CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

Refer to Item 6.6 for further disposition of this item.

7.2 Amendment to City of Hamilton Policy respecting the Appointment of Citizens to the City's Agencies, Boards, Commissions, Advisory (Volunteer) Committees and Sub-Committees**(Wilson/Johnson)**

That the Rules of Order be waived to allow for the introduction of a Motion respecting an Amendment to City of Hamilton Policy respecting the Appointment of Citizens to the City's Agencies, Boards, Commissions, Advisory (Volunteer) Committees and Sub-Committees.

Result: Motion CARRIED by a 2/3rds vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger

YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

Refer to Item 6.7 for further disposition of this item.

**EMERGENCY AND COMMUNITY SERVICES COMMITTEE REPORT 21-013
(CONTINUED)**

(Wilson/Johnson)

That Item 12 of the Emergency and Community Services Committee Report 21-013 respecting the LGBTQ Advisory Committee – Citizen Committee Report, Appointment of Additional Committee Members be **amended** by deleting the recommendation in its entirety and replacing it with the following:

12. LGBTQ Advisory Committee – Citizen Committee Report, Appointment of Additional Committee Members

~~That the LGBTQ Advisory Committee – Citizen Committee Report, respecting Appointment of Additional Committee Members, be received.~~

That membership vacancies for the LGBTQ Advisory Committee be filled using the existing applicants on file.

Result: Motion on Item 12 of the Emergency and Community Services Report 21-013, As Amended, CARRIED by a vote of 16 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Mayor Fred Eisenberger
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson
 YES - Ward 9 Councillor Brad Clark

Result: Motion on the balance of the Emergency and Community Services Committee Report 21-013, CARRIED by a vote of 14 to 0, as follows:

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Russ Powers
- YES - Ward 6 Councillor Tom Jackson
- YES - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- YES - Ward 15 Councillor Judi Partridge
- NOT PRESENT - Ward 14 Councillor Terry Whitehead
- YES - Ward 13 Councillor Arlene VanderBeek
- NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
- YES - Ward 11 Councillor Brenda Johnson
- YES - Ward 10 Councillor Maria Pearson
- YES - Ward 9 Councillor Brad Clark

(Jackson/Pauls)

That the Committee of the Whole Rise and Report.

Result: Motion CARRIED by a vote of 13 to 0, as follows:

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Russ Powers
- YES - Ward 6 Councillor Tom Jackson
- YES - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- YES - Ward 15 Councillor Judi Partridge
- NOT PRESENT - Ward 14 Councillor Terry Whitehead
- YES - Ward 13 Councillor Arlene VanderBeek
- NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
- YES - Ward 11 Councillor Brenda Johnson
- NOT PRESENT - Ward 10 Councillor Maria Pearson
- YES - Ward 9 Councillor Brad Clark

NOTICES OF MOTION (CONTINUED)

7.3 Roxborough Access to Home Ownership Grant Program

(Merulla/Farr)

That the Rules of Order be waived to allow for the introduction of a Motion respecting the Roxborough Access to Home Ownership Grant Program.

Result: Motion CARRIED by a 2/3rds vote of 12 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
NOT PRESENT - Ward 10 Councillor Maria Pearson
CONFLICT - Ward 9 Councillor Brad Clark

Refer to Item 6.8 for further disposition of this item.

7.4 Support of legal challenge to Bill 21 in the Province of Quebec

Mayor Eisenberger introduced the following Notice of Motion:

WHEREAS Fatemah Anvari recently lost her position as teacher in the province of Quebec for being found to be wearing a hijab in class;

WHEREAS under Quebec’s Bill 21 frontline civil servants who display religious symbols while working can be fired or reassigned;

WHEREAS it is noted that Bill 21 violates the basic principles of the Canadian Charter of Rights and Freedoms;

WHEREAS this is a clear demonstration of Islamophobia and poses a threat to the freedoms of many within the Province of Quebec;

THEREFORE BE IT RESOLVED:

That the City of Hamilton join the efforts of cities across Canada to mount a legal challenge to Bill 21 in the Province of Quebec, and that staff be directed to look at all means available to provide support to this legal challenge.

STATEMENTS BY MEMBERS

Members of Council used this opportunity to discuss matters of general interest.

COUNCIL COMMUNICATION UPDATES**(Jackson/Pauls)**

That the listing of Council Communication Updates from November 19, 2021 to December 9, 2021, and December 14, 2021, be received.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
NOT PRESENT - Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
NOT PRESENT - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
NOT PRESENT - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

PRIVATE AND CONFIDENTIAL

Council determined that discussion of Item 10.1 was not required in Closed Session; therefore, the matter was addressed in Open Session, as follows:

10.1 Closed Session Minutes – November 24, 2021**(Partridge/Powers)**

That the Closed Session Minutes dated November 24, 2021 be approved, as presented, and remain confidential.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
NOT PRESENT - Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
NOT PRESENT - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek

NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
NOT PRESENT - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

BY-LAWS AND CONFIRMING BY-LAW

(Jackson/Pauls)

That Bills No. 21-226 to No. 21-251, be passed and that the Corporate Seal be affixed thereto, and that the By-laws, be numbered, be signed by the Mayor and the City Clerk to read as follows:

- 226 To Amend By-law No. 01-215, Being a By-law to Regulate Traffic
Schedule 5 (Stop Control)
Ward: 5
- 227 To Amend City of Hamilton By-law No. 08-070, being a By-law Respecting Gypsy Moth
Infestation
Ward: City Wide
- 228 To Amend Zoning By-law No. 05-200 Respecting Lands Located at 129 and
131 Wellington Street North, Hamilton
ZAD-21-048
Ward: 2
- 229 Respecting Removal of Part Lot Control, Part of Block 1, Registered Plan of
Subdivision No. 62M-1240, municipally known as 3 and 5 Bradbury Road
PLC-22-001
Ward: 9
- 230 To Adopt Official Plan Amendment No. 31 to the Rural Hamilton Official Plan
respecting The Pleasantview Lands consisting of Part of Lots 23, 24, 25, 26, 27, and 28,
Concession 2 and Part of Lots 22, 23, 24, 25, 26, 27, 28 and 29, Concession 2 as
generally bounded by Patterson Road to the north, Old Guelph Road and the Canadian
National Rail Line to the south, Highway 6 to the east, and Valley Road/York Road to
the west
Ward: 13
- 231 To Amend Zoning By-law No. 05-200 to Add and Apply Zoning to Lands in the former
Town of Dundas consisting of Part of Lots 23, 24, 25, 26, 27 and 28, Concession 2 and
Part of Lots 22, 23, 24, 25, 26, 27, 28 and 29, Concession 2 as generally bounded by
Patterson Road to the north, Old Guelph Road and the Canadian National Rail Line to
the south, Highway 6 to the east, and Valley Road/York Road to the west
CI-21-C
Ward: 13
- 232 To Impose Storm, Sanitary Sewer and Watermain Charges Upon Owners of Land
Abutting Chambers Drive from North Limit of Chambers Drive to approximately
50 metres Easterly, in the City of Hamilton
Ward: 12

- 233 To Impose a Sanitary Sewer Charge Upon Owners of Land Abutting Upper Mount Albion Road from Times Square Boulevard to Highland Road, in the City of Hamilton
Ward: 9
- 234 A By-law to Establish the 2022 Water and Wastewater/Storm Fees and Charges for Services, Activities and use of Property Provided by the City of Hamilton
Ward: City Wide
- 235 To Authorize the Temporary Borrowing of Monies to Meet Current Expenditures Pending Receipt of Current Revenues for 2022
Ward: City Wide
- 236 To Authorize an Interim Tax Levy for 2022
Ward: City Wide
- 237 To Adopt Official Plan Amendment No. 157 to the Urban Hamilton Official Plan Respecting 311 and 313 Stone Church Road East, Hamilton
Ward: 7
- 238 To Amend Zoning By-law No. 05-200, Respecting Lands Located at 311 and 313 Stone Church Road East
ZAC-21-009
Ward: 7
- 239 To Adopt Official Plan Amendment No. 158 to the Urban Hamilton Official Plan Respecting 1290 South Services Road and 5 & 23 Vince Mazza Way, Stoney Creek
Ward: 10
- 240 To Amend Zoning By-law No. 05-200 Respecting Lands Located at 1290 South Service Road and 5 & 23 Vince Mazza Way, Stoney Creek
ZAC-21-008
Ward: 10
- 241 To Establish City of Hamilton Land Described as Part 1 on Plan 62r-21786 and Block 6 on Plan 62M-1081 as Part of Clappison Avenue
Ward: 15
- 242 To Amend By-law No. 15-058, A By-law Respecting Building Permits and Related Matters
Ward: City Wide
- 243 To Amend Zoning By-law No. 05-200 Respecting Lands Located at 20 Reid Avenue North, 11-17 Reid Avenue South, 22-116 Lang Street and 2-24 Hayes Avenue, Hamilton
ZAR-21-034
Ward: 4
- 244 A By-law to Deem a Part of a Subdivision Not To Be Registered, Blocks 11 & 12, Inclusive, of Registered Plan No. 62M-1042
Ward: 11

- 245 To Amend By-law No. 21-121, Being a By-law to Regulate Off-Road Vehicles
Ward: City Wide
- 246 To Amend the Water and Wastewater Infrastructure Support Community Improvement Plan
Ward: City Wide
- 247 Hamilton 90 Carling Street Municipal Housing Project Facilities By-law
Ward: 1
- 248 To Amend By-law No. 01-218, as amended, Being a By-law to Regulate On-Street Parking
Schedule 5 (Parking Meters)
Schedule 6 (Time Limit Parking)
Schedule 8 (No Parking Zones)
Schedule 12 (Permit Parking Zones)
Schedule 13 (No Stopping Zones)
Ward: 2, 3, 4, 7, 13
- 249 To Amend Zoning By-law No 6593, Respecting Lands Located at 311 and 313 Stone Church Road East
- 250 Being a By-law to amend By-law No. 06-026, The Sewer and Drain By-law
- 251 To Confirm the Proceedings of City Council

Result: Motion CARRIED by a vote of 10 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
NOT PRESENT - Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
NOT PRESENT - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeeck
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
NOT PRESENT - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

(Powers/Johnson)

That, there being no further business, City Council be adjourned at 2:47 p.m.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
NOT PRESENT - Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
NOT PRESENT - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
NOT PRESENT - Ward 10 Councillor Maria Pearson
YES - Ward 9 Councillor Brad Clark

Respectfully submitted,

Mayor F. Eisenberger

Andrea Holland
City Clerk



SPECIAL CITY COUNCIL MINUTES 22-001

4:51 p.m.

January 12, 2022

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

Present: Mayor F. Eisenberger (Chair), Deputy Mayor B. Clark
Councillors M. Wilson, J. Farr, N. Nann, S. Merulla, R. Powers,
T. Jackson, E. Pauls, J. P. Danko, M. Pearson, A. VanderBeek,
J. Partridge, T. Whitehead

Absent: Councillors B. Johnson, L. Ferguson – Personal

Mayor Eisenberger called the meeting to order and recognized that Council is meeting on the traditional territories of the Erie, Neutral, HuronWendat, 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. It was further acknowledged that 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 it was recognized 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.

APPROVAL OF THE AGENDA

The Clerk advised that there were no changes to the agenda.

(Pearson/Merulla)

That the agenda for the January 12, 2022 meeting of Council be approved, as presented.

Result: Motion CARRIED by a vote of 13 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
Absent – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge

YES - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
Absent - Ward 12 Councillor Lloyd Ferguson
Absent - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
YES – Ward 9 Deputy Mayor Brad Clark

DECLARATIONS OF INTEREST

There were no declarations of interest.

MOTIONS

3.1 Amendment to the Mandatory COVID-19 Vaccination Verification Policy (HUR21008(a)) (City Wide)

(Partridge/Powers)

- (a) That the recommended amendments to the Mandatory COVID-19 Vaccination Verification Policy (attached as Appendix “A” to Report HUR21008(a)), requiring proof of full vaccination in the workplace, and that, those unvaccinated staff, or those staff choosing not to disclose their vaccination status, without an approved medical exemption, be subject to discipline up to and including termination of employment, be approved;
- (b) That those unvaccinated staff or those who have not disclosed their vaccination status will have until May 31, 2022 to provide proof of full vaccination, or an approved medical exemption, at which time any failure to do so will result in their termination of employment with the City;
- (c) That unvaccinated employees or those who do not disclose their vaccination status, and those employees who are subject to an approved exemption, will be required to continue to participate in the rapid testing program until May 31, 2022;
- (d) That, in the event the City is unable to secure an adequate and appropriate supply of rapid tests between the date of the amended policy and May 31, 2022, any employee who would otherwise be restricted from attendance at work will be placed on a paid leave of absence, pending the continuation of the program at the earliest available opportunity;
- (e) That the amended Mandatory COVID-19 Vaccination Verification Policy (attached as Appendix “A” to Report HUR21008(a)), continues to apply to all City employees, including permanent, temporary, full-time, part-time, casual, volunteers, students, members of Council and members of Council appointed committees, as appropriate and except where excluded otherwise, subject to the terms and conditions of applicable collective agreements; and,

- (f) That the City Clerk be directed to report to the Governance Review Sub-Committee with recommendations for amendments to the Council Code of Conduct and the Code of Conduct for local Boards and Council mandated Committees to ensure Member compliance with the Corporate Vaccination Policy and how sanctions may be applied to members of Council who do not comply.

Result: Motion CARRIED by a vote of 12 to 2, as follows:

- YES - Ward 1 Councillor Maureen Wilson
- YES – Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Russ Powers
- YES - Ward 6 Councillor Tom Jackson
- NO - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- YES - Ward 15 Councillor Judi Partridge
- NO - Ward 14 Councillor Terry Whitehead
- YES - Ward 13 Councillor Arlene VanderBeek
- Absent - Ward 12 Councillor Lloyd Ferguson
- Absent - Ward 11 Councillor Brenda Johnson
- YES - Ward 10 Councillor Maria Pearson
- YES - Ward 9 Deputy Mayor Brad Clark

CONFIRMING BY-LAW

(Clark/Powers)

That Bill No. 22-001, be passed and that the Corporate Seal be affixed thereto, and that the By-law, be numbered, be signed by the Mayor and the City Clerk to read as follows:

001 To Confirm the Proceedings of City Council

Result: Motion CARRIED by a vote of 12 to 2, as follows:

- YES - Ward 1 Councillor Maureen Wilson
- YES – Ward 2 Councillor Jason Farr
- YES - Ward 3 Councillor Nrinder Nann
- YES - Ward 4 Councillor Sam Merulla
- YES - Ward 5 Councillor Russ Powers
- YES - Ward 6 Councillor Tom Jackson
- NO - Ward 7 Councillor Esther Pauls
- YES - Ward 8 Councillor John-Paul Danko
- YES - Mayor Fred Eisenberger
- YES - Ward 15 Councillor Judi Partridge
- NO - Ward 14 Councillor Terry Whitehead
- YES - Ward 13 Councillor Arlene VanderBeek
- Absent- Ward 12 Councillor Lloyd Ferguson
- Absent - Ward 11 Councillor Brenda Johnson

YES - Ward 10 Councillor Maria Pearson
YES - Ward 9 Deputy Mayor Brad Clark

(Pearson/Partridge)

That, there being no further business, City Council be adjourned at 5:06 p.m.

Result: Motion CARRIED by a vote of 14 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES – Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Russ Powers
YES - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
YES - Ward 14 Councillor Terry Whitehead
YES - Ward 13 Councillor Arlene VanderBeek
Absent - Ward 12 Councillor Lloyd Ferguson
Absent - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson
YES - Ward 9 Deputy Mayor Brad Clark

Respectfully submitted,

Mayor F. Eisenberger

Andrea Holland
City Clerk

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister
777 Bay Street, 17th Floor
Toronto ON M7A 2J3
Tel.: 416 585-7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre
777, rue Bay, 17^e étage
Toronto ON M7A 2J3
Tél. : 416 585-7000



234-2022-61

Dear Head of Council:

The supply of housing in Ontario has not kept up with demand over the past decade and everyone has a role to play in fixing Ontario's housing crisis. More than ever, we need municipalities, non-profits and private industry to work with us to encourage the building of different kinds of housing – so that Ontario families have more affordable options.

To help support this important priority, I am pleased to provide you with an update on recent changes our government has made to help streamline and simplify Ontario's planning system.

Bill 13, the *Supporting People and Businesses Act, 2021*

Schedule 19 of Bill 13, the *Supporting People and Businesses Act, 2021* came into force December 2, 2021 upon royal assent.

Changes have been made to help streamline the planning system and, in some cases, help shorten approval timelines by providing municipal councils broader authority to allow more planning decisions to be made by committees of council or staff. Municipalities can now, subject to having appropriate official plan policies, delegate decisions dealing with minor amendments to zoning by-laws, such as temporary use by-laws and the lifting of holding symbols, should they choose to.

You can find more information about these changes on the Environmental Registry of Ontario ([019-4419](https://www.ero.on.ca/)) and the Regulatory Registry ([21-MMAH025](https://www.ero.on.ca/)) and some frequently asked questions are provided below.

At this time, I encourage you to review and update your existing delegation policies and consider exercising this new authority to help streamline your decision-making processes, and free up council's valuable time to focus on other more strategic matters.

Bill 276, the *Supporting Recovery and Competitiveness Act, 2021*

As you know, we also recently made *Planning Act* changes related to control of the division of land, including subdivision control, plans of subdivision, consents and validations through Bill 276, the *Supporting Recovery and Competitiveness Act, 2021*, which received Royal Assent on June 3, 2021. I am writing to confirm that Schedule 24 of Bill 276 and associated regulations came into force on January 1, 2022.

We are proud to make these changes, which will help save time and money for those involved in the land division approval process, including municipalities, landowners, purchasers and some lease holders. Our changes will continue to protect Ontarians when they buy and sell property, while making the rules of subdivision control clearer and simpler.

Your municipality may wish to consider whether adjustments to your land division application and review processes to align with the changes would be beneficial.

More information about these changes and the feedback we received during our consultation can be found on the Environmental Registry of Ontario ([019-3495 and 019-3958](#)) and Regulatory Registry ([Proposal 21-MMAH008 and Proposal 21-MMAH015](#)). Some frequently asked questions are provided below. Any further questions about the changes to the *Planning Act* and related regulations can be directed to ProvincialPlanning@ontario.ca.

Sincerely,



Steve Clark
Minister

c: Chief Administrative Officer

FAQs

Schedule 19 (Planning Act) to Bill 13, the Supporting People and Businesses Act, 2021

What changes have been made to the Planning Act?

- Changes to the Planning Act, Municipal Act, 2001 and City of Toronto Act, 2006 provide municipalities with discretionary authority to delegate additional decisions to committees of council or municipal staff for minor amendments to zoning by-laws like:
 - Temporary use by-laws
 - Lifting of holding provisions
- Before matters may be delegated, official plan policies will need to be developed to establish the type of minor zoning by-law amendments that may be delegated, such as authorization of temporary uses, the lifting of a holding symbol, and other minor zoning by-law amendments.

What types of “minor” amendments to a zoning by-law may be delegated?

- If a municipality would like to use this authority, official plan policies will need to be established to scope and define the types of “minor” zoning amendments that may be delegated. This could include matters like temporary use by-laws and by-laws lifting holding provisions.
- This approach is intended to allow for a locally tailored approach that reflects input from the public.

What types of conditions could council apply when delegating its authority?

- Council will have the ability to apply conditions on the delegation of its decision(s). These conditions would be determined locally when the official plan policies and implementing by-law for the delegation are being developed.

Will this new delegation authority alter the public meeting or appeal rights of the matters delegated?

- The delegation of additional planning matters would not alter any notice or public meeting requirements or limit appeal rights.

What other planning decisions can be delegated?

- Under the Planning Act, municipal council can delegate the following decisions to a committee of council, staff, or, in some cases, a committee of adjustment:
 - Community planning permit system permits
 - Approval of adopted lower-tier official plan amendments
 - Plans of subdivision and condominiums
 - Consents
 - Site plan
 - Validations
- Other planning matters, such as administrative functions related to by-laws, may be delegated by council based on the delegation provisions in the Municipal Act, 2001 (or City of Toronto Act, 2006).

Schedule 24 (Planning Act) to Bill 276, the Supporting Recovery and Competitiveness Act, 2021

What changes will be made to the Planning Act?

- The changes include technical, administrative and policy changes to provisions in sections 50, 51, 53, 54, 55 and 57 of the Planning Act related to control of the division of land, as well as other housekeeping or consequential changes.
- Upon proclamation, the changes will:
 - provide new exceptions to subdivision control and part lot control (i.e., exceptions from the need for land division approval) – for example, by preventing parcels from merging with other lands in certain circumstances
 - change the plan of subdivision process – for example, by aligning the requirements for public notice, information, and public meetings with other instruments under the Act
 - change the consent application process – for example, by requiring a municipality or the Minister, where requested, to issue a certificate for the retained land in addition to providing a certificate for the lands that are subject to the consent application, and
 - make other changes regarding subdivision control and its related processes – for example, by requiring that a decision on a validation conform with the same criteria which are applicable to consents.

What changes will be made with respect to “lot mergers”?

- Changes will be made to the subdivision control provisions to prevent lots from merging where lands were previously owned by, or abutted land previously owned by, joint tenants and where the ownership would have otherwise merged as a result of the death of one of the joint tenants.
- Outside of a “death of a joint tenant” scenario, lot mergers will continue to occur.

What changes will be made to the consent application process?

- Changes will be made to the consent application process to, for example:
 - permit a purchaser of land or the purchaser’s agent to apply for a consent
 - establish a new certificate of cancellation
 - provide for certificates to be issued in respect of retained land in addition to the lands that are subject to the consent application
 - provide for a standard two-year period during which the conditions of a consent must be satisfied, and
 - permit a consent application to be amended by an applicant prior to a decision about the consent being made by the consent-granting authority.
- Municipalities may need to modify or update certain administrative processes as a result of some of these changes.

What is a certificate for retained land?

- Changes to the Planning Act will provide for a consent-granting authority to issue a certificate for the retained land (the other part of the parcel approved through the land division process) resulting from certain consents.
- This certificate will show that the retained land has “consent” status.
- An applicant will need to specify in their application whether they are requesting a retained land certificate, and if so, require that a statement from a solicitor

confirming the extend of the owner's retained land be included as part of that application.

What is a certificate of cancellation?

- In some situations, the original consent granted for a parcel of land may no longer be wanted or needed. This could occur, for example, where a parcel created by consent may need to be widened to accommodate a driveway. In these cases, the original consent may need to be cancelled to ensure the revised parcel will function as a single unit.
- Changes to the Planning Act will allow owners to apply to the consent-granting authority for a certificate of cancellation for a parcel that was previously severed with a consent. The consent-granting authority may also require the owner to apply as a condition of approval.
- Once a certificate of cancellation is issued, the parcel would be treated as though the previous consent had not been given. This could mean that the parcel would merge with neighbouring lands that are owned by the same person.

What considerations need to be applied to validation requests?

- A validation can be used in place of obtaining a consent to the contravening transaction (transfer or other transaction that was made in breach of the Planning Act requirements) in certain situations; for example, where the landowners at the time of the contravention are not available to sign the new transfer documents.
- The validation allows the validation authority to consider each situation on its merits and decide whether a request to validate title should be supported. The validation authority may, as a condition to issuing the validation, impose conditions as it considers appropriate.
- Bill 276 will make changes to require that a decision regarding a validation must conform with the same criteria which are applicable to consents, for example:
 - having regard to provincial interests and the land division criteria set out in the Planning Act
 - ensuring the validation is consistent with the Provincial Policy Statement and conforms, or does not conflict, with provincial plans, and
 - ensuring the validation conforms with all applicable official plans.

**Ministry of Municipal
Affairs and Housing**

Office of the Deputy Minister

777 Bay Street, 17th Floor
Toronto ON M7A 2J3
Tel.: 416 585-7100**Ministère des Affaires
Municipales et du Logement**

Bureau du sous-ministre

777, rue Bay, 17^e étage
Toronto ON M7A 2J3
Tél. : 416 585-7100**December 22, 2021****MEMORANDUM TO:** Municipal Chief Administrative Officers and Clerks**SUBJECT:** Extension of Emergency Orders and Provincial Response to the Omicron Variant

I am writing to you today about the Ontario government's ongoing work to protect Ontarians in the fight against COVID-19, including the rapidly spreading Omicron variant, and to ask you to consider any additional support that can be provided to help your local public health unit maximize vaccinations to protect the most vulnerable and all Ontarians. While cases were always expected to rise, the increased transmissibility of the Omicron variant is requiring rapid adjustments to a changing situation and could put additional strain on Ontario's hospital capacity.

Vaccinations

To protect Ontario's progress in the fight against COVID-19, the Ontario government is rapidly accelerating its booster dose rollout by expanding eligibility to all individuals aged 18 and over, as well as shortening the interval to three months following an individual's second dose beginning Monday, December 20, 2021.

Public health units are at the forefront of this critical effort and municipalities can play a key role in supporting stretched public health resources. Public health units will need facilities to deliver vaccination clinics, including municipally-run facilities, and human resources in areas such as clinic management, operations and logistics, project management, data entry, and customer service.

I know that our public health units have valued your collaboration in this fight so far and I know many of you will have reached out already to your local Medical Officer of Health to offer your continued partnership in maximizing the delivery of critical vaccinations that will keep Ontarians safe and the economy open.

To enhance requirements related to proof of vaccination, the Ontario government also announced on December 10, 2021 a suite of new measures related to:

- Delaying the [lifting of proof of vaccination requirements](#) beyond January 17, 2022, aligned with the reopening plan that stipulated that doing so was contingent on the absence of concerning trends.
- Effective January 4, 2022, requiring the use of the enhanced vaccine certificate with QR code and the Verify Ontario app in settings where proof of vaccination is required. The QR code can be used digitally or by printing a paper copy. Individuals can download their enhanced certificate with QR code by visiting <https://covid-19.ontario.ca/book-vaccine/>.
- Strengthening the verification process for medical exemptions and clinical trial exemptions by requiring a certificate with a QR code. Organizations and businesses that are under the provincial proof-of-vaccination system will be advised to no longer accept physician notes as of January 10, 2022.
- Effective December 20, 2021, requiring proof of vaccination for youth aged 12 to 17 years participating in organized sports at recreational facilities.

Public Health Measures

As you may know, the Government has extended all emergency orders under the *Reopening Ontario (A Flexible Response to COVID-19) Act, 2020* (ROA) until March 28, 2022. As the province continues to respond to the COVID-19 pandemic, these extensions provide the government with the necessary flexibility to address the ongoing risks and effects of the COVID-19 pandemic and ensure important public health and workplace safety measures remain in place.

The Omicron variant has led to new challenges in Ontario's response to managing the COVID-19 pandemic. In consultation with the Chief Medical Officer of Health, the government has approved amendments to [O. Reg. 364/20: Rules for Areas at Step 3 and at the Roadmap Exit Step](#), **which came into effect on Sunday, December 19th**.

In addition, effective December 19, 2021, to mitigate COVID-19 transmission that can occur at social gatherings, **the province is also reducing social gathering limits from 25 people to 10 people indoors, and outdoor gatherings are being reduced from 100 people to 25**. Social gatherings associated with weddings, funerals and religious services, rites or ceremonies are subject to these limits.

For further details, please see O.R. 364/20 as amended (<https://www.ontario.ca/laws/regulation/200364>).

Local Medical Officers of Health continue to have the ability to issue advice, recommendations or letters of instruction as well as Section 22 orders under the Health Protection and Promotion Act, and municipalities may enact by-laws, to target specific transmission risks in the community.

Compliance and Enforcement

As a reminder, for offences under the Reopening Ontario Act (ROA), police and other provincial offences officers, including First Nation Constables, special constables, and municipal by-law officers, have discretion to either issue tickets to individuals for set fine amounts or issue a summons under Part I of the Provincial Offences Act (POA) or to proceed under Part III of the POA by laying an information.

The ministry recognizes that municipalities have been a key partner in the defence against this virus through the coordinated compliance and enforcement activities in an effort to reduce the presence of COVID-19 in our communities. The Ontario government is continuing to help workplaces stay safe and stay open by carrying out COVID-19 safety campaigns. These campaigns are developed in consultation with local public health units, and bylaw enforcement departments, and support Ontario's *Plan to Safely Reopen Ontario*.

The campaigns include visits to workplaces that present heightened risk factors for potential transmission of COVID-19, including restaurants and banquet halls, gyms and fitness centres, personal care services, meeting and event spaces, mall-based retail, cinemas and performing arts centres. We so appreciate the collaboration of our municipal partners closely with provincial enforcement officers and public health officers to coordinate enforcement activities in your communities. If you are interested in having a provincial team support local compliance and enforcement activities in your community, please contact William (BJ) Alvey, Manager and Executive Advisor of Regulatory Compliance Ontario by email at: William.BJ.Alvey@ontario.ca or by phone at 905-572-7648.

Thank you for your support and for joining our shared commitment to work together to protect the health and well-being of Ontarians.

Sincerely,

A handwritten signature in black ink that reads "K. Manson-Smith". The signature is written in a cursive, flowing style.

Kate Manson-Smith
Deputy Minister

Pilon, Janet

Subject: Submission of Grand River CA Transition Plan - O.Reg 687/21 under the Conservation Authorities Act**From:** Eowyn Spencer <espencer@grandriver.ca>**Sent:** Friday, December 17, 2021 2:10 PM

To: ca.office@ontario.ca; clerks@brantford.ca; stephen.o'brien@guelph.ca; clerk@hamilton.ca; heather.boyd@brant.ca; cseior@oxfordcounty.ca; eeichenbaum@haldimandcounty.on.ca; pberfelz@northperth.ca; kevin.klingenberg@norfolkcounty.ca; graham.milne@halton.ca; regionalclerk@regionofwaterloo.ca; lisa.campion@erin.ca; mtownsend@townofgrandvalley.ca; chickey@amaranth.ca; kokane@centrewellington.ca; ssstone@eastgarafraxa.ca; aknight@get.on.ca; mbaron@mapleton.ca; dholmes@melancthontownship.ca; ebell@pertheast.ca; admin@puslinch.ca; lgreen@southgate.ca; kwallace@wellington-north.com; Kevin Davis <kdavis@brantford.ca>; mayor@guelph.ca; Office of the Mayor <Officeofthe.Mayor@hamilton.ca>; david.bailey@brant.ca; khewitt@haldimandcounty.on.ca; gary.carr@halton.ca; kristal.chopp@norfolkcounty.ca; mayor@swox.org; kredman@regionofwaterloo.ca; allan.alls@erin.ca; ssoloman@townofgrandvalley.ca; bcurrie@amaranth.ca; KLinton@centrewellington.ca; Guy Gardhouse <ggardhouse@eastgarafraxa.ca>; Chris White <chriswhite1@cogeco.ca>; gdauidson@mapleton.ca; dwhite@melancthontownship.ca; tkasenberg@northperth.ca; Mayor@pertheast.ca; jseeley@puslinch.ca; jwoodbury@southgate.ca; Joe Nowak <jonowak@regionofwaterloo.ca>; alenoxx@wellington-north.ca; dmilliner@southgate.ca; mgivens@wellington-north.com; tcampbell@pertheast.ca; michael.bradley@brant.ca; bhutchings@brantford.ca; mbaron@mapleton.ca; jwilson@townofgrandvalley.ca; nmartin@amaranth.ca; blauckner@regionofwaterloo.ca; ssstone@eastgarafraxa.ca; dholmes@melancthontownship.ca; agoldie@centrewellington.ca; cao@guelph.ca; cao@erin.ca; iroger@get.on.ca; gschwendinger@puslinch.ca; ksnell@northperth.ca; Jane.MacCaskill@halton.ca; Smith, Janette <Janette.Smith@hamilton.ca>; mduben@oxfordcounty.ca; cmanley@haldimandcounty.on.ca; al.meneses@norfolkcounty.ca

Cc: Kim Gavine <KGavine@conservationontario.ca>; Samantha Lawson <slawson@grandriver.ca>

Subject: Submission of Grand River CA Transition Plan - O.Reg 687/21 under the Conservation Authorities Act

Greetings Conservation Authority Office and Grand River watershed participating municipalities Clerks, Heads of Council and CAOs:

Please be advised that at the regular meeting held on December 17, 2021, the GRCA General Membership passed the following motion:

*THAT the Grand River Conservation Authority Transition Plan be approved;
AND THAT the Transition Plan be circulated to all participating municipalities and the Ministry of Environment, Conservation and Parks.*

Accordingly, the Grand River Conservation Authority Transition Plan is attached for your information and as official submission to the Ministry of Environment, Conservation and Parks. In accordance with O.Reg 687/21 under the *Conservation Authorities Act*, the Transition Plan will also be posted on our website.

Should you have any comments on the plan or questions regarding the requirement under O.Reg 687/21 to circulate this information to our participating municipalities, please reach out directly to [Samantha Lawson](mailto:Samantha.Lawson).

Kind regards,

Eowyn Spencer

Executive Assistant

Grand River Conservation Authority

400 Clyde Road, PO Box 729

Cambridge, ON N1R 5W6

Office: 519-621-2763 ext. 2240

Toll-free: 1-866-900-4722

Grand River Conservation Authority

Report number: GM-12-21-100

Date: December 17, 2021

To: General Membership of the Grand River Conservation Authority

Subject: Final Transition Plan – Requirement under Ontario Regulation 687/21

Recommendation:

THAT the Grand River Conservation Authority Transition Plan be approved;

AND THAT the Transition Plan be circulated to all participating municipalities and the Ministry of Environment, Conservation and Parks.

Summary:

Not applicable.

Report:

Under *Ontario Regulation 687/21: Transition Plans and Agreements for Programs and Services*, each conservation authority is required to create a Transition Plan that outlines the steps to develop an inventory of programs and services (category 1-3) and to enter into agreements with participating municipalities to fund category 2: Municipal programs and services. The Transition Period starts on the date the regulation was released and ends on January 1, 2024.

On November 26, 2021, the draft Transition Plan was presented to the Board and circulated to all participating municipalities. Other than minor amendments to wording, no comments or concerns were received on the draft plan.

Once the Transitional Plan is approved, the plan will be circulated to all participating municipalities and the Ministry of Environment, Conservation and Parks prior to the legislative deadline of December 31, 2021. The Transition Plan will also be posted on the Grand River Conservation Authority's website for public access.

Financial Implications:

Not applicable.

Other Department Considerations:

Not applicable.

Submitted by:

Samantha Lawson
Chief Administrative Officer

Grand River Conservation Authority Transition Plan

Date: November 26, 2021

Amendments:

Background

In 2015, the Province initiated a review of the *Conservation Authorities Act*. Since then, Bill 139 (2017), Bill 108 (2019) and Bill 229 (2020) have been passed that included several amendments to the Act. The purpose of these amendments are to provide greater transparency, consistency, accountability and governance for Conservation Authorities. On October 4, 2021 the Ministry of Environment, Conservation and Parks (MECP) released the Phase 1 regulations to implement a portion of the amendments that were made to the *Conservation Authorities Act*. *Ontario Regulation 687/21: Transition Plans and Agreements for Programs and Services* was part of this grouping and requires the Grand River Conservation Authority (GRCA) to have a Transition Plan that outlines the steps to be taken to develop an inventory of programs and services and to enter into agreements with participating municipalities to fund municipal driven programs and services through a levy. It also establishes the transition period and timelines to enter into those agreements.

The purpose of the Transition Plan is to prepare the GRCA and participating/watershed municipalities for the change to the budgeting process based on the delivery and funding of the three categories of programs and services. These categories include:

1. mandatory programs and services where municipal levy could be used without any agreement;
2. programs and services subject to municipal approval and municipal funding through a MOU;
3. other programs and services an Authority determines are advisable, with alternate funding (e.g., provincial, federal, municipal agreement and/or self-generated revenue)

Under Regulation 687/21, the transition period is to be completed no later than January 1, 2024.

There are two main components to the transition period. The first part is to develop a Transition Plan which consists of a workplan/timeline for the completion of major milestones during the transition period, process of consulting and negotiating with municipalities on Memorandums of Understandings (MOUs) for the delivery of municipal requested programs and services and a draft inventory of programs and services offered by the GRCA. This Transition Plan is to be completed and submitted to MECP no later than December 31, 2021 and posted to the GRCA's website.

A final version of the inventory for programs and services is required to be circulated to participating municipalities and submitted to the MECP no later than February 28, 2022. The inventory for programs and services must also be posted to the GRCA's website.

The second part of the transition period includes developing, , negotiating and finalizing agreements (MOUs) with municipalities in accordance with the regulation for municipal programs and services. These agreements must be in place (Municipal Council and the General Membership approved) by January 1, 2024.

General Membership of the GRCA Approval Process

The General Membership of the GRCA is required to approve the Transition Plan and the Inventory of Programs and Services prior to the submission to MECP, circulation to municipalities and posting on the GRCA's website.

Recognizing the amount of work and input required by the GRCA to meet the transition date of January 1, 2024, the General Membership established an Ad-Hoc Governance Committee (Resolution No. 21-03 -January 22, 2021) to provide input and direction to staff on adapting to the changes of the *Conservation Authorities Act* and subsequent Regulations. This committee will meet regularly throughout the transition period.

Tracking of negotiations and milestones throughout the transition period will be provided to the Ad-hoc Committee for consultation and to the General Membership for approval. These quarterly reports will then be submitted to MECP and posted to the GRCA's website. Once the MOUs are approved by the General Membership and Municipal Council, these agreements will be made available to the public on the GRCA website.

The final submission report to MECP will contain all approved MOUs and the final Inventory of Programs and Services. This submission is due on January 31, 2024 and is the end of the transition period. The 2024 GRCA budget will reflect the revised funding framework.

Municipal Consultation Process

The GRCA has 38 watershed municipalities and 22 participating municipalities within its jurisdiction. Participating municipalities contribute to the general levy and also appoint members to the GRCA Board of Directors. The following are designated under the *Conservation Authorities Act* as GRCA participating municipalities:

- Town of Grand Valley
- Township of Amaranth
- Township of Melancthon
- Township of East Garafraxa
- Township of Southgate
- Township of Mapleton
- Township of Wellington North
- Township of Centre Wellington
- Town of Erin
- Township of Guelph/Eramosa
- Township of Puslinch
- City of Guelph
- Region of Waterloo
- Municipality of North Perth
- Township of Perth East
- Halton Region
- City of Hamilton
- Oxford County
- County of Brant
- City of Brantford
- Haldimand County
- Norfolk County

All participating municipalities will be circulated a copy of the approved GRCA Transition Plan.

Consultation with the participating municipalities will be ongoing throughout the transition period. Key contacts and timelines/meetings will be established with all participating municipalities and other interested watershed municipalities. Input received through these discussions and negotiations will be incorporated into the Inventory of Programs and Services on a continuous basis. GRCA staff will also be available to attend any council meeting, where requested.

Adjacent Conservation Authority Consultation Process

The GRCA shares municipal boundaries with 10 adjacent Conservation Authorities. It will be important to maintain contact and consult with senior staff at adjacent Conservation Authorities during the development of their Transition Plans, Inventory of Programs and Services and also when negotiating MOUs with shared municipalities. Wherever possible, staff will strive for consistency amongst the adjacent Conservation Authorities on terminology, conditions of agreements, etc.

The GRCA shares municipal boundaries with the following Conservation Authorities:

- Maitland Valley Conservation Authority
- Credit Valley Conservation
- Niagara Conservation Authority
- Hamilton Conservation Authority
- Conservation Halton
- Nottawasaga Valley Conservation Authority
- Grey Sauble Conservation
- Saugeen Conservation
- Upper Thames Conservation Authority
- Long Point Conservation Authority

Timelines and Deliverables during the Transition Period

Chart 1 and 2 provide a list of activities, deliverables and points of contact that the GRCA will complete in order to come into conformance with the new regulations. Any changes to timelines will require consultation with the Ad-hoc Committee, approval from the GRCA General Membership and identification/justification in the quarterly reports submitted to the MECP. Should the GRCA require an extension to the transition period, a request must be submitted to MECP prior to October 1, 2023 and approved by the General Membership.

End of Transition Period

As of January 1, 2024 all required MOUs will be in place and the new funding framework will be incorporated into the GRCA 2024 budget. The transition period will end unless the GRCA has requested an extension from the MECP.

A final report is to be submitted to MECP and each participating municipality by January 31, 2024 including the final version of the Inventory of Programs and Services and confirmation that the GRCA has entered into all necessary cost apportioning agreements. This final report will also be posted on the GRCA website.

Year		2021				2022	
	Task	Sept.	Oct.	Nov.	Dec.	Jan	Feb
Part 1: Transition Plan	Draft Transition Plan and determine process for consultation with participating municipalities (identification of other municipalities to be consulted)	X	X	X	X		
	Preliminary meetings with participating municipal staff on new regulations, timelines and initial discussion on municipal process and needs to complete required deliverables (where possible)	X	X	X	X		
	Internal consultation and creation of Programs and Services (P&S) Inventory, categorization P&S, determine high level costing		X	X	X		
	Prepare/update list of current municipal MOUs		X	X	X		
	Meet with Ad-hoc Committee* on draft Transition Plan and P&S Inventory, setting guiding principles and expectations for transition period		X	X	X		
	Meeting with adjacent Conservation Authorities to discuss timelines and P&S Inventory to facilitate consistent approach to January 1, 2024 deadline (where possible)		X	X	X		
	Presentations to Municipal council on new regulations and draft documents (when requested).			X	X	X	X
	Obtain approval from GRCA Board on Transition Plan			X	X		
	Circulation of Transition Plan to participating municipalities and other municipalities by request				X		
	Posting of Transition Plan to GRCA website				X		
	Submit Transition Plan to MECP				X		
	Meet with Ad-hoc Committee* on draft P&S Inventory (feedback incorporated from municipal/CA discussions)			X	X	X	
	Obtain approval from GRCA Board on P&S Inventory					X	
	Circulate P&S Inventory to participating and other municipalities						X
	Submit P&S Inventory to MECP						X
Post P&S inventory to website						X	

*Ad-Hoc Governance Committee, General Membership of the Grand River Conservation Authority

Year		2022												2023												2024
	Task	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
Part 2: MOUs/Agreements	Identify existing MOUs and prepare amendments to address regulations	X	X	X																						
	Draft template MOU for P&S Inventory that do not have any agreements			X	X	X	X																			
	Negotiate with participating municipalities and other municipalities on new MOUs	X	X	X	X	X	X			X	X	X	X	X	X	X	X	X	X			X	X			
	Meet with Ad-hoc Committee* to provide update/seek direction on negotiation/consultation process				X				X				X				X				X			X		
	Provide status reports to GRCA Board		X				X				X			X			X		X				X			
	Meet with adjacent CAs to discuss shared MOUs (where possible)	X	X	X			X	X	X			X	X	X			X	X	X							
	Submit 1 st progress report to MECP		X																							
	Submit 2 nd progress report to MECP								X																	
	Submit 3 rd progress report to MECP										X															
	Submit 4 th progress report to MECP													X												
	Submit 5 th progress report to MECP																X									
	Submit 6 th progress report to MECP																			X						
	Submit 7 th progress report to MECP																									
	Present to Municipal Councils on MOUs, P&S Inventory, etc.(where requested)																	X	X	X	X	X	X	X	X	
	Process for draft 2024 GRCA Budget																			X	X	X	X	X	X	X
	GRCA Board approval/ Municipal Council approval of MOUs																	X	X	X	X	X	X	X	X	
	Posting of MOUs to GRCA website																								X	
Final Submission to MECP																									X	

*Ad-Hoc Governance Committee, General Membership of the Grand River Conservation Authority



**THE CORPORATION OF THE CITY OF SARNIA
City Clerk's Department**

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www.sarnia.ca clerks@sarnia.ca

December 16, 2021

The Right Honourable Justin Trudeau
Prime Minister of Canada
House of Commons
80 Wellington Street
Ottawa, ON K1A 0A2

The Honourable Doug Ford
Premier of Ontario
Legislative Building
Queen's Park
Toronto, ON M7A 1A1

RE: "Catch and Release" Justice

At its meeting held on December 13, 2021, Sarnia City Council adopted the following resolution with respect to "Catch and Release Justice":

That the City of Sarnia send a letter to the Federal and Provincial Governments requesting meaningful improvements to the current state of "catch and release" justice in the Ontario legal system. Police Services across Ontario are exhausting precious time and resources having to manage the repeated arrests of the same offenders, which in turn, is impacting their morale, and ultimately law abiding citizens who are paying the often significant financial and emotional toll of this broken system. This resolution should also be sent to other Municipalities throughout Ontario for their endorsement consideration; and

That the request also be referred to the Sarnia Police Services Board and be presented via AMO delegations for endorsement consideration.

Your consideration of this matter is respectfully requested.

Yours sincerely,

Amy Burkhart
City Clerk

Cc: Bob Bailey, MPP
Marylyn Gladu, MP
All Ontario Municipalities

January 10, 2022

To: All Members of City of Hamilton Council and Senior Planning Staff

Rethinking Hamilton's Planning Framework: Can We Park Minimum Parking Requirements?

WE HBA would like to draw your attention to the **high cost of free parking**. In Hamilton, one underground or above ground structured parking space costs anywhere between \$30,000 - \$80,000 to build depending on soil conditions, the number of underground levels and the water table. This exorbitant cost is currently hidden in Hamilton's housing costs through higher rents or purchase prices, and, presents a significant barrier to the construction of badly needed new housing supply. In December, WE HBA was invited by the Provincial Government to make an oral presentation and written submission to the *Housing Affordability Task Force*. As part of our recommendations to the Provincial Task Force, WE HBA recommended that the Ministry of Municipal Affairs and Housing eliminate minimum parking requirements for residential housing and let the free market determine the actual demand for parking.

The hard construction costs and additional time it takes to excavate and construct multiple levels of underground parking is significant; and these costs are ultimately passed on to homebuyers and renters. In many cases, purchasers and renters who do not even own a car are paying both capital costs and ongoing maintenance costs for unnecessary automobile infrastructure. We share this with you because the WE HBA believes that Hamilton should be a leader in addressing housing affordability by eliminating minimum parking requirements mandated through your existing zoning bylaws. Requiring minimum parking standards (which often exceed market demand) makes little sense for developments near transit, in a society that increasingly utilizes car and bike sharing apps, or for a City that is seeking to reduce its GHG emissions.

Furthermore, given society's shift away from private automobiles to transit, active transportation, autonomous vehicles, and car sharing apps – there is a very real risk that expensive underground parking facilities will become stranded assets and a significant ongoing maintenance burden for condominium corporations and purpose-built rental buildings. These higher project costs that result from the construction, provision and maintenance of parking should not be embedded into the cost of new housing.

Co-Benefits for Eliminating Parking Requirements

Eliminating parking requirements presents Hamilton with significant co-benefits beyond improving housing affordability. This is in terms of sustainability through reduced car dependency and hardscaping, motivating more people to choose active transportation options, enabling more adaptive re-use of heritage structures, facilitating greater levels of intensification, and encouraging more "missing middle" homes city-wide. In essence, it doesn't make any sense for Hamilton to continue to mandate a certain minimum standard for parking that exceeds actual demand.



How WE HBA is Moving the Needle

As mentioned above, WE HBA is advocating to the provincial government as well as our municipal partners including the City of Hamilton for the complete removal of minimum parking standards for new residential developments. WE HBA has also engaged a student research team from the Ryerson University School of Urban and Regional Planning to provide research on what Hamilton can learn from other North American jurisdictions in terms of eliminating minimum parking provisions in our zoning by-laws. Through this research we're also hoping to share what opportunities exist for our builder and developer members to reduce the amount of unnecessary parking in the City of Hamilton. WE HBA is hoping to work with the City of Hamilton on this initiative and would appreciate your assistance as we strongly believe this initiative aligns with long-term city building objectives.

The Free Market, Not Government Regulation Should Determine Parking Requirements

WE HBA is not suggesting that the City of Hamilton should have no parking. There is nothing wrong with a private business opting to provide parking for its customers, or a new residential building choosing to provide it. But those businesses and home builders are perfectly capable of assessing their own need for parking, and weighing it against the other, potentially more valuable things they might do with the same land, or with the financial resources our members are currently required to spend on parking their customers don't want. Only when minimum parking is not mandated can our members do that weighing and decide what it's worth, and to build it accordingly.

Leadership is Required

Frankly, the subsidies and government-imposed requirements create car storage that has shredded the fabric of many of North America's urban areas. The downtown core of the City of Hamilton has not fared well in the era of the automobile. With a shift towards higher densities and a desire by the City of Hamilton to more than double the rate of intensification, radical changes to our public policy framework are required immediately. Today, more cities than ever are revisiting parking minimums and reducing or abolishing them. These towns and cities are coming to the realization that they don't need these counterproductive by-laws on their books and are repealing them. Working with Ryerson University, WE HBA is excited in the months ahead to share and profile successful efforts before in cities including Edmonton, Hartford, Buffalo, Portland, and most recently Toronto. Parking minimums are so prohibitive for small-scale residential buildings that they make great walkable neighborhoods effectively illegal to build or replicate today. WE HBA is excited by the opportunity to work together with the City of Hamilton to change this.

Sincerely,



Mike Collins-Williams, MCIP, RPP
Chief Executive Officer
West End Home Builders' Association



**Ministry of Northern Development,
Mines, Natural Resources and
Forestry**

Resources Planning and Development
Policy Branch
Policy Division
300 Water Street
Peterborough, ON K9J 3C7

**Ministère du Développement du Nord, des
Mines, des Richesses Naturelles et des
Forêts**

Direction des politiques de planification et
d'exploitation des ressources
Division de l'élaboration des politiques
300, rue Water
Peterborough (Ontario) K9J 3C7



Subject: Proposed regulatory changes under the Aggregate Resources Act

Dear Ontario Heads of Council and Clerks,

The Ministry of Northern Development, Mines, Natural Resources and Forestry recognizes the critical role Ontario's municipalities play in the lives of Ontarians. We value our strong collaborative partnership with municipalities and the associations that represent their interests.

I am writing to inform you, the Ministry of Northern Development, Mines, Natural Resources and Forestry is proposing regulatory changes under the *Aggregate Resources Act*. These changes will harmonize with Ministry of the Environment, Conservation and Parks' new provincial requirements under the *Environmental Protection Act* (EPA) for soil that is moved during construction activities to another site for a beneficial reuse (i.e., excess soil). Ontario Regulation 406/19, and Rules for Soil Management and Excess Soil Quality Standards include risk-based quality standards for the safe reuse of excess soil.

We invite you to review the changes and offer comments.

A complete summary of the proposed regulatory changes can be found on the Environmental Registry at the following address: www.ero.ontario.ca

Then search for notice: 019-4801

There are several ways you can comment on this proposal, including:

1. Directly through the Environmental Registry posting (click on the "Submit a comment" button)
2. By email to aggregates@ontario.ca, or
3. By mail to:

Resources Development Section
Ministry of Northern Development, Mines, Natural Resources and Forestry
300 Water Street, 2nd Floor South
Peterborough, ON K9J 3C7

If you have any questions you can contact Darryl Mitchell at (705) 313-2154.

Sincerely,

Jennifer Keyes,
Director, Resources Planning and Development Policy Branch

Pilon, Janet

Subject: 1,100 hundred dollar fee

From: Aldo Castelli

Sent: Wednesday, January 12, 2022 11:17 AM

To: clerk@hamilton.ca

Subject: 1,100 hundred dollar fee

Let me see if I understand, I can appeal a ruling to the Ontario labour relations board that costs me absolutely nothing but to make an appeal to the OLT will cost me in this case the 1290 south service road and 5 and 23 VINCE MAZZA WAY will cost me for both appeals 2200 hundred dollars, is that about right? And when was thre last time the OLT formerly the LPT ever sided with a resident of this city or any city for that matter? These fees are nothing more than another tool by the development industry backed by city council and the provincial government to stifle any opposition to their paving over of this city and lining the pockets of developers.

PS . Please send copies to councillors and mayor thank you.

Aldo Castelli

Winona

CARMEN Orlandis, Elder, Ward 3 Stinson.

Subject: Old Cathedral Boys School, 24 Dec 2021 Housing Services Division Q&A pdf.

January 9, 2022

To all to whom this is addressed:

I rightfully & respectfully request from all to whom this is addressed to answer the questions I pose today. Your response will **be proof** that you actually open this document; the extend of your response will be proof that you read it; the quality of your response will be proof that you understand the facts I present and the remedy you may offer will be proof that you are performing your job conscientiously, ethically and with fairness.

Carmen (C) Fairness, Accountability, Transparency (FAT) Question 1: Is it true that the Old Cathedral Boys School 100 beds temporary shelter is “less costly” than other options and this offers the City an opportunity to save cash? Did the City consider cutting costs more important that the well-being & safety of the homeless women and the well-being & safety of the Stinson neighborhood?

(C) FAT Q. 2: What is the recourse & due process to halt or curtail the new Old Cathedral Boys School (OC) 100 bed Low Barrier Mega Shelter in my neighborhood?

REALITY CHECK: The due process of the emergency recommendation & approval seems oddly fast-tracked. If the City had been on the edge of financial collapse, this would have explained the urgent need to fast-track the recommendation & approval of a cost shaving temporary emergency mega shelter that impacts so many people. But this is not the case. This is the fast track -time line of the due process as it took place:

Nov 29, 2021: HSD sent the first email announcing a meeting about the future of OC without further explanation

Dec 2, 2021: After we “robustly” requested information about the meeting, so that the community may prepare questions, HSD sent an overall plan of their recommendation to open at OC a 100 bed temporary emergency shelter. We were shocked.

Dec 6 2021: HSD held a poorly announced community webex meeting.

Dec 09, 2021: HSD presented their recommendation to ECS, and it was approved.

Dec 15, 2021: The recommendation was presented to Council and I was told that it was approved.

Dec 24, 2021: HSD finally emailed some neighbors their Q&A pdf. to the questions we posed Dec 06 2021.

Dec 30 2021: Good Shepherd Cathedral shelter Covid 19 outbreak.

January 9 2022: Hamilton active cases: 7.577. New cases- 7 day Avg: 634. Percent positivity: 31.2%.

My document illustrates how Stinson was once more made “powerless” and poses the questions:

(C) FAT Q. 3: Was the process fair?

(C) FAT Q. 4: Was the process transparent?

(C) FAT Q.5: Who is accountable?

(C) FAT Q.6: What is the remedy?

(C) FAT Q.7: Is it legitimate and fair for the City to invoke in this particular case the powers of an emergency order?

(C) FAT Q.8: If not, what is the remedy?

For further clarification, please contact me! Thank you. Carmen

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2. Old Cathedral Boys’ School. Long-pending questions (LPQ).

3. Housing Services Division Q&A final pdf Dec 24 2021. Questions that HSD did not adequately answer and/or avoided in their Q&A pdf; plus other Q's that arose upon reading the HSD Q&A pdf. Reality checks and notes to guide the reader through the confusing background facts and the complex situation.

4. Addendum I: The Nov 28 2021 Ontario emergency orders and the questions I pose. As it is difficult for an average elder to comprehend all the ramifications of this legislature, I request that City Hall staff explains how it applies to the present case.

5. Addendum II: The November 23 2021 CTV News explains simply to the average citizen, the implications of the extended government powers in a manner that we can understand and the questions I pose.

1. FAIRNESS - ACCOUNTABILITY - TRANSPARENCY

INTRODUCTION

The recent quiet & peace that we experienced in our area for the last 4 weeks is threatened again by the new Low Barrier Mega Shelter plan for Old Cathedral as fast tracked by City Hall.

A shelter for homeless women is a difficult & delicate subject to argue against. I feel compassion for any person who due to misfortunes &/or mental illnesses &/or addictions, need to be housed temporarily in a low barrier shelter, which is better & safer for them than the infra-humane conditions of the encampments I have witnessed in Stinson, especially during a pandemic. But a Low Barrier Mega Shelter is not a good plan for the persons it shelters or for the neighborhoods where it is located. It is another lose-lose situation. And I feel compelled to stand up for my neighborhood when City Hall Power House unburdens & neglects its social duties by increasing the burdens of a neighborhood that has been already historically burdened.

From August 2020 to Dec 7 2021, Ward 3, Stinson experienced a new and **unprecedented number of high acuity persons** flocking into the neighborhood and taking residence in Old Cathedral temporary shelter for men and in the encampments. **High acuity persons have high acuity needs and present high acuity behaviors.** Sadly, the presence of these large & new population manifested in a state of social disorder and strife, in vandalism, crime, psychotic episodes, violence, knives, open drug use and other antisocial behaviors as it has been already reported. I feel admiration & gratitude for the front-line workers who staff the shelters and go to work even after being punched in the face by a high acuity client.

During this period, our safety was compromised and we lived in fear even within our homes. The police records reflect this crisis but these records are not complete as many neighbors refused to report those cases that may "identify" them as the plaintiff **for fear of later retaliation**, e.g., broken windows & costly damage to their property; I myself have officially reported to the police only a small number of incidents, like 3 attempts of break and enter, because like my neighbors, I am afraid of being identified. This is the reality Stinson has lived under for more than one year with the aggravating factor of the pandemic.

Given **the increase of the number of meals** served locally at St Patrick during this period, **we extrapolated that the increased number of high acuity persons in Stinson may have been at least 100-120 persons, possibly more.**

The words of my response to the Housing Services Division Q&A pdf may seem harsh to the reader, but I tried to present our reality as fairly and truthfully as I can and to the best of my ability.

The arguments & questions I present indicate that **the June 2020 Emergency Operations Center (EOC) order to open the Old Cathedral Boys' School (OC) temporary emergency men's shelter was a dangerous precedent that opened today the OC location for the HSD staff-recommended 100-bed low barrier shelter.**

HSD presented Dec.09 2021 their recommendation to ECS without offering to the community a meaningful consultation. HSD did not present in their recommendation the Stinson Poverty Index or a study of the social disruption that the Stinson neighborhood experienced in the period Sept 2020 until Dec 10 2021. HSD also failed to present ECS with a projection of how this 100-bed low barrier shelter will impact the surrounding area.

There are indications that perhaps C.Nann, the ECS Chair, may have participated in the early stages of the process to open the Low Barrier Mega Shelter in a manner that may constitute “breach of trust” and may even present failure to fulfill her fiduciary duties to Stinson stakeholders. This needs to be clarified.

The Housing Services Q&A pdf I received Dec 24 2021, does not answer appropriately the questions that were asked by community members and it feels like the language employed is a bureaucratic tool used to "deflect" the concerns and issues that we posed without clearly and directly addressing them. We received this Q&A pdf Dec 24 2021, after the HSD recommendations had been presented to ECS and Council, thus further impeding the meaningful impute of the community. Is this fair?

A 100 bed Low Barrier Mega Shelter would add novel stressors and safety hazards to ANY neighborhood. The Housing Services Q&A pdf reinforces my view that the process of ghettoizing Stinson continues instead of being remediated as we were promised over one year ago. It makes me feel that Stinson is expendable.

Stinson has been historically ghettoized and burdened by City Hall Power House, e.g., we have the greatest concentration in the City of for-profit RCF’s, some very poorly managed e.g. Emerald Lodge (a “house of horrors” that finally closed at the end of Oct 2020 under the pressure that the community reports to City Hall placed on the owners) & Victoria Manors I&II (that finally sold & changed management under the pressure of our advocacy)

City Hall ghettoization of Stinson increased in 2020 during the pandemic with the opening of the "temporary men's shelter" and the debacle of City Hall "permitted" encampments.

It is part of **Edward John's job description to be aware of the conditions of the location he recommends.** I did not see anything in the Q&A or in the Report that Staff presented to Council that reflects how Stinson was impacted by the opening of the 2020-2021 OC "temporary" men's shelter nor how the OC shelter PLUS the food distribution at St Patrick Church attracted 7-8 encampments to our neighborhood + the “hidden” Stinson escarpment (rail tracks) encampments.

City Hall had 20 months, since the pandemic began, to come up with alternative temporary emergency responses to the shelter crisis; alternatives that would not place so much pressure in one single location and one single community.

The Stinson community was assured in 2020 that the OC temporary men's shelter will be closed at the latest by Dec 31 2021. Why & How City Hall HSD recommended this new plan overextending the legal boundaries of an “emergency order “now **needs to be investigated by Council** with the assistance of City Hall lawyers, the Ombudsman and the Integrity Commissioner. We need to see the documentation and reports and the data regarding the chosen location used by staff that lead to their recommendation which *de facto* will impact & erode the Stinson stakeholders safety as enshrined in our Charter of Rights. The boundaries of an order given during an Emergency State exist to protect the citizens Rights once the Estate of Emergency is lifted.

(C) NOTE 1: The April 11, 2020 Makeshift homeless shelter in **First Ontario Centre** was designated for **50 men**, but had room for 75 men in case of a surge. This shelter was a "true temporary emergency shelter" as it was the only rapid solution when the pandemic began and the Ontario State of Emergency was declared. This "makeshift homeless shelter" became necessary due to the historical neglect shown by City Hall to care for our Hamilton marginalized population. When the State of Emergency was lifted, this homeless shelter was cleared. And then the OC temporary shelter was open, under EOC order, with a mandate that could only be extended to Dec 31 2021, or so we were told. The new recommended **OC Low Barrier Mega Shelter is for 100 persons and this was recommended on the 20th month of the pandemic but not under an Ontario Emergency State.**

REALITY CHECK:

Fact 1: A 100 bed shelter is a "Mega Shelter".

Fact 2: A "low barrier shelter" indicates that the shelter will accommodate a high percentage of high acuity persons, with high acuity needs and high acuity behaviors. A shelter is not a prison or a mental hospital, therefore all clients, including the high acuity persons, have a Charter protected Right to freely move unsupervised through the neighborhood; this may manifest in unleashing two kinds of high acuity behaviors in our streets: Individual high acuity behaviors & group high acuity behaviors. These 2 types of behaviors were present in Stinson during 2020-2021.

Fact 3: The 100 persons temporarily sheltered at OC Low Barrier Mega Shelter present the potential to attract to the building's vicinity an additional 100-200 persons per day from all walks of life: Loving & caring family members/ husbands/ boyfriends/partners/ friends/ " business associates "/rough men & women/Ne'er-do-wells & drug dealers & drug users and so on, including those persons who due to their unruly and/or violent behavior are banned from the shelter system.

Fact 4: If OC temporary emergency Low Barrier Mega Shelter is permitted to open and firm & enforceable measures are not put in place now to prevent it, **there will be a new explosion of encampments in the vicinity of OC in March-April when the weather warms.**

(C) Intro Q1: Are the 100 persons that HSD recommends for the "temporary emergency shelter" at OC presently housed in other shelters and hotels?

(C) Intro Q.2: Does "Low Barrier mean High acuity clients"?

(C) Intro Q.3: Are any of those women at this moment dwelling in encampments? How many?

(C) Intro Q.4: Are long term shelters being prepared?

(C) Intro Q.5: What is the reason not to keep housing these persons in the existing shelters and Hotels where they are presently housed?

(C) Intro Q.6: Does **the "relocation of homeless services" *de facto* relocate the homeless population who needs the services** from one area of the City to another?

2. OLD CATHEDRAL BOYS' SCHOOL – LONG-PENDING QUESTIONS (LPQ)

(C) LPQ 1: What is the **date** when the 2020 Emergency Order was signed by EOC & Paul Johnson that permitted to open a "temporary men shelter" at Old Cathedral (OC)?

(C)NOTE 1: Councilor Nann informed us that this "temporary shelter" was possible ONLY because the order was signed during the period of time WHEN **Ontario** was under a historically unprecedented "**State of Emergency**".

(C)LP Q.2: I request a copy of the EOC 2020 "Emergency Order" for the creation of OC temporary emergency shelter for men.

(C) LPQ.3: We were informed by Councilor Nann that this Emergency Order, without the requirement for community consultation, was given to permit the use OC as a temporary emergency shelter until June 2021, with a provision for an extension depending on the pandemic until December 31 2021 and at this final date, the "shelter" would be closed definitely.

Is there another provision in the original Emergency Order that permits City Hall to bypass this original EOC firm and final date, Dec 31 2021, and continue to use OC as a "temporary emergency shelter" even if now it is for women and not for men?

(C) NOTE 2: In the fall of 2020, C. Nann offered the community to host zoom meetings between us & Good Shepherd to meaningfully engage in the repurposing of Old School Cathedral in a manner that uplifted the neighborhood. This didn't happen.

(C) LPQ.4: The "original Emergency Order" gave the maximum number of people to be sheltered at OC as 35-45 men. This number was changed & increased sometime around March 2021 without warning to the community. **Was it legitimate to change the original "EOC Emergency Order" and increase the number of beds without Ontario being under a "State of Emergency"?**

(C) LPQ.5: Was it ethical NOT to inform the community of this number increase of men's beds? Was it fair? Was it transparent?

(C) NOTE 2: The community was only informed of the change in the OC number of men's beds AFTER we noted & reported a new increase of the social disorder in our neighborhood. At this point, Good Shepherd finally took some limited measures to protect at night the immediate vicinity of OC but not all the area affected. We appreciated **this minimum security**, it was no doubt **better than nothing but I believe that the cost of**

securing the area should be borne by the City and the security should had been improved and expanded to a 5 block radius from OC, and 24/7 because the social disorder we experienced in that zone also occurred during the day.

3. Housing Services Division Q&A final pdf Dec 24 2021.

Housing Services Division (HSD) Paragraph 1: "On December 6th, 2021 the Housing Services Division hosted a public meeting with a question and answer portion about the temporary emergency shelter located at the old Cathedral School Boys School location. The question and answer document addresses the questions asked by the over 50 community members who registered and attended the online meeting by webex or via the call in feature."

(C) NOTE: The communication & announcement of this meeting was sub-standard and the *bona fides* as to how this was handled is questionable and it should be investigated as a suspicion exists that it may be **purposefully done in this manner to prevent the legitimate & timely input and/or push back from the community.** To my knowledge, only a handful of Stinson residents were informed. Several community members are "surprised" by the number "over 50" as it seems too high and does not reflect our experience.

(C) Q. 6.1: Can you document that those "over 50" community members Housing Services affirms participated in the public meeting do indeed not only exist but they reside within the impact zone of the 5-block radius around Old Cathedral?

(C) Q.6.2: Is there a possibility that the public meeting was "padded" with persons, e.g. "activists" and "political friends" who do not live in the vicinity of OC and whose safety and well-being are not directly impacted?

(C) Q.6.3: Were both, the announcement and the meeting, held in a fair manner?

(HSD) Q&A pdf: "**Why did the City plan for a public meeting so close to the recommendation report going to Emergency and Community Services Committee on Dec 9th?**"

"Throughout the pandemic Housing Services has worked to communicate with stakeholders and community members about issues that impact their community. The recommendation to continue operating Cathedral Shelter as a temporary shelter could not be communicated publicly before the report was posted on the City's website as per the City's governance model."

(C) Q. 7.1: If indeed, as they affirm that "Throughout the pandemic Housing Services has worked to communicate with stakeholders and community members about **issues that impact their community**" then I assume that **Housing Services was fully aware of the social disorder, stress, trespassing, vandalism, crime,**

open drug use and so on, that manifested in Stinson when the temporary men's shelter opened in 2020. Despite this, what is the rationale to recommend the plan anyway?

(C) Q.7.2: Was Housing Services aware that the encampments manifested in Stinson as soon as the OC men's shelter was announced in public Aug. 2020?

(C) Note 1: The answer to Q.7.2 is YES because I was in constant contact with James O'Brien and I mentioned this several times. I also mentioned to Councilor Nann and many others.

(C) NOTE 2: Several encampment dwellers told me on separate occasions that they wanted to set their tents near St Patrick food distribution and near OC Shelter, or as they called it, "Motel Cathedral". They also said that any enforcement of rules by the police was a "joke", and there was nothing we could do about it. Other neighbors also received the same "bold & rough" statements.

(C) Q.7.3: Was Housing Services aware that soon after the OC men's shelter opened and the encampments set in the vicinity, to the best of our knowledge, the number of meals distributed by St Patrick Church increased from around 100-200/per day to around 400-500/per day?

(C) Q.7.4: The community believes that this increase of meals per day represents the increase of the transient population in Stinson. Did Housing Services look into this data?

(C) NOTE 2: This correlation between the # of meals at St Patrick, the OC men's shelter residents and the Stinson encampments dwellers was brought to the attention of Ward 3 Councilor Nann and of City Hall repeatedly by many community members. The relation between the clients of OC shelter and the encampments dwellers was also brought to the attention of City Hall and C. Nann, e.g., the "bicycle-selling outlet" at OC proceeding from the "alleged stolen bicycles shop" at the Beemer Park encampment.

(HSD) Q&A pdf: "The recommendation to continue operating Cathedral Shelter as a temporary shelter could not be communicated publicly before the report was posted on the City's website as per the City's governance model."

(C) Q. 7.5: Considering that Staff had 20 months prior to this recommendation to study & resolve the issue of the historical "urgent" need for temporary women shelters it is odd that the recommendation came near the end of 2021, shortly before the EOC contract with Good Shepherd to run the "temporary shelter for men" came to an end; and considering that by the time the recommendation was made, the negotiations with Good Shepherd had been completed and the new contract was ready, why did Housing Services wait until the last moment to post? Could they have posted that they were considering the location and thus meaningfully engage the community?

(C) Q.7.6: Was this fair? Was this transparent?

(C) Q. 7.7: Why were we not consulted when the process was initiated? Did Housing Services Division and other City Hall Staff expect push back from the community?

(C) Q.7.8: **When (date) was the option of using again OC as a “temporary shelter” first contemplated by HSD?**

(C) Q.7.9: **When was Ward 3, Councilor Nann first informed of this plan?**

(C) Q.7.10: **Was this delay by HSD a bureaucratic strategic move to avoid and suppress the legitimate input and/or push back from the community? And was this fair and transparent?**

(C) Q. 7.11: Was this proper & fair “due process”? And is it ethical?

(HSD) Q&A pdf: **"How did the City promote the December 6th public meeting, and why were the timelines so short?"**

“Housing Services wished to hold a public meeting on this important recommendation report but was not able to provide any public details on the topic until the report become public as per the City’s governance model. Given this, the City did not want to confuse public perceptions of the shelter without the ability to clarify what the meeting would be about in a reasonable amount of time. Based on this understanding the City did not publicly post about the planned meeting until mid November.

Housing Services promoted the public meeting through existing neighbourhood email contacts, via the City’s website and with a community flyer drop."

(C) REALITY Check 1: Housing Services Division Staff was aware before the pandemic of the urgent need for “women’s shelters”; Staff had 20 months of pandemic experience and data to act and provide "temporary women shelters" “. So that Staff waited to the end of Nov 2021 to inform the community of their recommendation seems out of place. We, the impacted public, were indeed confused when they informed us; we **were also shocked and distressed by the imminence of the plan**. Was this transparent and fair?

(C) REALITY Check 2: The first announcement was not received by us “mid Nov” but almost 2 weeks later. I **received the FIRST email Nov 29, 2021** and it could be that I was one of the first neighbors to be contacted because when I ask others if they had received the HSD email they responded they had not receive emails nor flyers. Even if I live 2 blocks from OC I did not receive any flyer yet.

(C) Q 8.1: How many emails to residents in the vicinity of OC were sent and on what dates?

(C) Q 8.2: How many flyers were delivered and to what streets and when?

(HSD) Q&A pdf: **"Was the public meeting well attended and can I view a recording of the meeting? How did the City try to accommodate those with difficulties attending virtual meetings?"**

"The public meeting had over 50 individuals attends who registered through the Eventbrite online meeting organization platform. The City hosted the event on our Webex platform. The webex platform allowed for those who could not attend the meeting by virtual attendance to call in and listen to the meeting. The online meeting was not recorded staying with the practice of how public meetings were conducted pre Covid. City staff did record questions provided and have committed to creating this Q and A document that address the questions raised at the meeting.

Information for a call in option was distributed through the online portal. The City recognizes the challenges some residents may face with virtual engagement platforms. We continue to work to improve the engagement options that are impacted by the pandemic response."

REALITY Check: The "call in option" did not work. Some neighbors tried to connect without success. The voice of Daryl, manager of OC men's shelter came through so poorly that I could not understand a word he said.

(C) NOTE 1: I spoke not only with Stinson's homeowners, but also with other stakeholders such as superintendents and renters of the many low income apartment buildings in the vicinity of OC and I was told that nobody reached out to them; therefore, I feel, and I share this feeling with others, that it is difficult to believe the number of "over 50" participants, legitimate participants whose safety and well-being will be directly impacted by OC new temporary Low Barrier Mega Shelter, is correct.

(C) Q. 9: Can the host of the event, Housing Services Division, document that this number "over 50", reflects Stinson/Lansdale participants within a 5-block of OC and who will be truly impacted by the Low Barrier Mega Shelter they recommend?

(HSD) Q&A pdf: "**Did the City purposely promote the meeting with short notice, and through a virtual platform the minimize resident voices?"**

"No, the City encourages robust public feedback on all matters. The Housing Services Division understand the importance of public dialogue on programs, and infrastructure that supports the meaningful work of affordable housing and the homelessness serving system. The Webex platform used for this meeting is the corporate platform used by the City of Hamilton. Notice for the meeting was done in as comprehensive manner as time allowed."

(C) NOTE: This affirmation does not ring true. Not only was the announcement of the meeting time-frame extremely short and the communication weak, but the time given to the shocked community for the meeting was only 60 minutes (SIXTY MINUTES) and most of that precious time was used for opening words and the introductions of the panelists. When we asked if we could have another meeting before the plan was brought to ECS and to Council, the answer was a short: **NO. Is this fair?**

(C) Q.10.1: Robust? Please document and prove that it was "robust".

(C) Q 10.2: **Why were we only given 60 minutes, such a short time, for an issue that will impact our well-being and safety so gravely?**

(C) Q.10.3: **Was this fair?**

(HSD) Q&A pdf: **"Is it ethical the way this recommendation process has been handled, which has led to a perception of secrecy?"**

"Yes, the City and partners have tried to approach this process and decision in an ethical and transparent manner. We understand the concerns around timelines expressed by the community and understand that some may view our discretion as secrecy. It was a decision based on the evolving needs of the housing system that have changed significantly through the pandemic."

(C) NOTE 1: **The Hamilton crisis of homeless shelters precedes the pandemic. The pandemic has lasted so far 20 months. I infer that City Hall & Housing Services Division had plenty of time to come up with other temporary solutions that would not burden so heavily ONE single neighborhood.** Therefore, the way the process was handled may be in accordance with the letter of the City Hall bureaucratic rules (but I am not sure if this is so, this would be a matter for investigation) but not with the spirit, and therefore not with the ethics (also a matter for investigation e.g.the Ombudsman and Integrity Commissioner). There is a **fundamental difference between "secrecy" and "discretion" and transparency is in question.**

I, and many among the community members I spoke with, feel that it was not fair & transparent because Housing Services and City Hall had 20 months of pandemic to deal with the temporary shelters crisis and they kept this "recommendation" under wraps until it was too late for the community to offer a legitimate & meaningful input and/or push back, thus, the optics of "secrecy".

(C) Q.11.1: Did Housing Services know **that the community was "robustly" lead to believe by Good Shepherd and Councilor Nann that there would be community consultations *a priori* in preparation for the re-purposing of OC** after Dec 31 2021 when the "temporary emergency shelter for men" was expected to close as per the 2020 EOC order?

(C) Q.11.2: Did C. Nann tell HSD to expect push back from the community and why?

(C) Q.11.3: Did Good Shepherd staff think that there would be push back from the community and why?

(C) Q.11.4: Did any of the Good Shepherd Staff communicate to HSD staff to expect push back from the community and why they expected a push back?

(C) REALITY Check 1: In 2020 C.Nann and Good Shepherd Director Carmen Saliccioli, affirmed robustly that the OC temporary shelter will close at the latest on Dec 31 2021. C.Nann offered to host the zoom meetings for location re-purposing dialogue. C. Nann announced the first consultation for Jan 21, 2021 and she

cancelled it Jan 18, 2021: “I look forward to this discussion about adaptive re-use of the Former Cathedral Boys School once community and stakeholders are better able to focus on the future of this site. Once a Spring date is confirmed, you will receive details via email.”

We waited for Spring. The community was forced to focus on the problem that the Stinson encampments presented but periodically, after May, I emailed C. Nann and Director Saliccioli requesting the zoom community meeting that they had promised, without receiving response. Their silence was not a cause of concern as we were lead to believe that the shelter will close definitely; we just thought that both players were too busy and we were also busy, consumed by writing emails requesting help for the encampments crisis. Finally:

1. SATURDAY NOV 27 2021 I sent another short email to C. Nann and Director Saliccioli titled “Long Pending: Old Cathedral UPDATE”: “...today is Nov 27, 2021 and that the contract with Good Shepherd at OCBS ends Dec 31, less that 33 days from now. **We have requested multiple times an update regarding the shelter and OCBS from Ward 3 Office and we have received none.** Please, **correct this shortcoming now.**”

2. C. Nann did not respond to this email but curiously, the following MONDAY, (Nov.29) I received a surprising email from Housing Services Division titled “Invitation to Cathedral Shelter Virtual Community Meeting” that simply read:

“The City of Hamilton Housing Services Division is hosting an online community conversation about the Cathedral Shelter (378 Main St East). City staff and community partners will provide an overview of future plans for the site, and answer questions from the community. Please see the attached invite with the registration link for the online meeting.”

3. Nov 29 2021, I immediately emailed Housing Services requesting information about the “overview of future plans for the site” prior to the meeting so that the community could have a chance to digest the news & to prepare questions.

4. Dec 2 2021, I finally received the information revealing the temporary Low Barrier Mega Shelter. This was a shock.

(C) REALITY Check 2: Sometime Aug-Sept 2021 a “staff person” had a slip of the tongue when speaking to me on the phone. This person revealed that C. Nann and Director Saliccioli had a meeting about the use of OC post Dec 31 2021. I thought then that this was a positive thing and their meeting was to move forward the process of re-purposing the building as we had been promised and they were preparing the zoom meeting with the community. When I learned about the new HSD recommendation for OC Mega Shelter, the red flags were raised. **The specter of secret dealings appeared** and I felt that the community had been intentionally blindsided and our trust was breached and we were betrayed.

(C) Q.11.5: We trusted Councilor Nann’s word. Does Councilor Nann, our Ward 3 Councilor and ECS Chair, failure to inform the community constitute a lack of transparency, a “fiduciary failure” and/or “breach of trust”?

(C) Q.11.6: **Does this failure to inform the community (considering that C.Nann had given her word to host the information meetings and we believed her and trusted her word) constitute a “breach of trust”?** And if so, what are the remedies for this breach?

(C) Q.11.7: **Does it also constitute fiduciary failure and a disregard for transparency?**

(C) Q.11.8: If the answer to Q.11.3 and/or Q.11.4 is YES: **How does this affect Councilor Nann’s position as the Chair of ECS meeting Dec 09 2021 that accepted the HSD recommendation?**

(C) Q.11.9: In the fall of 2020, Good Shepherd went as far as to offer us to deliver fliers door to door to promote the “promised” community input meetings and this gesture of good will gained our trust. Does Good Shepherd silence and secrecy constitute “breach of trust” and/or deception? Was this fair and transparent?

(C) Q.11.10: If Councilor Nann and Good Shepherd and Housing Services Division colluded not to inform& consult with the community months ago when the plan began: Can HSD still ethically and FAIRLY present in their PUBLIC Q&A pdf their silence as “discretion” instead of “secrecy”?

(C) Q.11.11: What represents an easier work load for Housing Services Division staff: To plan and organize a Low Barrier Mega Shelter or 5 smaller low barrier shelters?

(C) Q.11.12: When 3 different groups of people, 2 of them in a “position of power”, like the ECS Chair and HSD staff and a “non-for profit and respected Organization” such as Good Shepherd, come together to work on a plan that directly & negatively impacts a fourth group that was left out, my community, whom by their secret collusion is *de facto* made powerless, can this be called “discretion” or does it constitute not only secrecy but “conspiracy”? Is this fair?

(C) Q 11.13: Has Staff consulted with the Integrity Commissioner if these actions were ethical and transparent before affirming they were ethical and transparent in their Q&A pdf?

(C) REALITY Check 1: Edward John did not respond to the our questions immediately, as the short-time frame left to us to take any kind of meaningful action demanded; ideally, he should had responded before the recommendation was presented to ECS and in this manner give us even a small chance to better present our arguments to ECS.

E. John accepted to write the (HSD) Q&A during ECS Dec 09 2021 at the request of the Chair, C. Nann, but the pdf was only emailed to a few persons late afternoon Dec 24, on Xmas Eve. And this was after the Council meeting and decision of Dec 15 2021 had already taken place. Because the matter is so impactful to the Stinson residents and the time frame for any meaningful action was so short, to take 2 weeks to formulate

(HSD) Q&A pdf seems excessively long and this delay may also be a "tactic" to prevent the legitimate input and/or push back of the community and force upon Stinson the Low Barrier Mega Shelter as a "fait accompli".

(C) REALITY Check 2: I was promised by Edward John that the response (HSD) Q&A will be sent soon; yet, when by Friday Dec 17 there was no Q&A, I emailed E. John and he responded that it will be ready by the end of the following week. Finally, the **Q&A was send on Xmas Eve only a couple hours before** City hall staff left for the holidays and their offices were closed until Jan 04, 2022. The (HSD) Q&A pdf is very vague and it does not seem to present answers that require lengthy consultations with other City Hall offices or City Hall lawyers, therefore I cannot understand why it took staff 2 weeks to write it.

(C) Q.11.14: Why did it take Housing Services two weeks to write the Q&A pdf? Was this fair?

(C) Q.11.15: Considering that the (HSD) Q&A pdf was emailed only a couple hours before staff went on holidays, does this delay to provide the Q&A pdf to the community constitute another tactic to prevent the community from presenting in time any meaningful opposition to the Low Barrier Mega Shelter? Was this fair?

(C) Q.11.16: Was this tactic ethical?

(HSD) Q&A pdf : **"Has a decision already been made and the meeting on Dec 9 is simply a formality?"**

"No, while the staff recommendation has been made the authority to approve this recommendation rests with the Emergency and Community Services Committee and ultimately City Council. At the Dec 9th, ECS meeting Committee did approve the recommendation."

(C) NOTE 1: The community was informed of the plan Dec 02, 2021. The webinar was Dec 06 2021 and the ECS meeting was Dec 09, 2021. **If we consider 20 months a "short time frame" to come up with a temporary remedy for the long existing shelter crisis and by not providing earlier other alternative possibilities, de facto, their recommendation to ECS was indeed a formality.**

If they had presented their recommendation months earlier, perhaps the community would have been able to participate and perhaps ECS would not have approved it and requested alternative options. After watching the streamed Dec 09 2021 ECS, I felt that the session was just a form of legal theatre & a due-process formality. Was this fair and transparent?

(C) NOTE 2: Nobody informed us Dec 6 2021 that after the recommendation was approved by ECS, the next step of the process would be to present it to Council Dec 15 2021.

(C) Q.12.1: Why was this not mentioned during the webinar? Was this withholding of information about the process fair?

I was not aware that it would be presented to Council Dec15 2021. This lack of awareness was caused by the failure and disregard of a duty to inform an average & inexperienced but engaged citizen like me of the fact that the “recommendation” would be presented to Council so fast. I am sure that none of my neighbors were been informed of this.

(C) REALITY CHECK 1: **Councilor Nann emailed 10, Dec 2021** “Harm Reduction Futures, Committee & PH Updates & Grey Cup Weekend” where on the section “Emergency & Community Services Committee (ECS) she wrote: “I do have to state, however, it has been truly disappointing to have some neighbours in the area complain about the increased presence of people living in tents in Stinson while also opposing this shelter”

She expressed her disappointment on Dec 10, but **she failed to inform us that we had a short window of opportunity to address Council on Dec 15.**

(C) 12.2: Is it fair that C.Nann neglected to mention that due process was still ongoing and that we missed an opportunity to write to Council?

(C) 12.3: Was it fair or ethical for our War 3 Councilor to express in public her personal disappointment about those community members who work hard to remedy the conditions of our neighborhood, including the mismanagement of some for-profit RCF’s, like Emerald Lodge and The Vic Manors& the stressors that were caused by some of the clients of OC shelter & the infra-human & life threatening conditions of the encampments & the impact of encampment dwellers behaviors?

(C) 12.4: Why does reporting and asking remedy for the high acuity behaviors & crime we have experienced in Stinson from Sept 2020 to Dec 2021 cause C.Nann “disappointment”?

(C) 12.5: Does Councilor Nann, ECS Chair, view our civil duty to report on the affairs of our neighborhood as a personal disappointment?

(C) NOTE 3: It is a fact that many of my neighbors do not communicate or pursue community issues with City Hall because they have come to believe that it is useless and a waste of their time and energy.

(C) 12.6: Could C.Nann “disappointment” comments further discourage some people in the community from exercising their duty to participate in civil affairs in the future?

(C) Note 4: I believe that because of City Hall’s historical failure to provide permanent supportive housing for our unsheltered & marginalized population, there was a pre-existing critical need for temporary shelters before the pandemic. BUT, as the pandemic crisis began over 20 months ago, City Hall had an **extra 20 months of time** to provide other urgent temporary emergency solutions without further marginalizing our neighborhood.

Also, the new influx of a large number of persons that HSD recommends with the unprecedented Mega Shelter makes Stinson once again more vulnerable to community transmission of the Covid virus; I remind the

reader that Stinson became one of the Covid hot spots during 2020-2021, which surely was due to the high number of the transient population and their rough life style.

(C) NOTE: Jan 08, 2021: There is an outbreak of 8 clients at Old Cathedral.

The encampments were a lose-lose situation, endangering the safety & the lives of the encampment dwellers and the safety & the lives of the Stinson neighbors. We had expressed these 2 points clearly in countless emails:

1. The infra-human conditions of the encampment and the risks that this presented to their lives, including lack of sanitation, drug abuse, emaciation, violence and fires.
2. The antisocial behaviors that these rough population displayed in the Stinson neighborhood.

We had already expressed that **we are relieved that the encampment dwellers' life-threatening conditions were alleviated by clearing the encampments & housing them in shelters. On the other hand, we also expressed as soon as we were informed about it, that a 100-bed Low-Barrier Mega Shelter in Stinson will not improve our community safety because it does not decrease the number of high acuity persons in the area; on the contrary, the number of rough people may increase because a large number of rough men may be attracted to the vicinity of a low barrier women's shelter. This is reality. This is NOT the win-win solution we were seeking and expecting. And that is why we oppose both, the encampments and the Mega Shelter.**

(C) Q.12.7: Why did Councilor Nann cancel a scheduled zoom meeting on the subject of the future use of OC with Good Shepherd & the community (meeting announced for Jan 21, 2021 and cancelled Jan 18, 2021) and never re-scheduled for the spring as she promised Jan 18 2021?

(C) Q.12.8: We were informed that Ward 3 Councilor Nann, ECS Chair, held a private meeting with Director Saliccioli. What was the date of this meeting?

(C) Q.12.9: What was the agenda of this meeting and what was discussed behind closed doors?

(C) Q.12.10: What other contacts between the Chair of the ECS and Good Shepherd staff took place in 2021?

(C) Q.12.11: Did Councilor Nann, Chair of ECS, acquire knowledge of the intended use of OC location as a Low Barrier Mega Shelter prior to Housing Services presenting their recommendation to ECS?

(C) Q.12.12: Who initiated the recommended plan for the new Old Cathedral Boys School Low Barrier Mega Shelter and when?

(C) Q 12.13: Why didn't the ECS Councilors question the Housing Services Division recommendation of opening an unprecedented 100-bed Low Barrier Mega Shelter at OC?

(C) Q 12.14: **Why didn't the ECS Councilors ask questions regarding the impact the Low Barrier Mega Shelter will have in the Ward 3 Stinson neighborhood?**

(C) Q.12.15: **Was ECS fully informed of the 2020-2021 Stinson's social disorder crisis?**

(C) Q. 12.16: **Would have any other ECS Councilors approved a Low Barrier Mega Shelter in ONE of their Wards' neighborhoods? Who volunteers?**

(C) Q 12.17: **Why didn't the ECS ask Housing Services for alternative smaller emergency shelter models, instead of the UNPRECEDENTED Low Barrier Mega Shelter with 100 beds?**

(HSD) Q&A pdf: **"Does the City have the legal authority with Good Shepherd to continue to operate an emergency shelter at the old Cathedral High School location?"**

"Yes, under the emergency order provision the City has the legal authority to open and operate this temporary emergency shelter location."

(C) REALITY CHECK: In 2020 Old Cathedral Boys School was pending of denomination as **"heritage building"**. The study reflected that **ASBESTOS** was present. There was a Spec article that mentioned that because of the asbestos and of the cost of its remediation [over \$4.000.000.00] & of the pending heritage denomination, there were **no "developers" interested in the building and that the maintenance of the building was a great burden to its owner**, the Roman Catholic Diocese of Hamilton, (CHD), under the stewardship of Bishop Crosby.

We were told that the selection of the location for the "temporary emergency men's shelter" **was facilitated and fast tracked** because **in 2020 Good Shepherd H. staff came forward and proposed the Old Cathedral Boys School location to City Hall EOC and Paul Johnson**. Good Shepherd's proposal of OC for the men's shelter shortened the City Hall normal study of other locations & fast tracked the due process of the **temporary** emergency shelter's location selection.

We asked for information & it was not produced, but we heard that the Roman Catholic Diocese of Hamilton gave GSH a lease for \$1/per year for the use of OC as an emergency shelter. \$1 per year would be a great financial incentive for Good Shepherd to continue to run all kinds of "shelters" from this location, especially when **City Hall (taxpayers) pay for the renovations of the building each time**, with money set apart from the contract monies to run the shelter.

We were told when the "temporary shelter for men" was opened at OC using an extraordinary order made possible by the Ontario State of Emergency and it was signed by Paul Johnson and EOC. This order permitted the temporary shelter to function until June 30, 2020 and depending on the pandemic, the use of the building as a temporary shelter could be extended **ONLY until Dec 31, 2021**.

The community expressed in 2020 our concern that this "temporary emergency use" may become a "legal precedent" for future uses of OC. We expressed the concern that the money invested by City Hall in the renovations may be an incentive to keep using the building as a shelter after Dec 2021. When the community asked, in 2020, if there was a possibility that OC may continue to use OC as a shelter AFTER Dec 31 2021, we were told that this could not happen as per the EOC Emergency Order. We were told that this order was only possible because the Province was under a historically unprecedented "State of Emergency". Even if the pandemic continues, **another State of Emergency has not been declared in Ontario** and the answers given in the Q&A pdf by Housing Services are "confusing" and they do not seem accurate.

(C) Q.13.1: Is it legal for City Hall to open now this "temporary shelter" at OC?

(C) Q.13.2: According to HSD Q&A "Yes, under the emergency order provision". **What emergency order provision is Housing Services Division invoking here?**

(C) Q.13.3: How can be this new order signed NOW under the 2020 emergency order provision if Ontario has not declared NOW a new State of Emergency? If there is a NEW order, please forward a copy of this NEW order in addition to the original emergency order signed by Paul Johnson in June 2020.

(C) Q.13.4: City Hall was well aware of the need of shelter beds BEFORE the pandemic and for the 20 months of the pandemic, why has Housing Services Division staff waited until Dec 09 2021 to make a recommendation for a low barrier women's shelter to ECS?

(HSD) Q&A pdf: **"Were the issues of poverty, crime, and the community impact of the extension of the temporary shelter at this location on the neighbourhood considered as part of the recommendation?"**

"For the staff recommendation to Council several factors were considered. These factors included Stinson and Landsdowne specific community concerns but also the physical space realities of alternatively available spaces and other operational considerations.

In partnership with the Good Shephard the City is committed to continuing to address any neighbourhood impacts caused by the operation of this temporary shelter location. The City will be hosting another public meeting in the first quarter of 2022 where issues can be addressed."

(C) NOTE 1: **It does not feel like the issues of poverty, crime and community impact and the community experience and concerns have been considered in this "recommendation"** even if I am aware that the community has flooded City Hall for over one year with emails requesting assistance. Is this fair?

(C) NOTE 2: **Housing Services did not recommend alternative smaller shelter models but instead recommended only ONE UNPRECEDENTED Low Barrier 100-bed Mega Shelter. Housing Services did not present in their recommendation a model of how this Low Barrier MEGA SHELTER would impact our community. They did not forecast in their recommendation the large number of persons that are expected**

to be "hanging out" in the vicinity of the shelter but not be housed in the shelter, like family/ husbands/boyfriends/partners/ friends/rough men & rough women/ "business associates"/ne'er do wells & drug dealers & drug users and so on, including those persons whose aggressive behaviors are so extreme that they are barred from the low barrier shelter. Is this fair?

(C) Q.14.1: Document how the issues of poverty, crime & the impact on the community & the community concerns were considered before the recommendation was made.

(C) Q.14.2: Was Bishop Crosby, head of the Roman Catholic Hamilton Diocese, and owner of Old Cathedral Boys School, informed of the negative impact that this Low Barrier MEGA SHELTER would present to our community?

(C) Q.14.3: Would smaller low barrier shelters spread out through the City have less impact on the surrounding communities?

(C) Q.14.4: Would not be smaller barrier shelter more conducive to support the complex issues of their residents?

(C) Q.14.3: Has Housing Services prepared data projections of the expected number of persons that the Low Barrier Mega Shelter will attract to the vicinity of the shelter in our neighborhood and how this number will impact our community?

(C) Q.14.4: Is the cost of running a Low Barrier Mega Shelter lower that the cost of running 5 small low barrier shelters?

(C) Q.14.5: What is the cost of providing security for the impacted zone of 5 blocks radius around the Mega Shelter, 24/7?

(C) Q.14.6: Why did not Housing Services Division include in their recommendation the cost of the neighborhood security?

(C) Q.14.7: Is the money saved by running a Low Barrier Mega Shelter worth the safety and security of Stinson residents?

(C) Q.14.8: Is a Low Barrier Mega Shelter less conducive to the well-being & the safety of its clients that a smaller shelter?

(C) Q.14.9: Does a Low Barrier Mega Shelter present more risks to the safety of the staff?

(C) NOTE 3: We were promised during the webinar another meeting for Jan 2022; the date for this meeting is announced by (HSD) Q&A pdf now with a vague "first quarter". This allows extra time for the Low Barrier Mega Shelter to move ahead (e.g., renovations and move in the new residents) and it means that the meeting with the community will occur after the Low Barrier Mega Shelter has been functioning for 3 months. By the

time the next meeting takes place, the Low Barrier Mega Shelter will be a “fait accompli” and it will be impossible for the community to argue. Is this fair?

(C) Q.14.10: Will you keep the promised consultation webinar date for January 2022 as it was first promised during the webinar Dec 06 2021?

(C) Q.14.11: Will the renovations of OC go ahead before our voices are heard and our arguments considered?

(C) Q.14.12: Will this first Jan webinar be followed by another webinar at the end of the first quarter?

(C) Q.14.13: If the Low Barrier Mega Shelter opens, will a webinar be held at the end of each quarter?

(C) Q.14.14: As per Jan 9, 2022, are there women already shelter at OC?

HSD Q&A pdf: "**Were other locations/ options considered?**"

"A number of options were initially considered which evaluated matters such as location, access, availability, size and staffing model. The ability to staff and operate Cathedral in a short timeframe as well as other advantages resulted in the decision."

(C) Q.15.1: What other "advantages" and to whom?

(C) Q.15.2: Does a Low Barrier Mega Shelter favor the needs of high acuity clients and how?

(C) Q. 15.3: Does a Low Barrier Mega Shelter present any advantages for the Stinson Community and how?

(C) Q.15.4: Does the **Stinson Low Barrier Mega Shelter favor the billion-dollar mega real estate development of "downtown" and how?**

(C) BRUTAL REALITY Check:

9 July 2021: Hamilton Spectator: "What about the Salvation Army men's shelter across the street?"

"It's a very delicate question" says Hamilton Urban Precinct Entertainment Group partner and director of the area renovation project, Jasper Kujavsky. The question really comes down to whether that facility and the work it does for the **homeless and transient men is an ideal fit with the vision of the area as a fashionable spot** that will draw people from around the city and beyond to hang out downtown.

(C) Q.15.5: What are your thoughts about Mr.Kujavsky's words? How did this example of the views of the mega investors affect the City when evaluating the locations of the mega shelter?

(C) Q.15.6: "Evaluated the location"? Does HSD mean: In a historically burdened neighborhood that has just experienced over one year of stressors caused by the presence of the "temporary shelter for men" and the City Hall "permitted encampments"? Is this fair?

Q.15.7: Are 20 months of pandemic a "short time frame" to come up with a temporary emergency plan?

(C) Q.15.8: How many empty buildings across the city does City Hall own?

(C) Q.15.9: How many of those City properties could have been prepared as temporary shelter for women in the last 20-month time-frame?

(C) NOTE 1: The answer given by HSD is vague. It favors City Hall Staff work load & Good Shepherd & the Hamilton Catholic Archdiocese & the downtown Real Estate Developers at the cost of Stinson: **Historically, a Low Barrier Mega Shelter is unprecedented in Hamilton. I do not believe that a Low Barrier Mega Shelter favors the needs of high acuity homeless clients while it impacts negatively the safety of the neighborhood.**

(C) Q.15.10: **Are 20 months of pandemic, in the opinion of Housing Services, a "SHORT TIME-FRAME" to plan & prepare emergency "temporary shelters"?**

(C) Q.15.11: When did Housing Services start the process of seeking a solution to remedy the shortage of beds for homeless women?

(C) Q 15.12: When was the "evaluation" of the new Low Barrier Mega Shelter at OC location initiated? Is there a report "which evaluated matters such as location, access, availability, size and staffing model?" I request the "evaluation" report.

(C) Q 15.13: What other options were considered?

(C) Q.15.14: When was the contract for the new OC Low Barrier Mega Shelter with Good Shepherd formulated?

(C) NOTE 2: The initial contract of \$ 1,000,000.00 for this mega shelter takes us to March 2022:

(C) Q.15.15: Is there a clause to extend the contract with Good Shepherd until June 30 2022?

(C) Q.15. 16: What will be the cost of the extended contract to June 30 2022?

(C) Q.15.17: **Is there an OC shelter exit plan already in place for June 30 2022?**

(C) Q.15.18: Is Housing Services Division ACTIVELY seeking & preparing other locations for smaller shelters?

(C) Q.15.19: When will the OC "shelter" close definitely?

Q&A pdf: **"During the pandemic in Nov 2020 Good Shepherd made a submission entitled Women's Shelter & Support Investment Option to the Housing Service's RFP Process and was successfully funded. Does this RFP mean that this location will become permanent?"**

"The City issued an RFP for Federal homelessness funding in Nov 2020. This RFP was for system related solutions and provides funding over multiple years. This proposal will not create a permanent shelter at Cathedral, this funding will be part of the solution that helps eventually close this temporary shelter. Housing Services is not aware of proposals previously submitted related to shelter operations at this site."

(C) REALITY Check 1: We also requested information about why **other 2 Good Shepherd SPECIFIC grant proposals for the use of OC were denied PRIOR to 2020**; one of these 2 grant proposals was for a "senior's hub". This information is RELEVANT now because it will **explain why Old Cathedral Boys School was not deemed a suitable site for these 2 grant proposal uses**. This Question was not answered in 2020 and it is not answered in the (HSD) Q&A pdf. I request copies of the 2 grant proposals and the 2 denials.

(C) Q.16.1: **Why were these 2 Good Shepherd grants proposals for the use of OC prior to the pandemic denied?**

(C) Q.16.2: **Does the Now 2020 Good Shepherd submission Women's Shelter & Support Investment Option include any future Good Shepherd uses of the OC building?**

(C) Q.16.3: **Did the Nov 2020 Good Shepherd submission Women's Shelter & Support Investment Option include the "temporary emergency use" of Old Cathedral Boys School as a 100 beds, temporary low barrier women's shelter as recommended now in 2021 by Housing Services Division?**

(HSD) Q&A pdf: **"This was to be a temporary shelter, the timeline for close this location has now been extended and part of the cause is the ongoing pandemic. How will the City close this temporary shelter if the pandemic restrictions continue?"**

"The City's on going work to end homelessness in Hamilton and create more affordable housing solutions has been impacted by Covid. Over the last 2 years the Housing Services division has worked to adapt plans and timelines to work within a range of pandemic response scenarios. Investments such as the 2020 request for proposal process are part of the range of solutions being implemented to transform the system. These transformations will provide the increased capacity needed within the affordable housing spectrum that will allow the outflow from the system needed to close the temporary emergency shelter located at the former Cathedral school site."

(C) NOTE 1: The bureaucratic language of the answer above is vague & evasive. It sounds as if Housing Services Division has no idea when the Low Barrier Mega Shelter they recommended will close. This is a matter of serious concern and it questions their ability to plan & prepare ahead.

(C) REALITY Check: I remind the reader OC men's shelter was not just a normal pre-pandemic "temporary shelter" and **we question how the timeline for closing the location can be legally extended again.** This "temporary emergency shelter for men" was opened under a SPECIAL Emergency Order by EOC and as far as we know, the legitimate final date for the building use as a "temporary emergency shelter" was Dec 31 2021.

(C) REALITY Check: The "men from this location [OC emergency shelter] will be accommodated within the men's serving system", means that the use of the building as a "temporary emergency shelter for men" as per the original June 2020 emergency order signed by EOC P. Johnson, is completed.

(C) Q.17.1: **Are the powers of ECS as unlimited as the powers of EOC when EOC is activated by an Ontario Emergency State?**

(C) Q.17.2: **How do the powers of ECS and EOC differ?**

(C) Q.17.3: **Can ECS accept a HSD recommendation that alters & changes & modifies an EOC order?**

(C) Q.17.4: **Is the opening of a Low Barrier 100 person capacity shelter now at Old Cathedral Boys School legal if Ontario is not under a State of Emergency even if the pandemic is ongoing?**

(C) Q.17.5: If the pandemic is ongoing but Ontario has not declared another State of Emergency, could this mean that during this last 20 months many measures have been implemented and there is no need to activate the extreme and unique powers of a State of Emergency?

(C) Q 17.6: Why is not the social responsibility of sheltering our Hamilton high acuity homeless & marginalized population shared equally by other Wards and neighborhoods?

(C) Q.17.7: Will there be a shelter of one kind or another functioning at the OC location until suitable homes are built for ALL our homeless & marginalized population?

(C) Q.17.8: When will Old Cathedral use as a shelter END? **DATE?**

Q&A pdf: **"I believe it is imperative to spread facilities across all of Hamilton and not just concentrate them in the downtown core. When will the current residents be relocated and to where?"**

"The homelessness serving system has had pressures for many years. These pressures were exacerbated by the global pandemic and Housing Services with the support of many established service providers to significantly expand the shelter bed capacity. This expanded capacity continues today and men from this location will be accommodated within the men's serving system, including the currently expanded capacity within the hotel system."

(C) NOTE 1: Staff stitched together 2 very different community questions and they answered none. **Staff Q&A pdf re-formulates our question with a general "downtown core" instead of the particular "Stinson neighborhood" that was asked. This feels like a "deflection" of the real issue.**

(C) **REALITY Check: The downtown core is presently engaged in a \$ 1.000.000.000.00 (One Billion Dollars) real estate renovation & development. Stinson is adjacent to the "downtown core" but not included in the real estate investment plan. It appears that there may be a financial gain and/or advantage for the real estate developers & investors if the Mega Shelter is opened in Stinson instead of in the "downtown core".**

(C) Q. 18.1: **Was any location in the Hamilton "downtown core" considered?**

(C) Q.18.2: **Does the relocation of our Hamilton marginalized population to Stinson benefit and/or facilitate the one billion dollar mega real estate downtown development project in any way?**

(C) Q 18.3: Why does Housing Services recommend a single Low Barrier Mega Shelter for 100 persons in STINSON instead of smaller facilities spread throughout the downtown core or other areas of the city?

(C) NOTE 2: This new Low Barrier Mega Shelter for 100 persons is unprecedented in Hamilton. Plus, the 100 OC residents will naturally attract to the vicinity of OC another 100-200 non-residents per day and therefore the total of persons moving through the 4-5 blocks radius will be extraordinary. We feel like a social experiment and **we feel that Stinson's safety and well-being is been compromised by this high concentration of persons. And since so much correspondence has been sent to City Hall during 2020-2021 regarding the artificial increase of the marginalized population in our neighborhood we are now inclined to infer that this is intentional.**

Given the one billion \$ development of the "downtown core" we feel that the original OC emergency shelter for men 2020 and now the 2021 new Low Barrier Mega Shelter in the same location are part of the plan to facilitate the "downtown" renovation & development plans and that the **"pushing" our Hamilton marginalized population out of downtown by locating services into our neighborhood** may have been a calculated move and that Stinson is sacrificed in the process. **This may constitute intentional ghettoization of our neighborhood and directly impacts our safety and infringes directly on our Rights under the Charter of Rights and Freedoms. Is this fair?**

(C) NOTE 3: HSD Q&A pdf: "Even if men from this location will be accommodated within the men's serving system": The neighbors know now that the 2020-2021 OC male residents will not be relocated at 46 West Ave; we figured out by ourselves after the webinar meeting Dec 06 2021, without the help of City Hall staff, that the 46 West Ave. building was already re-purposed "temporarily" for homeless families with children. We had to find out the new use of 46 West Ave through observation and there were no "courtesy flyers" or emails announcing the change. Was this transparent?

(HSD) A&Q pdf: **"The City is clearing encampments without adequate shelter space for people. Emergency shelters are no long term solutions. What is the City's plan?"**

"The City continues to work to address encampments. Part of this solution continues to be the exemplary work of the street outreach team who works to engage those in encampments and work towards a supportive solution. It is recognized that safe, accessible permanent supportive housing is the solution required to address homelessness"

(C) NOTE: I agree that Emergency shelters are not a long term solution. I believe that the solution to the rough encampments dwellers is "SUPPORTIVE HOUSING". The high acuity persons I have met 2020-2021 lived in infra-human conditions and they needed urgent medical care that they did NOT receive while in the encampments. The Stinson encampments were a **lose-lose situation: The rough encampment dwellers were on the brink of death and the Stinson community's Charter Rights to safety was compromised. This was caused directly by City Hall action & inaction.**

(C) **REALITY CHECK-2022 ENCAMPMENTS:** As soon as March- April arrive, the rough high acuity persons who are now in hotels and shelters will feel overwhelmed by the rules of behavior they had to abide by during the winter months. There will be a **new explosion of encampments.** Stinson has become particularly vulnerable to encampments as we experienced from Sept 2020-Dec 2021.

The new Low Barrier Mega Shelter that HSD recommends for OC will attract in 2022 even more encampments in our neighborhood that we experienced last year.

If OC is housing 100 females, their partners, husbands, boyfriends, friends, " rough business associates", abusers, drug dealers and others, who may be inclined to set up tents in the vicinity of OC to have access to the women and to St. Patrick Church food distribution, and in **2022 the encampments will take over Stinson again.**

We have witnessed how slow & difficult & costly & painful the process of clearing an encampment was. There is no doubt in my mind that to prevent an encampment is better for everyone, for the City, for the taxpayers, for the neighborhood and for the high acuity encampment dwellers.

(C) Q. 19.1: **How will CITY HALL prevent new encampments from setting up in Stinson?**

(C) Q. 19.2: **Can you guarantee NOW, that special measures will be put in place NOW so that NO ENCAMPMENT may be permitted not even for ONE DAY or ONE NIGHT in a 5-block radius from OC?**

(HSD) A&Q pdf: **"What services will be available for both community use and for the shelter residents to ensure fewer problems during the day? Can the community have input on these?"**

“Supports for residents will be provided within the building in order to address their health and housing needs. There will not be community space available to the public within the building.”

(C) NOTE 1: We expect that the shelter clients will receive health and housing support. **The questions that we asked were about the problems that the SHELTER RESIDENTS may present to our SAFETY and well-being during the day, when 100 shelter residents, a percentage of whom will be high acuity, may freely move throughout the neighborhood.**

REALITY Check: We are in the midst of an opioid epidemic. Some of the high acuity residents may have chronic drug health conditions; and they will be compelled to “hassle” to obtain street supplies. The compulsion to “hassle” to obtain cash will affect the safety of the neighborhood; the “intoxicated behaviors” will impact the community; the street supply may cause overdoses and/or death.

(C) Q.20.1: Is the mega shelter prepared to address chronic substance abuse?

(C) Q.20.2: Will there be “harm reduction” in situ?

(C) Q.20.3: Will there be “safe supply” in situ?

(C) Q. 20.4.: Will City Hall reduce the 100 number of residents at the first indications of social disorder OUTSIDE OC?

(C) Q.20.5: Will be the persons that break the shelter safety rules be barred from OC? And where will be those persons housed?

(C) QUESTION 20.6: **Will our green spaces and private properties and alleys be allowed to be used for drug/alcohol consumption/sex acts/latrines, like we have experienced already during 2020-2021?**

(C) REMINDER -REALITY CHECK 1: 100 persons Low Barrier Mega Shelter in OC has the potential to attract outside the building at least 100-200 persons: caring family members / husbands/ partners/ boyfriends/ friends/"business relations& associates"/ rough men& women/ne'er do wells & drug dealers & drug users etc plus those clients whose aggressive behavior cause them to be barred from the shelter.

(C) REALITY CHECK 2: **During the Dec 09 2021 ECS meeting it was affirmed that one of the reasons why hotel shelters for COUPLES was discontinued and why couples will be separated into women shelters and men shelters was DOMESTIC VIOLENCE. Therefore, this also supports our projections of violence in the vicinity of OC and the need for extraordinary 24/7 security. We request this security for the 5-block radius around the Low Barrier Mega Shelter while it remains operative. This will be fair.**

(C) Q. 20.7: **How will this great influx of potential rough people "hanging out" in the vicinity of OC, day and night, be prevented?**

(HSD) A&Q pdf: **"What is the City's Plan for medium and long term future for this building? The community would like input on long term plans."**

"The City does not have plans to utilize this site as an emergency shelter location post pandemic and any long term uses for the building would be subject to standard City planning practices."

(C) NOTE 1: Post pandemic! The pandemic may last in one form or another several years, therefore **this answer is disingenuous, open-ended and intentionally vague** because I feel that City Hall is more than aware of this scientific fact. The response conceals the possibility that the City may continue to use OC for a long time while presenting it as an emergency "temporary" short plan.

(C) Q. 21.1: How many months does the City consider "short-term use"?

(C) Q. 21.2: How many months does the City consider "medium term"?

(C) Q. 21.3: **When will OC close as an emergency shelter of any one kind or another, definitely?**

(HSD) Q&A pdf: **"What are the plans for ongoing community involvement in the future of Cathedral — for example, will there be positions on a board or advisory committee for neighbourhood residents?"**

"There is not currently a unique advisory committee for neighbourhood residents related to Cathedral shelter, but it is recommended that interested residents remain involved through the Stinson community association, or with direct contact to Ward 3"

(C) REALITY CHECK:

1. To date, Ward 3 Office has poorly responded to our emails regarding the "future use" of OC, and Councillor Nann cancelled the last scheduled e-meeting many months ago with a promise to re-schedule it that never took place. We requested a new date for this meeting again and again and there was no answer to any of those emails. **This silence is one of the factors that make me feel that the Low Barrier Mega Shelter has been in the works for a long time.**

2. **"The Stinson community association" is de facto non-functional and Councillor Nann was informed of this irregular situation in 2020.** Their website was last updated in 2018. It will be welcomed if the presently "absent" Stinson Community Association becomes active again and begins robustly ADVOCATING for the safety and the well-being of Stinson residents, including the residents of the local RCF's who are part of my community.

(HSD) Q&A pdf: "**How can you possibly safely house 100 people in a COVID safe way?**

Good Shephard Centres has a long track record of operating large shelter spaces and will continue to implement a best practices approach to best serve the clients needs while also balancing the impacts on the community."

"Through best practices approaches as provided by Public Health's direction the Good Shephard Centres have been operating with enhanced IPAC measures and will continue to evolve and implement these recommend and mandatory approaches. Through this approach we are confident a 100 person shelter can be operated in a safe manner for clients, staff, and the community at the Cathedral Shelter."

(C) REALITY Check 1: When Director Saliccioli invited me to inspect OC Dec 2020, I found out that the new Air System filters that had been installed were ONLY #8 while scientific data recommends #13 for the corona virus. I was very pleased recently when Staff at 46 West Ave mentioned that staff was aware that it was I who recommended Hepa filters for the self-isolation site at 46 West Ave, and that G.S followed my recommendation & purchased the filters.

With an OC increase from 35/45 clients to 100, and considering the fact that the Omicron variant is more contagious, and that during the winter the windows are closed, the filters in place at OC are NOT SCIENTIFICALLY ADEQUATE.

(C) REALITY Check 2: The "covid test" of shelter' clients is on a "volunteer basis" and in 2020 the OC nurse informed me that the # of clients accepting to be tested was ONLY 7 out of 10.

Vaccination is also in a volunteer basis, some of the **encampments dwellers who I have come to know affirmed to me that the "virus is a fake" and some went as far as affirming that "their chronic drug use made them immune to the virus"** and given their high acuity I was not able to convince them otherwise. I have witness in numerous occasions some residents of OC and dwellers of the Stinson encampments sharing cigarettes, bottles and drug paraphernalia and this is of great concern.

(C) Q. 22.1: Will the OC Air System filters be upgraded to #13?

(C) Q.22.2: Will covid testing be mandatory?

(C) Q.22.3: Will vaccination be mandatory?

(C) Q.22.4: Will the shelter clients who agree to be tested be housed in the same dormitories as those who refuse to be tested?

(C) Q.22.5: **Will be the vaccinated clients sheltered in separate dormitories from those who refuse vaccination?**

(C) Q.22.6: **Will vaccinated clients be obliged to share washrooms with the non vaccinated individuals?**

(C) Q.22.7: **Will vaccinated and non vaccinated shelter clients share common rooms, for eating or for other activities (e.g., tv, counseling rooms, crafts, etc.)?**

(C) Q.22.8: **Will Hepa filters be immediately installed in the dorms, washrooms and other shared spaces?**

(C) Q.22.9: **Will be the covid positive asymptomatic clients and the covid positive mild cases housed at Old Cathedral?**

(C) REALITY Check: **As per Dec 30 2021, a covid outbreak was declared at Old Cathedral with 8 clients infected.**

(C) Q.22.10: **If the men residents of OC were transfer to other locations at the end of the temporary men's shelter's mandate Dec 31 2021, why does Good Shepherd Cathedral Boys School still appear in the City web site as an ongoing "outbreak" on Jan 8 2022? Was the building not disinfected and renovations made in preparation for the women?**

(C) Q.22.11: **Are these 8 covid positive OC shelter clients male or female?**

(C) Q.22.12: **When did the work start to prepare for the increase of clients? Date?**

(C) Q.22.13: **When was the work to prepare OC for women's shelter completed? Date?**

(C) Q.22.14: **When will the OC temporary shelter for women open? Date?**

(HSD) Q&A pdf: **"Why is this number so high and why City Hall decided to shelter 100 persons in one single building & in one single neighborhood?"**

"The 80-100 capacity expansion of the Cathedral location is a maximum occupancy for this temporary emergency shelter location. With transitioning this location from the men's to women's system the focus is on maximizing the Cathedral location to best accommodate pressures in the shelter system. The 100 person maximum was concluded after careful consideration of the physical layout of the Cathedral location and also the impact on the surrounding community."

(C) Q.23.1: This answer does not make any sense. Perhaps **the size of any old school building is ideal for a MEGA SHELTER** but how could this be considered appropriate if **the impact on the surrounding community is taken into consideration as Housing Services affirms?**

(C) Q.23.2: **What data was collected to project the impact that any Low Barrier Mega Shelter during a pandemic will have in the surrounding community?**

(C) Q.23.3: Present the “community impact data” “and “Stinson covid data” that HSD collected and used to make the recommendation.

(HSD) Q&A pdf: **"How is the City adapting the emergency shelter system with the reality of Covid?"**

“Housing Services and community partners continue to plan for a variety of scenarios including the ongoing pandemic, a return to normal services, and many alternative scenarios. Housing Services continues to adapt to the changing situation and will respond to any changes faced within the system to do changes in the global pandemic.”

(C) NOTE 1: This answer appears trite. In reality, the City is adapting the emergency shelter system with the reality of Covid very slowly & poorly; it appears City staff are playing “catch up” instead of foreseeing and planning the future after 20 months of Covid. Scientist project that we must learn how to live with & how to manage the virus long term.

(C) Q. 24.1: Have you already planned and are you preparing other shelter locations?

(C) Q.24.2: Document “variety of scenarios”.

(C) Q.25.3: Document “many alternative scenarios”.

(C) NOTE 2: We are on the 5th wave and the 20th month of the pandemic and by now we know it may last years. We feel that City Hall staff and Good Shepherd are disingenuous when they affirm that the \$1,000,000 contract is until March 30 2022. We have a feeling that there is a clause (even if we have not seen the contract) for the Low Barrier Mega Temporary Shelter to function until June 2022... And then...???

(C) Q.24.4: This is a repeat question, please be direct: When will this new “Temporary” OC Low Barrier Mega Shelter close?

(HSD) Q&A pdf: **"46 West Ave is a location already run by Good Shephard, will it be housing any residents of the current Cathedral shelter location?"**

"The use of 46 West Ave remains fluid as we consider how best to use it as part of the emergency pandemic response. To date it has been utilized as both overflow for families entering the shelter system as well as isolation use for those that have tested positive (each use at separate times)."

(C) REALITY Check 1: **The community learned that the site was designated as a covid positive isolation site when a patient escaped by jumping from the balcony in the first week; a couple days after that 911 was called when a second clients escaped the mandatory isolation and he was “acting out” in front of the**

building and had to be restraint and removed by first responders. After that, a flyer was dropped on the ground in front of my back door, not even placed inside the front door mail box. When we made inquiries, we were told that 46 West Ave would be used as a "temporary isolation **surge site** for homeless men". Was this transparent?

Nobody mentioned then that this specific use of the site could be fluid, meaning "multiple purposes" at different times. In the sparse replies we received on the matter, we were told that the site would only be used as "a surge site" for covid positive homeless men, and that 46 West Ave. would only be used when the main self-isolation site, in another location, was full. Was this transparent?

When we asked to see the "original order" and contract and the "safety protocols" in place, we were denied but I was able to gather "un-official information". I was glad to learn that other safety measures were implemented in the site e.g., **private security and "harm reduction-safe supply"**. After the initial hiccups, we did not experience further trouble from this site; on the other hand, **the site experienced trouble from the dwellers of the Claremont Access encampment that was set up directly behind the 46 West Ave. building.**

The HSD Q&A pdf affirms that the designation for the use of 46 West Ave is fluid; or this "fluidity" was concealed from us in the summer 2021 or the original designation of 46 West Ave as a "surge isolation covid site" has been tampered with now. I request the documentation that reflects the designated use of 46 West Ave. is indeed "fluid".

(C) Q.25.1: What does "FLUID" mean? As this may include uses of the site that are detrimental for the community, give examples of other possible uses of 46 West Ave and what is the date for closing this site?

(C) Q.25.2: Who is the owner of 46 West Ave? How long is the lease? Who hold the lease, the City or Good Shepherd? How long is the contract of the City with Good Shepherd to run this location?

The community learned the present use of 46 West Ave as a family shelter by ourselves when we saw children. Was this transparent?

So far, we had not experienced problems manifesting from the use of this site as a shelter for homeless families in transition. **At the moment, we like it and support it.** It feels safer that the use of the site for the self-isolation of homeless high acuity men or sheltering high acuity persons. Still, the fact that we were not informed about the change, feels disrespectful and it adds to the mistrust we feel for City Hall.

To top this, Housing Services Division missed an opportunity to inform us of the new use of 46 West Ave during the webinar Dec 06 2021. This omission of information during the webinar supports the perception of City Hall's culture of secrecy.

(C) Q.25.2: Was their silence when we inquired about the use of 46 West Ave during the webinar ethical and transparent?

On both occasions, the surge covid positive isolation use & the homeless families' shelter use of 46 West Ave. City staff failed to exercise "courtesy" and transparency and to inform the community. In my eyes, this goes beyond lack of transparency and I feel that it constitutes arrogant behavior. This type of arrogant behavior is historically deployed by those exercising Absolute Power.

(C) Q.25.3: Were these 2 incidents of lack of communication ethical and respectful?

(C) Q.25.4: May the facts stated above contribute to prove City Hall staff culture of secrecy?

(HSD) Q&A pdf: **"Is there a plan to transition from this "temporary" location to a more permanent solution given the realities that COVID isn't going away?"**

"Yes, there will be a transition to a more permanent location. The system plan does not include a permanent emergency shelter at this location. Long term systems planning is on going"

(C) Q.26.1: **If there is indeed an ongoing plan, then when, according to this plan, will the "temporary" OC Low Barrier Mega Shelter close forever? Date?**

(C) Q.26.2: HSD Q&A: "The system plan does not include a permanent emergency shelter at this location."
This affirmation is not clear because a shelter is a permanent shelter or an emergency shelter: Does "the systems planning" include ongoing shelters of one kind or another at this location?

(C) Q.26.3: HSD Q&A: "Long term systems planning is on going": Does this "long term system planning" include another future use of OC?

(HSD) Q&A pdf: **"Has there been any indication from Federal or Provincial Govt to invest in permanent, suitable housing solutions?"**

"The City regularly advocates for upper level government investment in the homelessness serving system and affordable housing. During the pandemic the Federal and Provincial governments have support various funding programs including Rapid Housing Initiatives, and Covid support funding that has contributed to the City's response. The City of Hamilton continues to encourage these investments to support much needed solutions to our local housing crisis.

The Federal government plan can be found here:

<https://www.placetocallhome.ca/>

(C) NOTE: Good. BUT **unfortunately this can take many years.**

(HSD) Q&A pdf: **"What can we as residents do to support the residents in the site. Are there items of need? How can we best engage to make sure this is as successful as it can be for the community and shelter residents?"**

"Residents around the temporary Cathedral shelter location are encouraged to contact Good Shephard directly around ways to donate and support the residents at this site. Furthermore residents are welcome to engage Good Shephard around ways to support the residents. Lastly the City of course encourages all neighborhood residents to approach each other in a welcoming and supportive manner."

(C) NOTE 1: During 2020-2021, I actively supported the OC staff and the staff of the covid isolation site. But I did not remain silent nor diminish the gravity of the incidents of antisocial behavior my community experienced and I supported and encouraged my neighbours to report in their own words, these incidents to City Hall while always reminding my stressed neighbors of the heroism of the shelters front line workers and the gratitude & respect they deserve and we own them.

I welcome, support and respect those people less fortunate than me yet I expect the same respect from them. The experience with some of the temporary shelter for men residents AND with some of the rough men and women of the encampments was lacking when it comes to respect flowing both ways. Unfortunately & sadly, the lack of respect from many of those high acuity persons towards the community where they took shelter was extensively documented. I personally only received respect from 2 men, "Bradley" residing at OC and "John", resident of the Claremont Access encampment.

(HSD) Q&A pdf: **"Will be the community members be barred from visiting the shelter?"**

"When the temporary shelter was first established community members were invited to visit the site prior to opening to better understand what a temporary shelter would look like. With the transition of the service from the men's system to the women's system there will not be the ability to again extend this opportunity. Community members who find themselves in need of utilizing the services of an emergency shelter are welcome to connect with the Good Shephard Centre, but due to Covid protocols and to respect those experiencing homelessness and currently accessing the supports available through the Good Shephard Centres no visits or tours will be available of the facility at this time."

(C) CORRECTION: **Councillor Nann was invited to tour the temporary OC shelter for men prior to its opening, and she did so without risk to her health and life.** GS invitation to the community was delayed until after the opening of the shelter and it took a lot of courage to accept it then because the vaccine did not exist yet and my health is fragile. If I was invited then, and if I follow the same strict Covid protocols, I should not be barred now.

(C) NOTE 1: We were told during the webinar Dec 06 2021, that there will be a period of time after the men are relocated and the shelter is prepared for the women. Therefore, if I abide by strict covid safety protocols:

(C) Q. 27.1: **Why are representatives of the community barred from inspecting the shelter before the new clients arrive?**

(C) Q.27.2: **What are Good Shepherd and HSD hiding?**

(C) Q.27.3: Does barring the community from inspecting the shelter BEFORE the new clients arrive infringe on the shelter's clients privacy?

(C) Q.27.4: Did my guided tour of Old Cathedral and of the Mary St. shelter infringe on the rights of privacy of the clients who were *in situ*?

(C) Q.27.5: Does this refusal constitute "transparency" or good will?

(C) Q.27.6: Will it not be a positive thing to engage with the community at this minimal level?

(C) NOTE 2: I was one of the only 2 women who had the courage to accept the invitation to inspect OC when it was already in use and there were unvaccinated clients *in situ* and I was not vaccinated. I also was invited to inspect Mary St Good Shepherd men's shelter and I did (alone). I was in full covid gear, mask shield, head cover and cover-ups. This tour was seminal in my appreciation of the courage and professionalism of the GS front line staff. This became extremely helpful to Staff when "troubles" outside OC manifested.

(C) REQUEST: **I have received my BOOSTER SHOOT and I request to inspect how OC is being prepared for the increased number of clients. I would much prefer, given the RISK TO MY HEALTH, to inspect the building before the new 100 clients are brought in. I believe, and share this belief with others in my community, that this is important. I consider that to make the effort to inspect the new adaptations of the building for 100 clients is my civil duty and since there is a precedent and there is no valid reason to bar me from it, I expect to be invited very soon. Director Salciccioli is my witness that my report of the tour 2020 was fair and useful and the community trusts my attention to detail.**

(C) Q.27.7: **Is it fair to bar me now?**

(HSD) Q&A pdf: **"Will Good Shephard increase to 24/7 the security patrols? Will the security increase to a 5-block radius around the temporary shelter location?"**

"Enhanced security has been contemplated for the site however details of this are still being finalized."

(C) REALITY Check 1: **It is the City's obligation to protect my neighborhood, my family and my safety and security, as it is enshrined in the Charter of Rights, especially when it is the City's actions that jeopardize our safety and security.**

(C) Q. 28.1: **Do you understand that the enhanced security 5 blocks radius, 24/7, is not a suggestion, but a condition in the case that the City goes ahead with this ill conceived & unprecedented Low Barrier Mega Shelter plan? Is this demanded condition to protect our security and safety fair?**

(C) REALITY Check 2: It took many months for Good Shepherd to contract only NIGHT security to patrol the 1-2 block vicinity of OC.

(C) Q. 28. 2: Will the City provide 24/7 for a 5-block radius as soon as the Mega Shelter opens?

(C) Q. 28.3: Or will Good Shepherd provide the 24/7 security for the 5-block radius?

Since "lower cost" is the main City argument to open a Mega Shelter:

(C) REALITY Check 3: I was informed by the gentlemen in charge of the renovations at 40 West Ave that the cost to hire Paladin Security to protect the building until the Claremont Access encampment was cleared following the encampment fire, was \$10,000.00/per month.

(C) Q.28.4: What is the monthly cost for the outdoor security for 46 West Ave?

(C) Q. 28.5: What is the monthly cost of the OC security that Good Shepherd contracted for the immediate vicinity of OC?

(C) Q.28.6: What will be the monthly cost to hire a fair 24/7, OC -5 block radius security?

(HSD) Q&A pdf: **"Will the City host another public meeting on this temporary shelter location?"**

"Housing Services will be promoting and hosting another public meeting in the first quarter of 2022 on the transition of this location from a men's system emergency shelter to a shelter serving the women's, trans, and non-binary community.

This meeting on the temporary Cathedral shelter location will be planned by City staff with every attempt made to provide a reasonable amount of notice and to utilize a diverse range of communication methods."

(C) REALITY Check: **We were told Dec 06 2021 that this meeting will take place in Jan 2022.** Now Housing Services back tracks and offers a vague "first quarter", which may mean the end of March. **This change is not acceptable.**

(C) Q.29: Will Housing Services organize the NEXT meeting before Jan 30 2022 as promised?

Attentively,

Carmen

PS: Can HSD Staff please stop using the spelling Good **Shephard**? It is annoying for me as a reader. The correct spelling of the name of this organization is Good **Shepherd**.

Addendum I & II

Addendum I : The Nov 28 2021 Ontario emergency orders and the questions I pose. As it is difficult for an average elder to comprehend all the ramifications of this legislature, I request that City Hall staff explains how it applies to the present case.

Addendum II: The CTV article November 23 2021 explains simply to the average citizen, the implications of the extended government powers in a manner that we can understand. And the questions I pose.

ADDENDUM I

(C) Q 1 Addendum I: Considering that the "Current consolidated laws are usually current to the e-Laws currency date. **Today, January 9, 2022 the e-Laws currency date is November 28, 2021.**" are Hamilton City Hall HSD staff in their Q&A pdf invoking the **Reopening Ontario (A Flexible Response to COVID-19) Act, 2020 to open a NEW TEMPORARY EMERGENCY SHELTER FOR WOMEN AT the OLD CATHEDRAL BOYS SCHOOL LOCATION?**

(C) Q 2 Addendum I: **If the men who were housed at the "temporary emergency shelter for men" at OC, have been/ are being moved to other existing locations, does this mean that the June 2020 EOC emergency order mandate to open the temporary emergency shelter for MEN was completed?**

(C) Q 3 Addendum I: **Is the order to open a "temporary emergency shelter for women" a different order that the June 2020 EOC order to open a "temporary emergency shelter for men" in the said location? How can this be justified under the Ontario emergency order Nov 28 2021?**

(C) Q 4 Addendum I: **I read in the Nov 28 2021 Ontario Emergency Order, that it applies to Long term care facilities. Does a "temporary emergency shelter " constitute long term care"?**

(C) Q 5 Addendum I: **If most of the 100 women who the City intends to move to the new OC LOW BARRIER temporary emergency shelter are presently housed in hotels and other shelters, is there an "emergency need" to stretch the boundaries of the power of the "emergency order" to open this NEW shelter?**

(C) Q 6 Addendum I: **There are a few women still dwelling in now illegal encampments. e.g. the couple dwelling at Myrtle Park. Was this woman offered an hotel room or shelter and she declined the offer? or was she told to wait because the new "low barrier shelter" was about to open?**

Reopening Ontario (A Flexible Response to COVID-19) Act, 2020

[S.o. 2020, chapter 17](#)

Consolidation Period: From October 1, 2020 to the [e-Laws currency date](#).

Last amendment: [2020, c. 23, Sched. 6](#).

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[14.](#) Protection from action

[15.](#) Action not an expropriation

[16.](#) Crown bound

[17.](#) Termination of COVID-19 declared emergency

Her Majesty, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:

Interpretation

Definitions

1 In this Act,

“continued section 7.0.2 order” means an order continued under section 2 that was made under section 7.0.2 of the *Emergency Management and Civil Protection Act*; (“décret pris en vertu de l’article 7.0.2 et maintenu”)

“COVID-19 declared emergency” means the emergency declared pursuant to Order in Council 518/2020 (Ontario Regulation 50/20) on March 17, 2020 pursuant to section 7.0.1 of the *Emergency Management and Civil Protection Act*. (“situation d’urgence déclarée en raison de la COVID-19”)

“occupier” has the same meaning as in the *Trespass to Property Act*; (“occupant”)

“premises” has the same meaning as in the *Trespass to Property Act*. (“lieux”) 2020, c. 17, s. 1; 2020, c. 23, Sched. 6, s. 1.

Section Amendments with date in force (d/m/y)

Orders

Orders continued

2 (1) The orders made under section 7.0.2 or 7.1 of the *Emergency Management and Civil Protection Act* that have not been revoked as of the day this subsection comes into force are continued as valid and effective orders under this Act and cease to be orders under the *Emergency Management and Civil Protection Act*.

Exception

(2) Subsection (1) does not apply to the order filed as Ontario Regulation 106/20 (Order Made Under the Act — Extensions and Renewals of Orders).

Clarification

(3) For greater certainty, an order that is in force is continued under subsection (1) even if, on the day that subsection comes into force, the order does not apply to any area of the Province.

Time limit on application of orders

3 (1) An order continued under section 2 ceases to apply 30 days after it is continued under section 2, subject to extension under subsection (2).

Extension of orders

(2) The Lieutenant Governor in Council may by order, before it ceases to apply, extend the effective period of an order for periods of no more than 30 days.

Power to amend orders

4 (1) The Lieutenant Governor in Council may, by order,

(a) subject to subsections (2) and (5), amend a continued section 7.0.2 order in a way that would have been authorized under section 7.0.2 of the *Emergency Management and Civil Protection Act* if the COVID-19 declared emergency were still in effect and references in that section to the emergency were references to the COVID-19 pandemic and its effects;

(b) amend an order continued under section 2 to address transitional matters relating to the termination of the COVID-19 declared emergency, the enactment of this Act or the continuation of orders under section 2.

Limitation on amendments

(2) An amendment may be made under clause (1) (a) only if,

(a) the amendment relates to one or more of the subject matters listed in subsection (3); or

(b) the amendment requires persons to act in compliance with any advice, recommendation or instruction of a public health official.

Same

(3) The subject matters referred to in clause (2) (a) are the following:

1. Closing or regulating any place, whether public or private, including any business, office, school, hospital or other establishment or institution.
2. Providing for rules or practices that relate to workplaces or the management of workplaces, or authorizing the person responsible for a workplace to identify staffing priorities or to develop, modify and implement redeployment plans or rules or practices that relate to the workplace or the management of the workplace, including credentialing processes in a health care facility.
3. Prohibiting or regulating gatherings or organized public events.

Definition of “credentialing process”

(4) In paragraph 2 of subsection (3),

“credentialing process” means the activities, processes, procedures and proceedings for appointing and reappointing health care staff and determining the nature and scope of privileges assigned to them.

Orders that may not be amended

(5) Amendments may not be made under clause (1) (a) to the following orders:

1. Ontario Regulation 75/20 (Drinking Water Systems and Sewage Works).
2. Ontario Regulation 76/20 (Electronic Service).
3. Ontario Regulation 80/20 (Electricity Price for RPP Consumers).
4. Ontario Regulation 114/20 (Enforcement of Orders).
5. Ontario Regulation 120/20 (Order Under Subsection 7.0.2 (4) of the Act — Access to COVID-19 Status Information by Specified Persons).
6. Ontario Regulation 129/20 (Signatures in Wills and Powers of Attorney).
7. Ontario Regulation 132/20 (Use of Force and Firearms in Policing Services).
8. Ontario Regulation 141/20 (Temporary Health or Residential Facilities).
9. Ontario Regulation 190/20 (Access to Personal Health Information by Means of the Electronic Health Record).
10. Ontario Regulation 192/20 (Certain Persons Enabled to Issue Medical Certificates of Death).
11. Ontario Regulation 210/20 (Management of Long-Term Care Homes in Outbreak).
12. Ontario Regulation 240/20 (Management of Retirement Homes in Outbreak).
13. Ontario Regulation 241/20 (Special Rules Re Temporary Pandemic Pay).
14. Ontario Regulation 345/20 (Patios).

Amendments may change requirements, extend application

(6) For greater certainty, an amendment made under clause (1) (a) may do the following, subject to subsection (2):

1. Impose more onerous or different requirements, including in different parts of the Province.
2. Extend the application of the order being amended, including the geographic scope of the order and the persons it applies to.

Amendments may be retroactive

(7) An amendment, if it so provides, may be retroactive to a date specified in the amending order that is on or after the day subsection (1) came into force.

Regulations to define “public health official”

(8) The Lieutenant Governor in Council may make regulations defining “public health official” for the purposes of clause (2) (b).

Power to revoke orders

5 The Lieutenant Governor in Council may by order revoke an order continued under section 2.

Delegation of powers

6 The Lieutenant Governor in Council may by order delegate to a minister of the Crown any of the powers of the Lieutenant Governor in Council under section 3, 4 or 5.

Provisions applying with respect to orders

7 (1) Subsections 7.2 (3) to (8) of the *Emergency Management and Civil Protection Act* continue to apply, with necessary modifications, with respect to orders continued under section 2, including any amendments to such orders made under this Act.

Same

(2) Subsections 7.0.2 (6) to (9) of the *Emergency Management and Civil Protection Act* continue to apply, with necessary modifications and the modifications specified in subsection (3), with respect to continued section 7.0.2 orders, including any amendments to such orders made under this Act.

Modifications

(3) The modifications referred to in subsection (2) are the following:

1. The reference, in paragraph 1 of subsection 7.0.2 (7) of the *Emergency Management and Civil Protection Act*, to the emergency is deemed to be a reference to the COVID-19 pandemic and its effects.
2. The reference, in paragraph 2 of subsection 7.0.2 (7) of the *Emergency Management and Civil Protection Act*, to when the declared emergency is terminated is deemed to be a reference to when the order in relation to which that paragraph applies is revoked or ceases to apply.

Expiry of power to amend, extend orders

8 (1) The following powers cease to apply on the first anniversary of the day orders are continued under section 2:

1. The power under subsection 3 (2) to extend orders.
2. The power under section 4 to amend orders.

Extension by Assembly resolution

(2) The Assembly, on the recommendation of the Premier, may by resolution extend the expiry date mentioned in subsection (1) for additional periods of no more than one year.

Same

(3) If there is a resolution before the Assembly to extend the expiry date, the powers listed in subsection (1) shall continue until the resolution is voted on.

Effect of orders after expiry of power to amend, extend

(4) An order extended under subsection 3 (2) continues in effect until the date to which it was extended, even if that date is after the time the powers listed in subsection (1) cease to apply, unless it is revoked before that date.

Enforcement

Proceedings to restrain contravention of order

9 Despite any other remedy or any penalty, the contravention by any person of a continued section 7.0.2 order may be restrained by order of a judge of the Superior Court of Justice upon application without notice by the Crown in right of Ontario or a member of the Executive Council and the judge may make the order and it may be enforced in the same manner as any other order or judgment of the Superior Court of Justice.

Temporary closure by police, etc.

9.1 (1) A police officer, special constable or First Nations Constable may order that premises be temporarily closed if the police officer, special constable or First Nations Constable has reasonable grounds to believe that an organized public event or other gathering is occurring at the premises and that the number of people in attendance exceeds the number permitted under a continued section 7.0.2 order. 2020, c. 23, Sched. 6, s. 2.

Compliance with order

(2) Every individual who is on the premises shall comply with the order to temporarily close the premises by promptly vacating the premises after being informed of the order. 2020, c. 23, Sched. 6, s. 2.

Same

(3) No individual shall re-enter the premises on the same day that the premises were temporarily closed under subsection (1) unless a police officer, special constable or First Nations Constable authorizes the re-entry. 2020, c. 23, Sched. 6, s. 2.

Exception for residents

(4) Subsections (2) and (3) do not apply to individuals residing in the premises. 2020, c. 23, Sched. 6, s. 2.

Section Amendments with date in force (d/m/y)

Offences

10 (1) Every person who fails to comply with subsection 9.1 (2) or (3) or with a continued section 7.0.2 order or who interferes with or obstructs any person in the exercise of a power or the performance of a duty conferred by such an order is guilty of an offence and is liable on conviction,

(a) in the case of an individual, subject to clause (b), to a fine of not more than \$100,000 and for a term of imprisonment of not more than one year;

(b) in the case of an individual who is a director or officer of a corporation, to a fine of not more than \$500,000 and for a term of imprisonment of not more than one year; and

(c) in the case of a corporation, to a fine of not more than \$10,000,000. 2020, c. 17, s. 10 (1); 2020, c. 23, Sched. 6, s. 3.

Separate offence

(2) A person is guilty of a separate offence on each day that an offence under subsection (1) occurs or continues. 2020, c. 17, s. 10 (2).

Increased penalty

(3) Despite the maximum fines set out in subsection (1), the court that convicts a person of an offence may increase a fine imposed on the person by an amount equal to the financial benefit that was acquired by or that accrued to the person as a result of the commission of the offence. 2020, c. 17, s. 10 (3).

Exception

(4) No person shall be charged with an offence under subsection (1) for failing to comply with or interference or obstruction in respect of an order that has been amended retroactive to a date that is specified in the amendment, if the failure to comply, interference or obstruction is in respect of conduct to which the retroactive amendment applies and the conduct occurred before the retroactive amendment was made but after the retroactive date specified in the amendment. 2020, c. 17, s. 10 (4).

Section Amendments with date in force (d/m/y)

Offence for occupier of premises

10.1 (1) A person is guilty of an offence if the person hosts or organizes a public event or other gathering at residential premises or other prescribed premises and the number of people in attendance exceeds the number permitted under a continued section 7.0.2 order. 2020, c. 23, Sched. 6, s. 4.

Presumption that owner, etc. is hosting or organizing

(2) If the owner or occupier of premises at which a public event or other gathering is held is present at the event or gathering, the owner or occupier is presumed, in the absence of evidence to the contrary, to be hosting or organizing the event or gathering. 2020, c. 23, Sched. 6, s. 4.

Penalties

(3) A person who is convicted of an offence under subsection (1) is liable,

(a) in the case of an individual, subject to clause (b), to a fine of not less than \$10,000 and not more than \$100,000 and for a term of imprisonment of not more than one year;

(b) in the case of an individual who is a director or officer of a corporation, to a fine of not less than \$10,000 and not more than \$500,000 and for a term of imprisonment of not more than one year; and

(c) in the case of a corporation, to a fine of not less than \$10,000 and not more than \$10,000,000. 2020, c. 23, Sched. 6, s. 4.

Applicable provisions

(4) Subsections 10 (2) to (4) apply, with necessary modifications, with respect to offences under subsection (1). 2020, c. 23, Sched. 6, s. 4.

Regulations

(5) The Lieutenant Governor in Council may make regulations prescribing premises for the purposes of subsection (1). 2020, c. 23, Sched. 6, s. 4.

Section Amendments with date in force (d/m/y)

Reporting

Reports to public

11 The Premier, or a Minister to whom the Premier delegates the responsibility, shall regularly report to the public with respect to the orders continued under section 2 that continue to apply.

Reports to Assembly committee at 30-day intervals

12 At least once every 30 days, the Premier, or a Minister to whom the Premier delegates the responsibility, shall appear before, and report to, a standing or select committee designated by the Assembly concerning,

(a) orders that were extended during the reporting period; and

(b) the rationale for those extensions.

Report to Assembly after one year

13 (1) Within 120 days after the first anniversary of the day orders are continued under section 2, the Premier shall table a report in the Assembly concerning,

(a) orders that were amended under this Act;

(b) orders that were extended under this Act; and

(c) the rationale for those amendments and extensions, including how any applicable conditions and limitations on the making of the amendments were satisfied.

Report, if extension under s. 8

(2) If the expiry date mentioned in subsection 8 (1) is extended under section 8, the Premier shall, within 120 days after the end of each extension period, table an additional report in the Assembly concerning,

(a) the rationale for recommending the extension;

(b) orders that were amended during the extension period;

(c) orders that were extended during the extension period; and

(d) the rationale for those amendments and extensions, including how any applicable conditions and limitations on the making of the amendments were satisfied.

General

Protection from action

14 Section 11 of the *Emergency Management and Civil Protection Act* applies, with necessary modifications, with respect to orders continued, amended, extended or revoked under this Act.

Action not an expropriation

15 (1) Section 13.1 of the *Emergency Management and Civil Protection Act* applies, with necessary modifications and the modification specified in subsection (2), with respect to this Act and orders continued, amended, extended or revoked under this Act.

Modification

(2) The modification referred to in subsection (1) is the following:

1. The reference, in subsection 13.1 (2) of the *Emergency Management and Civil Protection Act*, to the emergency is deemed to be a reference to the COVID-19 pandemic and its effects.

Crown bound

16 This Act binds the Crown.

Termination of COVID-19 declared emergency

17 Unless it has been terminated before this section comes into force, the COVID-19 declared emergency is terminated and Ontario Regulation 50/20 (Declaration of Emergency) is revoked.

18 Omitted (provides for coming into force of provisions of this Act).

19 Omitted (enacts short title of this Act).

ADDENDUM II

CTV News November 23, 2021:

"Ontario has extended the government's power to keep all emergency orders in place under the Reopening Ontario Act until March 2022.

The emergency orders, which were set to expire on Dec. 1, will be extended after a motion by Solicitor General Sylvia Jones was passed at Queen's Park on Tuesday.

The motion gives the Doug Ford government the power to extend emergency orders until March 28. Each order under the ROA must be extended by cabinet in 30-day increments.

A spokesperson for Jones told CTV News Toronto the extension of emergency powers aligns with the government's plan to lift all remaining COVID-19 restrictions by March.

Without extending the ROA, all public health measures currently in place would have expired on Dec. 1.

There are currently 28 orders in effect under the reopening act, including the proof of vaccination system.

The ROA gives the government the power to implement rules on public gatherings, business closures and managing outbreaks in hospitals or long-term care homes.

Earlier this month, Ontario paused the next step of the reopening plan because of an increase in COVID-19 cases.

On Nov. 15, capacity limits were supposed to be lifted in remaining high-risk settings where proof of vaccination is required.

That step was been delayed at least 28 days.

The next step of the reopening plan, which is scheduled for Jan. 17, would see capacity limits gradually lifted in places where proof of vaccination is not required. The province's vaccine certificate system could also be gradually lifted at this time.

On Feb. 7, the government plans to lift proof of vaccination requirements in high-risk settings, including night clubs, strip clubs, bathhouses and sex clubs.

On March 28, Ontario plans on lifting the remaining public health measures, including wearing face coverings in door public settings. Proof of vaccination would also be lifted for all settings.

Ontario MPP Gurratan Singh, critic for the Attorney General, told CTV News Toronto in a statement he has "serious concerns" about the extension of the emergency orders.

"The NDP has serious concerns about what Doug Ford could use these powers to do, such as further cuts to important services and more backroom decisions that serve Ford and his developer buddies, not the public interest."

ADDENDUM II Questions:

(C) Q 1 Addendum II: Do Ontario MPP Gurratan Singh's concerns about how the emergency powers could be use for "backroom decisions" mirror the City of Hamilton process to mandate the new "temporary emergency shelter for women" at OC?

(C) Q 2 Addendum II : Do Ontario MPP Gurratan Singh's concerns about how the emergency powers could be used for cuts to important services, mirror the City Hamilton plan to open now a new "temporary emergency shelter" for ONE HUNDRED women because the City claims that this is a "cost cutting measure"?

(C) Q 3 Addendum II: Upon reading the "reader's digest" article CTV News November 23, 2021, I have the impression that the emergency order addresses the need to extend heath protocols e.g. mask use; vaccination proof; limitation of the number of patrons in restaurants, gymnasiums; limitation of visitors to the long care homes and so on. I did not read anything that reflected the City emergency power to open a "new temporary emergency shelter at OC" . I am wrong

**Ministry of Municipal
Affairs and Housing**

Office of the Deputy Minister

777 Bay Street, 17th Floor
Toronto ON M7A 2J3
Tel.: 416 585-7100**Ministère des Affaires
Municipales et du Logement**

Bureau du sous-ministre

777, rue Bay, 17^e étage
Toronto ON M7A 2J3
Tél. : 416 585-7100**January 7, 2022****MEMORANDUM TO:** Municipal Chief Administrative Officers and Clerks**SUBJECT:** Omicron Variant of COVID-19, Testing and Isolation
Guidelines, and Emergency Work Deployment Order
O.Reg.157/20

I am writing today to provide updated information related to the ongoing pandemic and Ontario's response to protect against the Omicron variant. I will start by acknowledging that Ontario is very grateful for the continued partnership with Ontario's municipalities. Local leaders and public servants have been at the forefront of the response to COVID for going on two years now and your leadership and resiliency have been remarkable.

Ontario Temporarily Moving to Modified Step Two of the Roadmap to Reopen

On January 3, 2022, Ontario announced that in response to recent trends that show an alarming increase in COVID-19 hospitalizations, the province will return to a modified version of Step Two of the Roadmap to Reopen effective Wednesday, January 5, 2022 at 12:01 a.m. for at least 21 days (until January 26, 2022).

Among a range of measures this includes reduced limits for social gatherings and indoor organized public events, closures and restrictions for businesses and organizations, and a requirement for remote work unless the nature of the work requires employees to be onsite.

I encourage you to review, with your legal counsel, the rules for areas in Step Two which are set out in O Reg 263/20: Rules for Areas in Step 2. Subsection 1 (7) of Schedule 1 of the regulation provides that nothing in the order precludes operations or delivery of services by any governments (which includes municipalities).

The measures also include a return to remote learning for Ontario students until January 17, 2022. During this period free emergency childcare will be provided for school aged children of eligible frontline workers. The list of eligible workers is set out in Schedule 4 of O. Reg. 263/20 which can be found at: <https://www.ontario.ca/laws/regulation/200263#BK8>

Municipalities have the flexibility to determine what local procedures work best for them to maintain continuity of operations and decision-making while complying with all applicable laws and public health measures. In addition, local Medical Officers of Health may issue Section 22 orders under the *Health Protection and Promotion Act* or instructions under the *Reopening Ontario (A Flexible Response to COVID-19) Act, 2020* to apply public health and workplace safety measures.

New Testing and Isolation Guidelines

On December 30, 2021, in consultation with the Chief Medical Officer of Health, Ontario updated its COVID-19 testing and isolation guidelines. These updates, based on emerging evidence from Canada and other jurisdictions, are focused on ensuring resources are available for the highest-risk settings and the most vulnerable and help keep critical services running.

For further information, I encourage CAOs and Clerks to review the detailed information on the updates to testing and isolation guidelines found [here](#) and [here](#).

Work Deployment Order

I would like to take this opportunity to remind you that the municipal work deployment order ([O. Reg. 157/20](#)) under the *Reopening Ontario Act, 2020*, remains in place at this time to provide municipalities with the flexibility to deploy certain of their staff to where they are needed most. As you know, this is a temporary measure that is reviewed regularly and, if determined to be necessary can be renewed after each 30-day period.

Moreover, as you and others in your organization consider whether and how you will exercise the authority under this emergency order, I would ask that you consider the following:

- In making staffing decisions, first provide opportunity for full-time work to existing part-time staff before seeking out and employing extra full-time staff from outside your organization.
- In redeploying staff, should there be a difference in the terms and conditions of work, in the different departments of the organization, the expectation is that staff will not receive a lower wage than their home position.
- The *Occupational Health and Safety Act* and existing rights under the *Employment Standards Act* will continue to apply.
- Municipalities, as employers, are required to comply with all provincial orders, as well as any guidance and safety standards prescribed by the province for COVID-19. They are also responsible for ensuring that any staff being reassigned to new duties have the required training and skills.

For municipalities who are relying on the order to deploy staff, it is important to work collaboratively and engage in good faith with bargaining agents when using the order's authority, and to develop longer-term staffing plans and identify related resource needs for when the order is no longer in effect.

Municipalities are encouraged to review this and other applicable orders (available on the Government's Emergency Information webpage at: [Ontario.ca/alert](https://ontario.ca/alert) and work with their legal counsel for advice and understanding of the flexibility and obligations this and other orders provides municipalities, as employers.

Vaccine Boosters and Proof of Vaccination Updates

To protect Ontario's progress in the fight against COVID-19 and slow the spread of the Omicron variant, the government is taking actions, including [rapidly accelerating its booster dose rollout](#), and enhancing proof of vaccination requirements, which will impact businesses and organizations. Your continued support in the delivery of vaccinations remains critical to our shared success.

As of Monday, December 20, 2021, individuals aged 18 and over are eligible to schedule their booster dose appointment. At this time, this does not change the definition of fully vaccinated.

Please reference the full set of guidance which is found [here](#). Please continue to check regularly for updates on this site as situation change.

Proof of vaccination requirements at select [businesses and organizations](#) will remain in effect beyond January 17, 2022.

Starting January 4, 2022, it will be mandatory for individuals to use the enhanced vaccine certificate with QR code and for businesses to use the Verify Ontario app in settings where proof of vaccination is required, except for nine First Nations communities who can still show their vaccine receipt. Individuals will continue to need to show a piece of identification that matches their name and date of birth to their enhanced COVID-19 vaccine certificate when required.

Thank you for your continued support in protecting the health and well-being of Ontarians while delivering the services they depend upon.

Sincerely,



Kate Manson-Smith
Deputy Minister

January 12, 2022

Our File No.: 211697

Via Email: clerk@hamilton.ca

City of Hamilton
71 Main St. West, 1st Floor
Hamilton, ON L8P 4Y5

Attention: Clerk

Dear Sirs/Mesdames:

**Re: 310 Frances Avenue, City of Hamilton
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))**

We are solicitors for NHDG (Waterfront) Inc., who is the owner of the property known municipally in the City of Hamilton (the “**City**”) as 310 Frances Avenue (the “**Property**”). We are writing on behalf of our client to provide comments regarding Report PED21067(a) (the “**Report**”). This report includes proposed official plan amendments relating to the City’s GRIDS2/MCR process and conformity of the City’s Urban Official Plan (“**UHOP**”) with provincial policies through a fixed urban boundary growth scenario.¹

Our client understands that the intention is not to have the Planning Committee or City Council approve the proposed amendments at this time. The Report recommends that the proposed amendments be submitted to the Minister of Municipal Affairs and Housing (copied on this letter) for review and comment, in accordance with the requirements of the *Planning Act*.

Appendix A to the Report outlines the proposed amendments to the UHOP. In particular, a new policy has been added as E.3.6.7 as follows:

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

¹ Note that the Report was listed as Item 10.1 on the agenda for the Planning Committee meeting scheduled for January 11, 2022. We understand that Item 10.1 was referred to be heard at the next Council meeting scheduled for January 19, 2022.

demonstrate that the proposed development shall not exceed the height of the Niagara Escarpment, to the satisfaction of the City.

(Current Policy E.3.6.7 has been proposed to be renumbered to E.3.6.8 and includes proposed modifications relating to design criteria.)

As background, the Property is currently zoned “MUC-4” (Site-Specific Mixed Use Commercial Zone in Zoning By-law No. 3692-92 of the former City of Stoney Creek (“**Zoning By-law 3692-92**”). The height regulation in Zoning By-law 3692-92 is: “Maximum Height – none”.

Zoning By-law 3692-92 was approved in 2010. While the UHOP was not in force and effect at that time (subsequently approved by the Ontario Municipal Board, coming into effect on August 16, 2012), our understanding is that the UHOP had been adopted by City Council on July 9, 2009 and in advance of approval of Zoning By-law 3692-92. The staff report at that time indicated that Zoning By-law 3692-92 “would conform to the ‘Neighbourhoods’ designation of the New Hamilton Urban Official Plan.”

The above-noted proposed policy addition to the UHOP is imposing a policy that conflicts with and is inconsistent with the current zoning for the Property. Our client has submitted and appealed a site plan application to permit the redevelopment of the Property in accordance with Zoning By-law 3692-92, subject to variances unrelated to height.² As such, it is clear that the Property should be exempted from the above-noted proposed policy to reflect the existing as-of-right permissions for the Property.

We would appreciate being included on the notice list for this matter. Please let us know if any additional information is required to implement this request for notice.

Yours truly,

Goodmans LLP



David Bronskill
DJB/

² As the City knows, subsection 41(6) of the *Planning Act* prohibits the City from limiting the height or density of proposed buildings through the site plan application process.

Cc: Minister of Municipal Affairs and Housing, Hon. Steve Clark steve.clark@pc.ola.org
Assistant Deputy Minister for the Ontario Growth Secretariat, Sandra Bickford
Sandra.Bickford@ontario.ca
Legislative Coordinator – General Issues Committee, Stephanie Paparella
stephanie.paparella@hamilton.ca
Legislative Coordinator – Planning Committee, Lisa Kelsey Lisa.Kelsey@hamilton.ca
Director, Planning and Chief Planner, Steve Robichaud steve.robichaud@hamilton.ca

7236496

**BY EMAIL**

Council for the City of Hamilton
Hamilton City Hall
71 Main Street West
Hamilton, Ontario L8P 4Y5

January 12, 2022

Dear Council for the City of Hamilton:

Re: Fee charged to file an Integrity Commissioner complaint

I have received a complaint that City of Hamilton charges a \$100 fee to make a complaint to its appointed Integrity Commissioner. Our Office spoke to City staff and was informed that they have no discretion to waive the fee, regardless of an individual's ability to afford this fee.

The *Municipal Act, 2001* requires that all municipalities appoint an Integrity Commissioner, or make the services of an Integrity Commission available, to address complaints regarding the ethical conduct of members of council and local boards. This system is premised on a willing public coming forward to assist in ensuring that transparency is maintained at the municipal level.

There should be no fee or other barrier to make a complaint to the Integrity Commissioner. While some municipalities have chosen to implement a complaint fee, my Office has publicly denounced this practice as it penalizes complainants for exercising their statutory rights, and may prevent legitimate complaints from being brought forward due to concerns about financial cost. Charging a fee to complain is entirely inconsistent with the primary intent of the Integrity Commissioner scheme, which is to foster democratic legitimacy and public trust at the local level.

I understand that the \$100 fee was implemented to offset costs and minimize the number of frivolous or vexatious complaints received by the City. However, rather than imposing a fee which acts as a barrier, the City can address frivolous or vexatious complaints by providing the Integrity Commissioner with the authority to dismiss these complaints. By empowering

the Integrity Commissioner to make this determination on the basis of each specific complaint, the City can ensure that legitimate complaints are not suppressed by an overly blunt barrier to access.

The City of Hamilton's s Integrity Commissioner By-Law No. 16-288¹ already provides the Integrity Commissioner with the authority to dismiss complaints that are frivolous, vexatious, an abuse of process or not made in good faith. Accordingly, the City need only remove the fee in order to ensure that complaints can reach the Integrity Commissioner and be considered on their merits.

I strongly urge the City of Hamilton to amend its by-laws as soon as possible to remove the reference to a fee for integrity commissioner complaints. If the City is unwilling to eliminate this fee, it should ensure that staff have the discretion to waive the fee depending on the circumstances, such as where the complainant does not have the means to pay.

Yours truly,



Paul Dubé
Ontario Ombudsman

¹ The Corporation of the City of Hamilton, by-law No. 16-288, *To Establish and Govern the Office of Integrity Commissioner and Provide for the Resolution of Allegations of Contravention of the Code of Conduct by Members of Council* (26 October 2016), s. 11.(6)(a)

MEMORANDUM

TO: Mayor and Members of Council, City of Hamilton, ON
FROM: Brian Dijkema, Vice President External Affairs, Cardus
DATE: January 12, 2022

SUBJECT: City of Hamilton Motion – Legal Challenge to Quebec’s Bill 21

WHO WE ARE

Cardus is a non-partisan, faith-based think tank and registered charity dedicated to promoting a flourishing society through independent research, robust public dialogue, and thought-provoking commentary. We are a leading voice on religious freedom in Canada and seek to promote the good of religion within our common life as citizens. Our headquarters are located in the City of Hamilton at 185 Young Street.

ISSUE

On December 15, 2021, Mayor Eisenberger provided notice of a motion to join various Canadian municipalities in a legal challenge to Quebec’s Bill 21. Council will consider the motion on January 19, 2022. Quebec’s Bill 21: *An Act respecting the laicity of the State* (henceforth: the secularism law) was enacted on June 16, 2019. The secularism law prohibits certain Quebec public servants from wearing visible religious symbols.

POSITION

Freedom of religion and conscience are fundamental freedoms that are inherent to us as human beings. As noted in the motion, Quebec’s secularism law violates these fundamental freedoms as enshrined in the *Canadian Charter of Rights and Freedoms*. Cardus agrees with the City of Hamilton that this law is an unconscionable violation of Quebecers’ freedom to express their most deeply held beliefs.

As we have stated [elsewhere](#), a democratic State facilitates open expression of both religious and non-religious belief in the public square. Cardus supports the City of Hamilton’s recognition of public religious expression as central to a robust exercise of religious freedom, and that this is the foundation of an authentically pluralist society.

The motion states that the secularism law “is a clear demonstration of Islamophobia and poses a threat to the freedoms of many within the Province of Quebec.” It is also true that the freedoms of many other faith communities in the province are infringed as the prohibition covers Sikh turbans, Jewish kippot, and Christian crosses. We agree that a lack of respect for religious beliefs in any Canadian jurisdiction, expressed as a prohibition on certain symbols or in other forms of expression, undermines the fundamental freedoms of *all* Canadian citizens.

As an organization that defends religious freedom and as a local employer, Cardus commends Mayor Eisenberger and Council for their public commitment to affirming religious pluralism and to promoting freedom of religion in this city and across Canada. Further, we encourage Council to implement initiatives within Hamilton that will foster religious pluralism and dialogue.

Pilon, Janet

Subject: General Issues Committee Meeting - Last minute Agenda revisions

From: Andrew Smith

Sent: Thursday, January 13, 2022 10:16 AM

To: Paparella, Stephanie <Stephanie.Paparella@hamilton.ca>

Cc: clerk@hamilton.ca

Subject: Re: FW: General Issues Committee Meeting - Last minute Agenda revisions

Thank you for your response. I fail to see how this is so urgent when the decision re: termination of employment doesn't come into play at the end of May? That is over three months away - there is plenty of time between now and then. Who reviews these agenda decisions for the public interest? I do not accept that this is such an emergency and I would like to lodge a formal protest for the record. Thank-you, Andrew

On Thu, Jan 13, 2022 at 10:10 AM Paparella, Stephanie <Stephanie.Paparella@hamilton.ca> wrote:

Hello Andrew,

The GIC agenda was updated at approximately 5:15 p.m. on Tuesday, January 11, 2022, which would have been past the deadline for delegations or written submissions. However, in urgent cases and in situations that are as rapidly changing, as I'm sure you understand COVID-19 has done, the City must, on occasion, act quickly in order to protect the overall health and well being of the general public and its employees; sometimes adding items to an agenda at the last minute.

While I appreciate your comments, there is no further information that I would be able to provide to you regarding this matter.

Thank you.

Stephanie Paparella
Legislative Coordinator
Office of the City Clerk
71 Main Street, West, First Floor
Hamilton, ON
L8P 4Y5

Phone: 905-546-2424 Ext. 3993

Email: Stephanie.Paparella@hamilton.ca

From: Andrew Smith

Sent: Thursday, January 13, 2022 10:02 AM

To: Paparella, Stephanie <Stephanie.Paparella@hamilton.ca>; clerk@hamilton.ca

Subject: Re: FW: General Issues Committee Meeting - Last minute Agenda revisions

Dear Stephanie,

Thank you for your response. I have left a voicemail with your extension as I would like to speak to someone regarding this item. My specific question is - when was the Agenda actually updated? Was it past the deadline for public input (noon the prior day).

What was voted on yesterday is a significant issue with huge implications for the public, and not only for the 400 odd staff that are now facing termination - to have it run through council without democratic input from the impacted citizens is completely against what Canada stands for as a free and open society where all proposals should be able to withstand public scrutiny.

I am very disappointed in the way this went forward and I would like some answers.

Thanks & Best Regards,

Andrew Smith

On Thu, Jan 13, 2022 at 9:45 AM Paparella, Stephanie <Stephanie.Paparella@hamilton.ca> wrote:

Good morning Andrew,

I was unable to respond to your inquiry below yesterday, as I was in the General Issues Committee meeting.

The urgency in presenting the Amendment to the Mandatory COVID-19 Vaccination Verification Policy report at the January 12th General Issues Committee was in response to our inability to secure adequate supply of rapid tests. There is an increasing concern as to the efficacy of administering tests twice weekly and Council's approval of proposed recommendations, was required.

Thank you.

Stephanie Paparella
Legislative Coordinator
Office of the City Clerk
71 Main Street, West, First Floor
Hamilton, ON
L8P 4Y5

Phone: 905-546-2424 Ext. 3993

Email: Stephanie.Paparella@hamilton.ca

From: Andrew Smith

Sent: Wednesday, January 12, 2022 9:29 AM

To: clerk@hamilton.ca

Subject: General Issues Committee Meeting - Last minute Agenda revisions

Hello,

I am on the phone right now hoping to speak to someone in the Clerk's office.

When was the agenda for the General Issues committee meeting revised?

It seems that there were items of Public interest (City Covid19 vaccination policy) that were added after the opportunity to request to delegate or add correspondence to the record had passed?

This is a very important item and the Public needs to have input on it - it seems like it was snuck into the City's agenda at the last second to try to avoid public scrutiny.

I would like a specific answer as to when the General Issues Committee meeting agenda was revised and whether there was enough time for the public to become aware and provide correspondence for the record.

Thank-You.

Andrew Smith



BOARD OF HEALTH REPORT 22-001

9:30 a.m.

Monday, January 10, 2022

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

Present: Mayor F. Eisenberger
Councillors M. Wilson (Vice-Chair), J. Farr, N. Nann, S. Merulla, R. Powers, T. Jackson, J.P. Danko, B. Clark, M. Pearson, A. VanderBeek and J. Partridge

**Absent with
Regrets:** Councillors E. Pauls, B. Johnson, L. Ferguson, T. Whitehead –
Personal

THE BOARD OF HEALTH PRESENTS REPORT 22-001 AND RESPECTFULLY RECOMMENDS:

1. Clean Air Hamilton Annual Progress Report (BOH22001) (City Wide) (Item 8.1)

That Report BOH22001, respecting a Clean Air Hamilton Annual Progress Report, be received.

2. Interim Plan to Improve Staff Recruitment and Retention (BOH22002) (City Wide) (Item 10.1)

That the Board of Health authorize the conversion of 40 full time equivalent (FTE) temporary positions to permanent over complement positions to support the recruitment and retention of key staff in order to continue responding to COVID-19 and rolling out the vaccination program.

FOR INFORMATION:

(a) CEREMONIAL ACTIVITIES (Item 1)

There were no ceremonial activities.

(b) CHANGES TO THE AGENDA (Item 2)

The Committee Clerk advised the Board that there were no changes to the agenda.

The agenda for the January 10, 2022 Board of Health was approved, as presented.

(c) DECLARATIONS OF INTEREST (Item 3)

None

(d) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)

(i) December 6, 2021 (Item 4.1)

The Minutes of December 6, 2021, were approved, as presented.

(e) STAFF PRESENTATIONS (Item 8)

(i) Clean Air Hamilton Annual Progress Report (BOH22001) (City Wide) (Item 8.1)

The Presentation respecting a Clean Air Hamilton Annual Progress Report (BOH22001) was received.

For further disposition of this matter, refer to Item 1.

(ii) Overview of COVID-19 Activity in the City of Hamilton 11 Mar 2020 to Present (Item 8.2)

Dr. E. Richardson, Medical Officer of Health; Michelle Baird, Director, Healthy and Safe Communities and Melissa Biksa, Manager, Healthy and Safe Communities, addressed the Board with an Overview of COVID-19 Activity in the City of Hamilton 11 Mar 2020 to present, with the aid of a PowerPoint presentation.

The Presentation respecting an Overview of COVID-19 Activity in the City of Hamilton 11 Mar 2020 to present, was received.

(f) **ADJOURNMENT (Item 15)**

There being no further business, the Board of Health adjourned at 12:33 p.m.

Respectfully submitted,

Mayor F. Eisenberger,
Chair, Board of Health

Loren Kolar
Legislative Coordinator
Office of the City Clerk



**PUBLIC WORKS COMMITTEE
REPORT 22-001**

1:30 p.m.

Monday, January 10, 2022

Council Chambers

Hamilton City Hall

71 Main Street West

Present: Councillors N. Nann (Chair), R. Powers (Vice-Chair), J.P. Danko, J. Farr, T. Jackson, M. Pearson and A. VanderBeek

**Absent with
Regrets:** Councillor L. Ferguson - Personal
Councillor E. Pauls - Personal
Councillor S. Merulla - Personal
Councillor T. Whitehead - Personal

**THE PUBLIC WORKS COMMITTEE PRESENTS REPORT 22-001 AND
RESPECTFULLY RECOMMENDS:**

**1. 2022 Volunteer Committee Budget - Keep Hamilton Clean and Green
Committee (PW22002) (City Wide) (Item 10.1)**

That the Keep Hamilton Clean and Green Committee's 2022 base budget submission attached as Appendix "A" to Report PW22002 in the amount of \$18,250, representing a zero-net levy impact from the previous year budget, be approved and referred to the 2022 operating budget process for consideration.

**2. 2022 *Lymantria dispar dispar* (LDD) Moth Treatment Plan (PW21069(a))
(City Wide) (Item 10.2)**

- (a) That the single source procurement of Zimmer Air Services Inc. for the aerial treatment of *Lymantria dispar dispar* (LDD) Aerial Control program, pursuant to Procurement Policy #11 – Non-competitive Procurement be approved; and,
- (b) That the Mayor and City Clerk be authorized and directed to execute the contract and any ancillary documents between the City of Hamilton and Zimmer Air Services, for the aerial treatment of *Lymantria dispar dispar* (LDD) in a form satisfactory to the City Solicitor;

- (c) That the project budget previously approved through Report PW21069 be amended from \$3,500,000 to \$2,000,000 for 2022 and \$1,000,000 for 2023, to be funded from the Tax Stabilization Reserve (#110046);
- (d) That staff be directed to return to Council with an Information Report in Q1 2023 detailing the success of the 2022 treatment program and provide an update on further treatment applications to be completed in 2023;

3. Natural Gas Waste Collection Trucks (PW22003) (City Wide) (Item 10.3)

- (a) That the following appendices attached to Public Works Committee Report 22-001 be received:
 - (i) City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fuelling Study Report as identified in Appendix "A" attached to Public Works Committee Report 22-001;
 - (ii) City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fuelling Supplemental Study Report as identified in Appendix "B" attached to Public Works Committee Report 22-001;
 - (iii) City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fuelling 2nd Supplemental Study Report as identified in Appendix "C" attached to Public Works Committee Report 22-001;
- (b) That Council approve funding to support the cost premium of 10 CNG waste collection trucks and related facility ancillary requirements in the amount of \$700,000 to the Fleet Project ID 4942151100 from:
 - (i) Unallocated Capital Reserve (#108020) in the amount of \$200,000;
 - (ii) Appropriate from Capital Project 5121855137 Waste Management R&D Program in the amount of \$10,000;
 - (iii) Internal Loan from the Energy Conservation Initiatives Reserve 112272 in the amount of \$490,000 amortized over 7 years;
- (c) That the estimated fuel savings of \$70,000 per year from the new CNG vehicles funded in Recommendation (b) be used to repay the funds borrowed, plus applicable interest, to the Energy Conservation Initiatives Reserve (112272) as indicated in Appendix "D" attached to Public Works Committee Report 22-001 from the Public Works Waste Division Dept ID 512560;
- (d) That a new Capital Project be set up with a budget of \$490,000 funded from the Energy Conservation Initiatives Reserve #112272 to fund future incremental costs from Fleet and Facilities for projects and/or purchases

which qualify according to the Corporate Energy and Sustainability Policy as determined by the Manager, Energy Initiatives;

- (e) That the Goods and Services be procured through a Purchase Order, a formal Contract or any other process as approved by the Director of Financial Services and Corporate Controller and that the General Manager of Public Works, or their designate, be authorized to negotiate and enter into a single source procurement and execute the completion of all associated documents with Envoy Energy Fuels Inc. for the supply, installation and management of CNG mobile refuelling equipment, commodity and operational requirements for the life of the 10 CNG vehicles to be procured, in a form satisfactory to the City Solicitor.

4. Green Venture (PW22004) (City Wide) (Item 10.4)

- (a) That annual funding of approximately \$65,000 to Green Venture for the purpose of funding community programs delivered through the Public Works Department be extended to Green Venture until the Lease expiry of January 14, 2025 at 22 Veevers Drive to align the service end date with the current lease expiry date.

5. Barton & Fifty Road Environmental Assessment Cycling Infrastructure (Hamilton Cycling Committee - Citizen Committee Report) (Item 10.5)

- (a) That the following recommendations respecting the Barton & Fifty Road Environmental Assessment Cycling Infrastructure from the Hamilton Cycling Committee, be received and referred to the Barton & Fifty Road Municipal Class Environmental Assessment - Cycling Infrastructure.
 - (i) That Barton Street East cycling lanes be separated and protected according to best practices and make connections to local schools in the area; and,
 - (ii) That Barton Street East cycling lanes be in the direction of expected automobile traffic, unless a suitable space with limited driveways can be made for a bi-directional bicycle track; and
 - (iii) That Fifty Road cycling lanes cross the Queen Elizabeth Way bridge and connect to existing Winona cycling infrastructure; and
 - (iv) That Fifty Road cycling lanes be extended to the South Service Road to connect to existing cycling infrastructure east of the Hamilton border, into Niagara Region.

6. Installation of Speed Cushions as a Traffic Calming Measure on Presidio Drive (Ward 6) (Item 11.1) (REVISED)

WHEREAS, residents on Presidio Drive in Ward 6 have advocated for the installation of speed cushions to address roadway safety concerns as a result of speeding; and

WHEREAS, signatures were collected from 26 residents resulting in support by 22 of 28 homes on Presidio Drive for the installation of speed cushions as a traffic calming measure;

THEREFORE, BE IT RESOLVED:

- (a) That Transportation and Operations Maintenance staff be authorized and directed to install 3 speed cushions as a traffic calming measure on Presidio Drive as part of the 2022 Traffic Calming Program's spring application, as follows:
 - (i) between the westerly curve of Presidio Drive and Enola Avenue;
 - (ii) between Elona Avenue and Osgoode Court; and
 - (iii) between Osgoode Court and Eaglewood Drive.
- (b) That all costs associated with the installation of 3 speed cushions as a traffic calming measure on Presidio Drive be funded from Project ID 4031911606, at an upset limit, including contingency, not to exceed \$21,000, to be completed under contract # C15-12-22.
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

FOR INFORMATION:

(a) CHANGES TO THE AGENDA (Item 2)

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

6. DELEGATION REQUESTS

- 6.2 Ian Borsuk, Environment Hamilton, respecting Natural Gas Waste Collection Trucks (Item 10.3) (for today's meeting)

7. CONSENT ITEMS

- 7.2 Citizen Committee Member Resignation – Yaejin Kim, Hamilton Cycling Committee

10. DISCUSSION ITEMS

- 10.2 2022 Lymantria dispar dispar (LDD) Moth Treatment Plan (PW21069(a)) (City Wide), Appendix B
(WITHDRAWN)

The agenda for the January 10, 2022 Public Works Committee meeting was approved, as amended.

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

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

(i) December 6, 2021 (Item 4.1)

The Minutes of the December 6, 2021 meeting of the Public Works Committee were approved, as presented.

(d) DELEGATION REQUESTS (Item 6)

(i) Nick Becker, Victoria Park Assembly, respecting Lighting at Victoria Park's Baseball Diamonds (for a future meeting) (Item 6.1)

The delegation from Nick Becker, Victoria Park Assembly, respecting Lighting at Victoria Park's Baseball Diamonds, was approved for a future meeting.

(ii) Ian Borsuk, Environment Hamilton, respecting Natural Gas Waste Collection Trucks (PW22003) (City Wide) (Item 10.3) (for today's meeting) (Item 6.2)

The delegation request from Ian Borsuk, Environment Hamilton, respecting Environment Hamilton, respecting Natural Gas Waste Collection Trucks (PW22003) (City Wide) (Item 10.3), was approved for today's meeting.

For further disposition respecting Item 6.2, refer to Item (f) (i).

(e) CONSENT ITEMS (Item 7)

Consent Items 7.1 and 7.2 were received:

- (i) Citizen Committee Member Resignation - Joachim Brouwer, Hamilton Cycling Committee (Item 7.1)
- (ii) Citizen Committee Member Resignation - Yaejin Kim, Hamilton Cycling Committee (Item 7.2)

(f) PUBLIC HEARINGS / DELEGATIONS (Item 9)

(i) Delegation respecting Item 10.3 - Natural Gas Waste Collection Trucks (PW22003) (City Wide) (Item 9.1)

Ian Borsuk, Environment Hamilton addressed the Committee respecting Natural Gas Waste Collection Trucks (PW22003) (City Wide) (Item 10.3).

The delegation from Ian Borsuk, Environment Hamilton, respecting Natural Gas Waste Collection Trucks (PW22003) (City Wide) (Item 10.3), was received and referred to the consideration of Item 10.3.

For further disposition of this matter, refer to Item 3.

(g) DISCUSSION ITEMS (Item 10)

(i) Barton & Fifty Road Environmental Assessment Cycling Infrastructure (Hamilton Cycling Committee - Citizen Committee Report) (Item 10.5)

- (a) That Barton Street East cycling lanes be separated and protected according to best practices and make connections to local schools in the area; and,
- (b) That Barton Street East cycling lanes be in the direction of expected automobile traffic, unless a suitable space with limited driveways can be made for a bi-directional bicycle track; and
- (c) That Fifty Road cycling lanes cross the Queen Elizabeth Way bridge and connect to existing Winona cycling infrastructure; and
- (d) That Fifty Road cycling lanes be extended to the South Service Road to connect to existing cycling infrastructure east of the Hamilton border, into Niagara Region.

Committee Report (Item 10.5) respecting the Barton & Fifty Road Environmental Assessment Cycling Infrastructure was **amended** as follows:

- (a) That the following recommendations respecting the Barton & Fifty Road Environmental Assessment Cycling Infrastructure from the Hamilton Cycling Committee, be received and referred to the Barton & Fifty Road Municipal Class Environmental Assessment - Cycling Infrastructure.**
- (i) That Barton Street East cycling lanes be separated and protected according to best practices and make connections to local schools in the area; and,
 - (ii) That Barton Street East cycling lanes be in the direction of expected automobile traffic, unless a suitable space with limited driveways can be made for a bi-directional bicycle track; and
 - (iii) That Fifty Road cycling lanes cross the Queen Elizabeth Way bridge and connect to existing Winona cycling infrastructure; and
 - (iv) That Fifty Road cycling lanes be extended to the South Service Road to connect to existing cycling infrastructure east of the Hamilton border, into Niagara Region.

For further disposition of this matter, refer to Item 5.

(h) GENERAL INFORMATION / OTHER BUSINESS (Item 14)

The following amendments to the Public Works Committee's Outstanding Business List, were approved.

- (1) Items Considered Complete and Needing to be Removed (Item 14.1 (a)):
 - (i) Lymantria Dispar Dispar (LDD) Moth Control Program Addressed as Item 10.2 on today's agenda - Report (PW21069(a))
Item on OBL: ABX
(Item 14.1 (a) (i))

(i) ADJOURNMENT (Item 15)

There being no further business, the meeting adjourned at 2:16 p.m.

Respectfully submitted,

Councillor N. Nann, Chair,
Public Works Committee

Carrie McIntosh
Legislative Coordinator
Office of the City Clerk

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

Submitted To:
Tom Kagianis

**Superintendent Capital Planning
& Contract Management**
Tel: (905) 546-2424 ext. 5105
Email: Tom.Kagianis@hamilton.ca

**Energy, Fleet & Facilities
Public Works**
330 Wentworth Street, L8L 5W2

FINAL REPORT

2020 03 03

Submitted By:

Rob Adams

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marathon

Executive Summary:

The City of Hamilton, Energy, Fleet & Facilities Public Works department (the City) contracted with Marathon Technical Services (Marathon or MTS), to study the technical and financial viability of transitioning the current diesel fleet of 37 packer (refuse collection) trucks to CNG. This analysis was focused on infrastructure and operation costs.

A total of five scenarios were evaluated, the first two involving fast fill fueling at a rebuilt Wentworth CNG station, the third involving fast fill fueling at Wentworth using gas compressed in the proposed HSR CNG station on the adjacent property and the last two evaluating time fill at the Burlington Street location where the packer trucks are domiciled. All five scenarios are technically feasible.

Marathon assembled capital cost and operating cost data from its own sources and from the City. Where possible, City data and HSR data, rather than general industry data, have been used to ensure that data is accurate and applicable to this situation.

A conservative mix of costs was used for analysis over a 21-year life cycle based on truck replacement at 7-year increments as discussed in the report. The 21-year period corresponds to three full life cycles of the Classification 78 packer trucks and the normal expected life of the CNG station. Net Present Value (NPV) and payback were used as quantitative evaluation metrics. Two of the scenarios have a positive NPV and all achieve payback within the project period.

Although fast fill at Wentworth (Scenario 3) achieved the highest NPV and payback (\$1.25M and the fastest payback--10 Years), it is heavily dependent on the HSR project timing and operations. Given the long-term nature of this CNG packer truck transition, Marathon recommends constructing a time fill fueling station with two 636 scfm compressors and 37 time fill stalls at the Burlington Street packer truck operations location (Scenario 5). This location and approach de-couples the packer truck project from the current HSR project, gives a convenient fueling location that will save labour and truck mileage and still has the second highest NPV (\$102K and the second fastest payback--13 Years).

Marathon also performed a sensitivity analysis to investigate the impact of fleet growth. It was found that the addition of trucks to the fleet increases the economic and environmental benefits of the project. Furthermore, the earlier in the period that vehicles are added, the greater the benefits.

Marathon recommends that the City of Hamilton proceed with the project to transition its diesel packer fleet to CNG. There are two scenarios that show a positive economic impact and all scenarios provide carbon reduction and the ability to implement RNG in the future resulting in carbon elimination.

It is estimated that this project will create a savings of 5,537 tonnes CO_{2e} over the lifecycle of the project --projecting a "green" image for the City. This represents a

17.3 percent reduction from the diesel fleet and based on US EPA data, this is the equivalent of taking about 57 passenger vehicles off the road.

Hamilton has its own RNG supply. Transportation is an excellent application for RNG and can make a CNG vehicle even more environmentally responsible than an electric vehicle—avoiding the pollution of battery production. Unlike Battery Electric Trucks (BET) which have a very limited selection of vehicle types and are early in the development and commercialization phase, CNG packer trucks are widely available, industry tested and have the daily range to exceed the distance of the longest current City of Hamilton diesel truck routes.

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City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

Introduction:

The City of Hamilton (the City, or Hamilton) is evaluating the possible transition of its diesel-powered packer truck refuse collection fleet to Compressed Natural Gas (CNG). The City has over three decades of successful CNG heavy fleet experience at the Hamilton Street Railway (HSR).

CNG is a fuel that is capital intensive but low cost to operate and provides toxic gas and greenhouse gas (GHG) emissions reduction when compared with diesel. It is also the most proven alternative fuel in heavy vehicle applications.

To evaluate the qualitative and quantitative issues with the transition of the 37 packer trucks from diesel to CNG, the City has contracted with Marathon Technical Services (Marathon) to assemble required data and provide a rigorous study of the costs and technical viability of this transition.

Marathon has been contracted to perform the following scope:

1. Review truck procurement, truck operations, truck fuel data for the existing fleet and any internal project analysis/reports and project a sizing of the station required based on time fuel and separately based on fast fill.
2. Review drawings of sites (as available) to determine which sites are viable for time fill or fast fill.
3. Review of 3 to 5 fueling location alternatives from the following list:
 - a. Removal of the existing Wentworth CNG station equipment (except the dryer) and reuse of the existing fueling infrastructure for the installation of new CNG station sized to fast fill only the packer fleet using the islands previously used for HSR bus fueling (with new dispensers).
 - b. As per option a above but also with a time fill barricade on the adjacent property.
 - c. Construction of a time fill fueling station at the 1579 Burlington St. truck parking facility.
4. For the options above, Marathon will:
 - a. Determine gas pressure and availability with Enbridge.
 - b. Provide an ROM cost estimate for the capital cost.
 - c. Provide an estimate of the time required for design, equipment delivery and installation.
 - d. Provide a narrative discussion of the relative Pros and Cons of each fueling option.
5. Marathon will investigate the current Operating Engineer requirements and determine what workarounds are possible, if required.

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

6. Marathon will investigate interim/fast deployment fueling options including portable fueling. (deadheading to Mount Hope was evaluated as a temporary measure as was the use of a tube trailer to bring gas to Wentworth) (The options investigated were applied only as a temporary measure for one of the scenarios.)
7. Marathon will identify potential incentives/grants that might decrease the truck purchase or station construction costs.
8. Marathon will provide a written report including findings, analysis and recommendations based on the above bullets.
9. Packer truck types are classified as follows:
 - a. Classification 78—full sized rear loader
 - b. Classification 157—full sized side loader
 - c. Classification 157A—mini-packer
 - d. Classification 170A—60/40 split rear loader
10. Life cycle cost analysis for the initial and subsequent purchase and integration of CNG packer trucks into the collection fleet. The initial purchase will be for approximately 16 rear loader trucks to go into service in 2021, an additional 10 side loader and 2 mini-packer trucks added to the service in 2022 and another 9 trucks in 2024. This analysis will identify the net present value (NPV) of the CNG program and will also identify the expected environmental and other benefits. Marathon will make recommendations related to the implementation of this program.
11. It is understood that City trucks are maintained off site by service providers and thus no garage upgrades related to CNG are required or anticipated at this time and no consulting associated with upgrades is included in this scope.

Analysis Assumptions and Data Sources:

The life cycle cost analysis uses data from a variety of sources and covers a wide range of data to address all readily quantifiable cost elements to provide a comprehensive and conservative analysis. The list below summarizes the cost elements and data sources that were determined or assumed in this study:

1. The lifecycle analysis is based on a 21-year life cycle with year 0 being 2021 and running to 2041. This 21-year life cycle was selected as it corresponds to three full 7-year truck life cycles for the initial truck procurement and corresponds to a typical CNG station life.
2. Discount rate--5% (Marathon standard, confirmed with the City of Hamilton). See Glossary in Appendix A for definition of discount rate.
3. Inflation--2.5 percent to 3.0 percent (dependent on item) (Marathon standard, confirmed with the City of Hamilton). See Appendix C for individual rates used.
4. HST was applied at a net rate of 1.76 percent on the full capital cost of the CNG station and the upcharge/differential cost for the CNG trucks over the diesel truck cost. As discussed with the City, it is understood that diesel fuel, electricity, natural gas, CNG station maintenance costs and truck operating and maintenance costs already include HST embedded in the costs provided by the City.
5. Fleet replacement schedule used was as communicated by the City. See Appendix E. Truck life was assumed to be 7 years, the same as diesel with no differential salvage value assigned (as provided by the City).
6. Truck capital cost differential compared to clean diesel was \$45,000 plus HST (ie the CNG trucks are more expensive than the diesel trucks) for all full sized CNG packer trucks (as provided by the City). The two mini-packer trucks (classification 157A) are much lower capital cost than the other ten full-sized Classification 157 packer trucks in this group, but it is the differential cost compared to diesel that is relevant to this study. Given that these mini-packer trucks have smaller engines and less CNG tankage, a estimate of \$30,000 plus HST was used for the mini-packers.
7. Truck maintenance cost differential—no differential truck maintenance cost compared with clean diesel was assumed. Although CNG and diesel trucks have both been widely used in this application for a number of years, there is still a variety of opinions as to which fuel has lower truck maintenance costs including the prevailing opinion that there is no difference. HSR indicated that their current experience is there is no difference in maintenance costs between these fuels for their fleet of heavy buses—this is the assumption used in this report.

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8. Future CNG vehicle fuel consumption is equal to diesel since it was assumed that there is no increase or decrease in routes or total distance except as studied in the sensitivity analysis. This is a conservative assumption since if additional trucks are required to meet a growing population (significant population growth is very likely over a 21-year period). Based on the conservatively sized CNG station used in the 37-truck baseline scenario, additional CNG trucks will have only a very small station capital cost impact (as noted in the two sensitivity analyses performed), but will provide a substantial additional fuel cost savings compared to diesel trucks.
9. Current diesel prices were supplied by the City and based on 2018/2019 average diesel fuel cost per litre then inflated at 3.0 percent per annum.
10. Engine efficiency—CNG engines are assumed to be 88 percent of diesel engine efficiency (Cummins). CNG engines are spark ignition with lower compression ratio than diesel and thus diesel engines have a higher thermal efficiency than CNG, although this advantage is narrowing making this a conservative assumption.
11. Station capital costs for all five scenarios are broken out in Appendix D. At the bottom of each station cost breakdown are several factored costs, these include:
 - a. Installation cost factor—The capital costs estimated in this report are not based on a detailed design since the project has not yet advanced to that stage. Marathon has used an experience-based cost factor (a multiplier on top of the equipment cost) to reflect the cost to install this equipment on site. The value used for this multiplier reflects Marathon's opinion of the likely cost based on site conditions (for example cost factors are higher at Burlington Street since more site development and services work is required) and local construction costs. Marathon has presented a conservative cost for the stations.
 - b. Contingency—It is common to add contingency to a project to account for unknowns and factors outside of the Owner's control—for example exchange rates on equipment purchases, or unknown site conditions. 10 percent has been used as this is a common contingency rate.
 - c. Contractor Markup for Overhead and Profit, Bonds, General (Specification) conditions—A general contractor will add a percentage to account for their overhead and profit and for contract terms. This has been shown as separate from the equipment and installation costs, although this is sometimes included in those other cost categories.

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- d. Design and Construction Management (CM) Fee—The City will contract the design of these facilities and may contract out the construction management of the project. 15 percent has been carried as a combined percentage for these services. This is a common rate used for municipal CNG projects.
12. Gas utility commodity and gas distribution charges were based on 2018/2019 HSR CNG station charges as provided by the City. These were inflated at 2.5 percent per annum. Enbridge has confirmed that ample natural gas supply is available at both sites at a delivery pressure of 80 psig—this supply pressure will be discussed in the recommendations section.
13. Electricity charges were based on 2018/2019 HSR CNG station charges as provided by the City. Electricity costs were initially calculated based on the total load that the City attributes to the HSR CNG station. As a check of this calculation, Marathon also calculated the expected load of a new CNG station and multiplied it by the total cost per kWh that HSR paid in 2019. The second calculation netted a higher cost per unit of gas compressed and thus it was used as the conservative assumption. Electricity was inflated at 3.0 percent per annum. See calculations at the bottom of the table in Appendix G.
14. CNG station maintenance cost was based on the greater of the pro-rated 2018/2019 HSR CNG station maintenance charges as provided by the City and an inflation adjusted fixed monthly charge of \$5000 per month (2019 value). The HSR data was calculated on a pro-rated $\$/\text{m}^3$ of gas throughput then multiplied by the annual throughput at the new packer fleet station—note that the packer fleet station is considerably smaller than HSR's CNG station. Annual costs were inflated at 3.0 percent per annum—the higher than inflation rate was used to address cost increases expected as the station ages. The fixed monthly charge was consistently higher than the HSR data, so the fixed monthly charge governed—this is a conservative assumption.
15. GHG calculations are based on motor fuel data for the Canadian National Inventory Report (NIR) Table A6-12.
16. Trucks will continue to be serviced off site by third party maintenance shops, therefore no Hamilton shop upgrades for CNG are required or included.
17. No government grants or other incentives or subsidies are currently available or included in the cost estimates.
18. For scenario 3, the cost of both the driver time and the truck cost per km were included for a one-year period from Wentworth to Mount Hope. This

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was included as a 23.2 km round trip (at \$1.88 inflation adjusted per km) consuming one hour of total labour per truck trip.

19. For scenario 3, as an alternative to deadheading the trucks to Mount Hope HSR for fueling for 12 months, the City requested that Marathon evaluate the technical viability and economics of fueling a CNG trailer at HSR Mount Hope and trucking the gas to Burlington Street to fuel the fleet at that location for the 12 month period. Temporary fueling at Burlington Street will require either a temporary time fill or temporary fast fill which will incur considerable sunk cost. It should also be noted that the trailer must have its own compressor, or an external compressor must be installed to pump down the trailer.

Marathon has considered the trailer use approach and has developed a lower cost option. To investigate this approach, Marathon proposes to install the new permanent packer truck CNG fast fueling equipment (CNG storage and two new high flow dispensers as well as controls and ancillary equipment) at Wentworth and bring the trailer to that site for fueling during the 12-month period. The trailer gas will be used to continuously and automatically recharge the permanent gas storage and the new dispensers will provide a fueling experience for staff that duplicates the permanent station operation. After the 12-month period, the Wentworth packer truck CNG fueling station will be connected to the new HSR fueling station adjacent to the Wentworth site. The new HSR station will take over for the gas trailer. This approach eliminates the sunk cost issue with temporary fueling at Burlington Street.

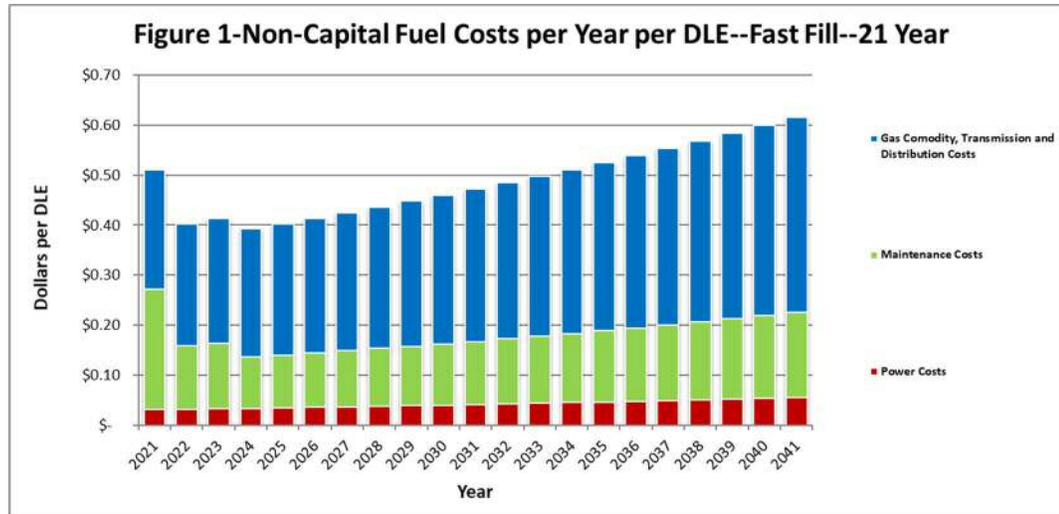
Marathon has identified a supplier in Ontario that can furnish a trailer with sufficient gas storage for several days (up to one week) of initial-year (2021) fueling volumes. The trailer includes its own 75 Hp electric drive compressor which could be powered at Wentworth using the electrical service for the existing CNG station and the trailer can be fueled at HSR Mount Hope. Marathon received pricing on this trailer option based on a per mile transportation charge and separately on a trailer rental for one year. Marathon is not currently confident in the pricing provided by this vendor so for the purposes of this study, it has been assumed that the trucks will deadhead to Mount Hope for the 12 month period—this is the conservative (ie highest cost) assumption and the one that the City has the most control over.

If the City proceeds with Scenario 3, the use of the trailer option should be revisited.

20. In scenarios 4 and 5, fueling the fleet at Burlington Street provides operational savings (Scenario 5) and simplicity (Scenarios 4 and 5). An attempt to partially capture this benefit was made by including the truck per km operating cost savings (at \$1.88 inflation adjusted per km). The \$1.88

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was adjusted downward to reflect the lower cost of CNG compared to diesel—the recalculated CNG cost per km for 2020 is \$1.34. See Figure 1 below that illustrates the low non-capital cost of CNG—note for comparison that diesel in 2020 is projected to be \$1.06 for City trucks.



Driver labour savings has not been included due to the challenge in realizing this cost savings (ie, routes would need to be reworked and extended to make use of the time savings). The cost included for deadheading from Burlington to Wentworth assumes half the fleet must make the 9.1 km round trip daily. (the other half of the fleet are assumed to incorporate a fueling stop into their collection route).

21. A sensitivity analysis was performed to illustrate the effect of fleet growth over time. To quantify this impact, an additional analysis was made with an increase of one truck for each Classification 78, 157 and 170A (3 trucks in total) at the time of the second procurement of each. This adds to the truck capital cost but also increases the diesel consumption displaced with CNG. This is a relatively modest fleet growth of less than 10 percent over the 21-year period. A second analysis with 2 of each of the full-sized trucks (6 trucks in total) is also provided—the additional trucks are added at the third procurement—we believe that this second sensitivity analysis will most accurately project the actual conditions. It should be noted that the fueling station costed in this report will easily accommodate this fleet growth and much more.

Approach/Methodology:

A 21-year life cycle cost analysis was built by Marathon Technical Services using inputs from a variety of sources (as previously outlined). 21 years was selected as it represents three truck life cycles for the initial group of 16 classification 78 packer trucks—other packer truck types also include 3 truck procurement cycles although truck classification types 157/157A and 170A will have two years and four years of truck life (respectively) left at the end of the 21-year period. It is assumed that if the City intends to continue with CNG after the 21-year period, that a capital update/upgrade to the CNG station will be made and the trucks will continue to serve out their full 7-year life. If the City decides to transition away from CNG at the end of the 21 years, the CNG station (which at that time will be fully depreciated) will continue to be used until the last packer trucks reach the end of their life and then the station will be retired.

The focus of this analysis was to identify and quantify those items that are differential costs for CNG compared to clean diesel—it should be stressed that there may be additional costs that are not identified in the analysis because they apply to both CNG and Diesel. These additional costs might include the base cost of a diesel truck (only the differential is used herein), end of life truck salvage value, packer truck maintenance costs (as previously noted), truck licensing costs, and truck driver costs as examples.

A total of 5 CNG station scenarios were conceived. Each scenario was then evaluated in the customized spreadsheet to determine the NPV over the 21 years, the payback year and a cashflow for each scenario (cash flow tables not included in this report for brevity but available separately if desired).

A scenario that was considered but not further evaluated was the construction of a time fill facility at the Wentworth station. This scenario was of interest only because it was a time fill option that could leverage the Wentworth infrastructure. A preliminary evaluation raised serious concerns about the lack of space required for this time fill area (considerable onsite parking would be lost) and more importantly about the logistical challenges and on-going costs associated with having the packer fleet domiciled remote from the Burlington Street operations.

See Appendix B for concept level station layouts drawings for Scenarios 1, 2 and 3 (Wentworth--Drawing G-01) and Scenarios 4 and 5 (Burlington--Drawing G-02). More detail related to the equipment associated with each scenario is listed and costed in Appendix D.

A brief description of the scenarios that were evaluated follows:

Scenario 1--Rebuild Wentworth Fast Fill

The existing fast fill CNG station at Wentworth is well beyond its normal life. This station equipment could be swapped out with new equipment using the existing electrical and gas supply, pipe racks, control building, dryer and building and potentially the existing pads. A generator has been added for redundancy. Under this scenario, all CNG packer trucks would fast fill at Wentworth. The equipment required is listed below:

- Existing CNG Dryer
- Two new 250 Hp (w/ VFD) 636 scfm compressors
- 70 MCF storage
- New Fast Fill Priority/ESD Panel
- Two Combo Dispensers
- Fuel Management Terminal
- No Time Fill System
- Recapture Defueling System
- New Compressed Air System
- New Electrical Control panels in Existing Building
- New Diesel Generator

Scenario 2--Rebuild Wentworth Fast Fill and Tie-in to Future Adjacent HSR

The existing fast fill CNG station at Wentworth is well beyond its normal life. This station equipment could be swapped out with new equipment using the existing electrical and gas supply, pipe racks, control building, dryer and building and potentially the existing pads. No generator has been added and smaller storage was included due to the capacity and redundancy provided by a piped connection to the new (adjacent) HSR station. Under this scenario, all CNG packer trucks would fast fill at Wentworth. The equipment required is listed below:

- Existing CNG Dryer
- Two new 250 Hp (w/ VFD) 636 scfm compressors
- 35 MCF storage
- New Fast Fill Priority/ESD Panel
- Two Combo Dispensers
- Fuel Management Terminal
- No Time Fill System
- Recapture Defueling System
- New Compressed Air System
- New Electrical Control panels in Existing Building
- No Diesel Generator

Scenario 3--Accelerate HSR Initial Station

The new HSR fueling station construction would be accelerated, at least for the portion of the equipment required to fuel packer trucks. The accelerated HSR station would be constructed to be available one year after the initial packer truck arrivals-- this scenario assumes that one year of deadheading of the first 16 trucks to HSR Mount Hope will be required (the mileage and labour cost of this deadheading is included in the analysis). Note that costs associated with the new equipment installed on the HSR site have been removed from this analysis (ie HSR is paying for the dryer, compressors and generator) and only packer truck incremental costs are shown for fast fill of packer trucks on Wentworth site. A pipe feeding storage on the current Wentworth site would be installed and fastfill dispensers on the Wentworth site would be used to fuel trucks—packer trucks would not be fueled on the HSR site. The equipment required is listed below:

- HSR CNG Dryer
- HSR--Two new 250 Hp (w/ VFD) 636 scfm compressors (minimum)
- 70 MCF storage
- New Fast Fill Priority/ESD Panel
- Two Combo Dispensers
- Fuel Management Terminal
- No Time Fill System
- HSR--Recapture Defueling System
- HSR--New Compressed Air System
- New Electrical Control panels in Existing Building
- HSR--Diesel Generator

Scenario 4--New Burlington Street Fast Fill and Time Fill

Construct a new standalone fueling station at the Burlington Street site complete with a diesel generator for redundancy. The station would primarily fuel using a time fill fueling manifold, however, a small storage and a single fast fill dispenser would be installed to allow fast fill as well—in the event a truck returns from service and must fuel quickly to allow it to go into service. The equipment required is listed below:

- Relocate Existing CNG Dryer
- Two new 250 Hp (w/ VFD) 636 scfm compressors
- 35 MCF storage
- New Fast Fill Priority/ESD Panel
- One Combo Dispenser
- Fuel Management Terminal
- 37 Time Fill Posts with Barricade
- Recapture Defueling System
- New Compressed Air System
- New Electrical Control panels in Existing Building

- New Diesel Generator

Scenario 5--New Burlington Street with Time Fill Only

Construct a new standalone fueling station at the Burlington Street site complete with a diesel generator for redundancy. The station would only fuel using a time fill fueling manifold. It would be possible to allow space for a future small storage and a single fast fill dispenser to allow the future installation of fast fill as well. The equipment required is listed below:

- Relocate Existing CNG Dryer
- Two new 250 Hp (w/ VFD) 636 scfm compressors
- 37 Time Fill Posts with Barricade
- Recapture Defueling System
- New Compressed Air System
- New Electrical Control panels in Existing Building
- New Diesel Generator

Findings-Quantitative

The primary means of quantitative evaluation of the project is the Net Present Value (NPV) of the Costs and Savings compared to Clean Diesel trucks and operation (savings are calculated as the cost of diesel that is displaced).

A payback analysis was also performed (note that the time value of money and discount rate is not used in a payback analysis). See Glossary in Appendix A for additional definition of payback analysis. Although payback analysis does not include any discounting to current dollars (as used in NPV), it uses cash flow over the life of the project in dollar costs as incurred in each of the 21 years—these costs are escalated using the inflation rates indicated in Appendix C so they represent the cash outlay in a given year. Capital costs such as the CNG station and the upcharge on the packer trucks as well as operating costs such as the electricity and maintenance to operate the CNG station are offset against the cost that would have been spent purchasing diesel fuel. Thus, the payback year is the year when the savings on CNG offsets the cost of CNG capital and operating costs. The summary table on the next page provides a breakdown of the cost categories in 2019 dollars (ie the NPV). Negative numbers are costs and positive numbers are savings versus diesel or current practice.

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Net Present Value of All Costs-21 Year--Baseline Scenario with 37 Trucks

Scenario	1	2	3	4	5
	Rebuild Wentworth Fast Fill	Rebuild Wentworth Fast Fill and Tie-in to Future Adjacent HSR	Accelerate HSR Initial Station Configuration to be Available One Year After Initial Packer Truck Arrivals--Note that HSR Station Dryer, Compressor and Generator Costs have been Removed and Only Packer Truck Fast Fill Storage, Dispensing and Controls System Costs are Shown for Wentworth Site	New Burlington Street Fast Fill and Time Fill	New Burlington Street Time Fill Only
Description	NPV				
1 Diesel Fuel and DEF	\$ 11,154,085	\$ 11,154,085	\$ 11,154,085	\$ 11,154,085	\$ 11,154,085
2 CNG Fast Fill Only Station	\$ (4,131,583)	\$ (3,224,902)	\$ (1,246,687)		
3 CNG Time Fill Station					\$ (4,050,875)
4 CNG Fast Fill and Time Fill Station				\$ (4,832,201)	
5 Gas Utility Commodity and Transportation Costs	\$ (2,520,301)	\$ (2,520,301)	\$ (2,520,301)	\$ (2,520,301)	\$ (2,520,301)
6 Gas Compression Electrical Costs--note that fast fueling at Wentworth will take place from 2pm to 5pm which is high-peak in the summer and mid-peak in the winter. Rates change frequently but mid-peak is approximately 50% higher than off-peak and high-peak is approximately 100% higher than off-peak. Baseline data for HSR is primarily off-peak usage. To be conservative, the high-peak rates are assumed so HSR power costs are doubled.	\$ (340,128)	\$ (340,128)	\$ (340,128)	\$ (340,128)	\$ (340,128)
7 Compression System O&M--Note that Scenario 3 is not discounted to reflect the use of HSR equipment as it is assumed that the Packer Fleet will reimburse HSR for fuel at a rate that will compensate HSR for these costs.	\$ (1,110,363)	\$ (1,110,363)	\$ (1,110,363)	\$ (1,110,363)	\$ (1,110,363)
8 Incremental Cost of Vehicles	\$ (4,255,284)	\$ (4,255,284)	\$ (4,255,284)	\$ (4,255,284)	\$ (4,255,284)
9 Deadheading--Burlington to Wentworth--Truck O&M Savings, not including Labour				\$ 1,224,615	\$ 1,224,615
10 Fast Fill Deadheading--Wentworth St. to Mount Hope (Year 1) round trip--Labour			\$ (297,201)		
11 Fast Fill Deadheading--Wentworth St. to Mount Hope (Year 1) round trip--Mileage			\$ (135,375)		
12 Total NPV for Life Cycle (see Glossary in Appendix A for explanation of NPV)	\$ (1,203,575)	\$ (296,894)	\$ 1,248,744	\$ (679,578)	\$ 101,748
Description	Payback Year				
13 Payback Achieved in Year: (see Glossary in Appendix A for explanation of Payback)	16	16	10	16	13

Quantitative Findings-Summary Points:

It should be understood that the best alternative(s) will provide a blend of qualitative and quantitative benefits. The table on the preceding page is only quantitative.

1. See Appendix D for station capital cost estimates and Appendix F for fuel consumption and GHG emission calculations.
2. Scenarios 3 and 5 are currently returning a positive NPV and all Scenarios are achieving payback between 10 and 16 years of the 21-year period.
3. The table on the previous page shows the Net Present Value (NPV) to be highest for scenario 3—Wentworth fast fill scenario using HSR compression and other infrastructure (NPV=\$1.25M). This high NPV is due to significant leveraging of the investment in the new HSR facility, thus this scenario is very dependent on the HSR facility being constructed in a schedule not exceeding one year after the initial 16 packer trucks are put into service—the deadheading cost from Wentworth to Mount Hope for fueling accounts for about \$433K per year and this assumes that fueling is done on regular time (not overtime).
4. Scenario 5 also has a positive NPV (\$102K) and provides a number of operational advantages, however it should be noted that scenario 4 and 5 are both very dependent on the assumed truck mileage savings of a 50 percent reduction in trips to Wentworth street for fueling.
5. The lowest NPV scenario was number 1—the rebuild of the Wentworth fast fill. This scenario showed an NPV of -\$1.20M.
6. It should be noted that all of the scenarios result in Classification 157, 157A and 170A trucks that are early or mid-way through their life cycle at the end of the 21 years. If the City decided to transition away from CNG in 21 years, the CNG station could continue to operate for another 5 years to recoup the cost of the trucks. This would add to the economic value of all scenarios.
7. Fleet expansion is likely in the future to meet a growing City; however, no fleet growth is included in these baseline calculations (a conservative assumption) (see the sensitivity analysis findings for additional information). Marathon calculated a compression capacity requirement of 522 scfm for fast fill and 196 scfm for time fill of the 37 trucks. The best “fit” compressor provides 636 scfm of compression (two compressors are included for redundancy for a total of 1272 scfm if both are operable) and thus the conservatively sized station used in this analysis can comfortably handle an expanded Hamilton packer truck fleet.

Findings-Qualitative and Quantitative Benefits of Time fill at the Burlington Street Location:

Scenarios 4 and 5 are both based on the use of a predominantly or completely time fill approach to fueling at the Burlington Street location. Time fill in this location has several benefits:

1. Time fill of trucks takes place over a period of many hours. This additional fill time allows the heat generated during fueling to partially dissipate while fueling progresses and thus results in cooler, denser gas in truck tanks after fueling—this translates into a more complete fill and improved range.
2. Given that packer trucks are typically parked for 12 to 16 hours, time fill is well adapted to packer truck operations. The picture below is of a large refuse time fill designed by Marathon and installed in Tucson Arizona.



3. Time fill can significantly reduce the number of compressor starts and stops which leads to reduced wear and tear on station equipment. Time fill equipment is also simpler than fast fill dispensing equipment and thus is less prone to breakdown.
4. With much more time available for time filling, a (much) smaller compressor can be used. This analysis assumes the same two 636 scfm compressors as the fast fill scenarios to allow for the future use of the station as a relatively high capacity fast fill station and because these larger compressors are more robust and durable than smaller compressors.

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5. The elimination of the need to drive trucks to another location for the sole purpose of fueling reduces unnecessary truck operating costs. This analysis has assumed that half of the truck fleet would be required to make an unnecessary trip to Wentworth for fast fueling if fueling did not take place at Burlington street. Based on this assumption, (not including labour costs) the added cost over the **life cycle has an NPV of \$1,224,615**. This has been included in the analysis and plays a pivotal role in the overall NPV.
6. It is anticipated that there will be a reduction of personnel time required related to the use of time fill rather than fast fill fueling (Burlington Street options). Based on an estimated 10 minutes of time reduction per vehicle per night (conservative), this results in an **NPV lifecycle labor reduction equivalent to \$2,330,426**. This has not been included in the cost summary since a rework and extension of existing routes would be required to realize this time/labour reduction.
7. Fueling at Burlington Street consolidates the trucks to the location of dispatch, simplifying operations.

Findings-Qualitative and Quantitative Benefit Summary by Scenario

Pros and Cons of each Scenario:

Scenario 1--Rebuild Wentworth Fast Fill

Pros:

1. It uses the existing developed location and services, making it the fastest to deploy (same for scenario 2).
2. This scenario is schedule independent of the HSR project.

Cons:

3. Requires trucks to fuel at Wentworth—lacks the operational simplicity and convenience of consolidating fueling to truck domicile location at Burlington Street.
4. One of the highest capital cost scenarios (\$4.1M).

Scenario 2--Rebuild Wentworth Fast Fill and Tie-in to Future Adjacent HSR

Pros:

1. It uses the existing developed location and services, making it the fastest to deploy (same for scenario 1).
2. Second lowest capital cost (\$3.2M).

Cons:

3. Requires trucks to fuel at Wentworth—lacks the operational simplicity and convenience of consolidating fueling to truck domicile location at Burlington Street.
4. This scenario is somewhat schedule dependent of the HSR project—for station redundancy.

Scenario 3--Accelerate HSR Initial Station

Pros:

1. Highest NPV (\$1.25M). Fastest payback (10 Years).
2. Lowest capital cost (\$1.25M)—less than half of the next lowest cost alternative.
3. Leverages the HSR station making more use of those assets. Packer truck and HSR bus schedules have little to no overlap.

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Cons:

4. Requires trucks to fuel at Wentworth—lacks the operational simplicity and convenience of consolidating fueling to truck domicile location at Burlington Street.
5. This scenario is very schedule dependent of the HSR project—for gas drying, compression and redundancy.
6. This scenario requires one year of deadheading of packer trucks to Mount Hope for fuel at an included cost of about \$433K. If the HSR station were delayed, this annual cost would continue to accrue. Any non-revenue time on the street increases vehicle wear and tear and introduces additional operating risk. The alternative of trailering gas to the Wentworth site also creates risk due to equipment failure without redundancy, third party equipment operating on City property and the risk of trucking the gas through the City.
7. Although this scenario is appealing from a cost perspective, the heavy reliance on the HSR project, coupled with the need for ongoing fueling of the fleet at Wentworth reduces the desirability of this option significantly.

Scenario 4--New Burlington Street Fast Fill and Time FillPros:

1. This scenario is schedule independent of the HSR project.
2. Convenience and operational simplicity of consolidating fueling to the Burlington Street truck domicile location.
3. Benefits of time fill, with the option to perform some fast fill when necessary.

Cons:

4. Second lowest NPV (-\$680K).
5. Highest capital cost (\$4.8M) of all scenarios as the new site will require development.

Scenario 5--New Burlington Street with Time Fill onlyPros:

1. Second highest NPV (\$102K) and second fastest payback (13 Years).
2. This scenario is schedule independent of the HSR project.

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3. Convenience and operational simplicity of consolidating fueling to the Burlington Street truck domicile location.
4. Benefits of time fill.

Cons:

5. Third highest capital cost (\$4.1M) of all scenarios as the new site will require development.
6. No fast fill facility is provided, although, space could be left for a future fast fill storage and island if desired. It should also be noted that with the planned compressors, one compressor will time fill one truck directly in 10 to 15 minutes, thus the need for fast fill is very low.

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Findings-Sensitivity Analysis to Test the Impact of Fleet Growth:

Sensitivity Analysis 1--One Additional Heavy Truck of Classification 78, 157 and 170A added at Second Procurement Cycle (total 40 trucks):

Net Present Value of All Costs-21 Year					
Sensitivity Analysis with 37 Trucks in First Truck Procurement and 40 Trucks after Second Truck Procurement					
Scenario	1	2	3	4	5
	Rebuild Wentworth Fast Fill	Rebuild Wentworth Fast Fill and Tie-in to Future Adjacent HSR	Accelerate HSR Initial Station Configuration to be Available One Year After Initial Packer Truck Arrivals--Note that HSR Station Dryer, Compressor and Generator Costs have been Removed and Only Packer Truck Fast Fill Storage, Dispensing and Controls System Costs are Shown for Wentworth Site	New Burlington Street Fast Fill and Time Fill	New Burlington Street Time Fill Only
Description	NPV				
1 Diesel Fuel and DEF	\$ 11,734,773	\$ 11,734,773	\$ 11,734,773	\$ 11,734,773	\$ 11,734,773
2 CNG Fast Fill Only Station	\$ (4,131,583)	\$ (3,224,902)	\$ (1,246,687)		
3 CNG Time Fill Station					\$ (4,086,936)
4 CNG Fast Fill and Time Fill Station				\$ (4,868,262)	
5 Gas Utility Commodity and Transportation Costs	\$ (2,645,908)	\$ (2,645,908)	\$ (2,645,908)	\$ (2,645,908)	\$ (2,645,908)
6 Gas Compression Electrical Costs--note that fast fueling at Wentworth will take place from 2pm to 5pm which is high-peak in the summer and mid-peak in the winter. Rates change frequently but mid-peak is approximately 50% higher than off-peak and high-peak is approximately 100% higher than off-peak. Baseline data for HSR is primarily off-peak usage. To be conservative, the high-peak rates are assumed so HSR power costs are doubled.	\$ (357,415)	\$ (357,415)	\$ (357,415)	\$ (357,415)	\$ (357,415)
7 Compression System O&M--Note that Scenario 3 is not discounted to reflect the use of HSR equipment as it is assumed that the Packer Fleet will reimburse HSR for fuel at a rate that will compensate HSR for these costs.	\$ (1,110,363)	\$ (1,110,363)	\$ (1,110,363)	\$ (1,110,363)	\$ (1,110,363)
8 Incremental Cost of Vehicles	\$ (4,467,884)	\$ (4,467,884)	\$ (4,467,884)	\$ (4,467,884)	\$ (4,467,884)
9 Deadheading--Burlington to Wentworth--Truck O&M Savings, not including Labour				\$ 1,287,671	\$ 1,287,671
10 Fast Fill Deadheading--Wentworth St. to Mount Hope (Year 1) round trip--Labour			\$ (297,201)		
11 Fast Fill Deadheading--Wentworth St. to Mount Hope (Year 1) round trip--Mileage			\$ (135,375)		
12 Total NPV for Life Cycle (see Glossary in Appendix A for explanation of NPV)	\$ (978,380)	\$ (71,698)	\$ 1,473,940	\$ (427,387)	\$ 353,939
Description	Payback Year				
13 Payback Achieved in Year: (see Glossary in Appendix A for explanation of Payback)	16	16	11	16	13

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

It is clear from the above sensitivity analysis 1 that the NPVs are all improving although the payback is not improving due to the additional truck purchases in later years. The ranking of scenarios does not change since the capital station costs do not change (other than additional time fill posts in Scenarios 4 and 5). Operating costs are variable and increase according to fuel usage.

Note that if additional trucks were introduced even sooner, the benefits would be more pronounced.

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

Sensitivity Analysis 2--One Additional Heavy Truck of Classification 78, 157 and 170A added at Second (total 40 trucks) and One More at Third Procurement Cycle (total 43 trucks):

**Net Present Value of All Costs-21 Year
Sensitivity Analysis with 37 Trucks in First Truck Procurement, 40 Trucks after
Second Truck Procurement and 43 Trucks after Third Truck Procurement**

Scenario	1	2	3	4	5
	Rebuild Wentworth Fast Fill	Rebuild Wentworth Fast Fill and Tie-in to Future Adjacent HSR	Accelerate HSR Initial Station Configuration to be Available One Year After Initial Packer Truck Arrivals--Note that HSR Station Dryer, Compressor and Generator Costs have been Removed and Only Packer Truck Fast Fill Storage, Dispensing and Controls System Costs are Shown for Wentworth Site	New Burlington Street Fast Fill and Time Fill	New Burlington Street Time Fill Only
Description	NPV				
1 Diesel Fuel and DEF	\$ 11,977,661	\$ 11,977,661	\$ 11,977,661	\$ 11,977,661	\$ 11,977,661
2 CNG Fast Fill Only Station	\$ (4,131,583)	\$ (3,224,902)	\$ (1,246,687)		
3 CNG Time Fill Station					\$ (4,122,997)
4 CNG Fast Fill and Time Fill Station				\$ (4,904,323)	
5 Gas Utility Commodity and Transportation Costs	\$ (2,697,517)	\$ (2,697,517)	\$ (2,697,517)	\$ (2,697,517)	\$ (2,697,517)
6 Gas Compression Electrical Costs--note that fast fueling at Wentworth will take place from 2pm to 5pm which is high-peak in the summer and mid-peak in the winter. Rates change frequently but mid-peak is approximately 50% higher than off-peak and high-peak is approximately 100% higher than off-peak. Baseline data for HSR is primarily off-peak usage. To be conservative, the high-peak rates are assumed so HSR power costs are doubled.	\$ (364,645)	\$ (364,645)	\$ (364,645)	\$ (364,645)	\$ (364,645)
7 Compression System O&M--Note that Scenario 3 is not discounted to reflect the use of HSR equipment as it is assumed that the Packer Fleet will reimburse HSR for fuel at a rate that will compensate HSR for these costs.	\$ (1,110,363)	\$ (1,110,363)	\$ (1,110,363)	\$ (1,110,363)	\$ (1,110,363)
8 Incremental Cost of Vehicles	\$ (4,565,239)	\$ (4,565,239)	\$ (4,565,239)	\$ (4,565,239)	\$ (4,565,239)
9 Deadheading--Burlington to Wentworth--Truck O&M Savings, not including Labour				\$ 1,315,881	\$ 1,315,881
10 Fast Fill Deadheading--Wentworth St. to Mount Hope (Year 1) round trip--Labour			\$ (297,201)		
11 Fast Fill Deadheading--Wentworth St. to Mount Hope (Year 1) round trip--Mileage			\$ (135,375)		
12 Total NPV for Life Cycle (see Glossary in Appendix A for explanation of NPV)	\$ (891,687)	\$ 14,995	\$ 1,560,633	\$ (348,546)	\$ 432,780
Description	Payback Year				
13 Payback Achieved in Year: (see Glossary in Appendix A for explanation of Payback)	16	16	11	16	13

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

Sensitivity analysis 2 shows additional NPV improvement, even though the costs of the additional CNG trucks in procurement 3 for truck classifications 157 and 170 are not fully utilized by the end of the 21-year period.

Note that if additional trucks were introduced even sooner, the benefits would be more pronounced. Given the expected growth of the City, Marathon believes that Sensitivity Analysis 2 is the most likely reflection of actual project economics.

Findings-Environmental:

The growing concern over climate change and the recent advancements in controlling toxic tailpipe emissions has caused a shift in focus toward greenhouse gases and most notably toward CO₂ reduction. Unlike other pollutants that can be reduced by exhaust treatment, CO₂ is simply a product of combustion—thus, if a hydrocarbon (HC) fuel is consumed, CO₂ is produced. In fact, there are basically three ways to reduce CO₂ emissions of a vehicle:

1. Reduce fuel consumption through greater engine or drive train efficiency (reduce weight, use a hybrid drive system, etc.).
2. Use a low carbon fuel such as CNG or Renewable Natural Gas (RNG).
3. Use an energy source that has no tailpipe emissions (Battery Electric or hydrogen) however, these technologies are not yet field proven or durable to the extent that diesel and CNG are, and these energy sources can emit as much GHG as CNG depending on how the hydrogen or electricity is produced.

The first point above is relatively straightforward, since CO₂ production is linked to fuel consumption, any improvement in fuel consumption will provide a similar reduction in CO₂ emissions.

The second point is not as obvious. The products of complete combustion of any hydrocarbon fuel are CO₂ and H₂O, thus if one uses a fuel that is inherently lower in carbon content per unit of energy output, there will be lower CO₂ emissions. This study has included an analysis of the annual and lifecycle GHG reduction associated with the transition from diesel to CNG trucks and a further analysis to illustrate the reduction if RNG were used instead of CNG. Southern California Gas Company has claimed that more than half of the natural gas dispensed to vehicles in California is RNG (<https://www.socalgas.com/smart-energy/renewable-gas/what-is-renewable-natural-gas>).

The GHG analysis indicated above is provided in Appendix F. Based on this data, the replacement of the diesel fleet with a CNG fleet will provide a reduction of 5,537 tonnes CO₂e over the lifecycle of the project, an amount equal to about 57 passenger vehicles (using US EPA equivalents) and about a 17.3 percent reduction from the diesel trucks.

Note that RNG is functionally identical to CNG—there is no difference in the CNG station or vehicle and in most cases, the molecules consumed in the vehicle are not the RNG molecules produced at the source—an accounting exercise is used to track the RNG through the pipeline system—analogous to deposits and withdrawals from a bank.

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

An RNG scenario was not analyzed since the costs are identical, (with the possible exception of the fuel cost) to the costs in the 5 scenarios that were investigated. Thus, the decision on whether to transition to CNG and which fueling plan and location to adopt is independent of the decision to utilize RNG.

RNG can be used to displace any portion of gas consumed. Many of the large fleets in California use 100 percent RNG. The use of 100 percent RNG results in near zero GHG emissions as no new carbon is introduced and methane that would have naturally been released to the environment is captured and used. The GHG reduction for RNG is calculated to be 31,965 tonnes CO_{2e} over the lifecycle of the project— an amount equal to about 331 passenger vehicles (using US EPA equivalents) and representing an almost complete elimination of GHGs. Therefore, RNG can provide a scenario that emits essentially no CO₂ making it comparable to, or lower in GHGs than electric trucks powered from Ontario's grid.

It is understood that the City has a limited supply of RNG and there will be internal competition for its use. Vehicle applications provide a very publicly visible way of promoting the use of this green fuel—one that has been widely used by the company Waste Management in promoting their fleet. The use of RNG allows the City to use mature and proven CNG truck technology whereas, BET truck technology is still very developmental and there are very limited packer truck types currently available and vehicle range is considerably less than with CNG.

Findings-CNG Truck Range:

The City's maximum route at this time is 180 km. Current major CNG packer truck suppliers advertise trucks with total capacity of 60 to 105 Diesel Gallon Equivalent (DGE) or 228 to 399 Diesel Litre Equivalent (DLE). The difference in tank volume is related to different positioning of tanks on the trucks (see following page). Tank location options on the truck is limited by truck type—for example, a rear loader will not have a tailgate tank option. Using the City's current average fuel economy and factoring in for the portion of the tank capacity that is not useable due to incomplete filling and due to residual pressure when the tank is functionally empty, these trucks have a range of 180 to 300 km. Thus, it will be important for the City to be vigilant in optimizing the range on these trucks since a truck with a 225 to 250 km range would be needed for a 180 km route. It should also be noted that time fill improves the vehicle range by an estimated 10 percent due to the lower tank temperatures during time filling, compared to fast filling.

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report



**Back of Cab/Front Body
(Rear Loader shown) CNG
Tanks-Picture Credit
Agility Fuel Solutions**



**Roof Mounted CNG Tanks
(Side Loader shown)-
Picture Credit Agility Fuel
Solutions**



**Tailgate CNG Tanks (Front
Loader shown)-Picture
Credit Agility Fuel
Solutions**

Findings-Operating Engineers:

Marathon spoke with the Technical Standards and Safety Authority (TSSA) (Brian Gee) by email and by phone. The major takeaways from the correspondence were:

1. The 150 Hp threshold above which an operating engineer or compressor operator is required, is still in place, however, TSSA is having internal discussions related to relaxing or removing this requirement. Mr. Gee indicated that he believed this will happen, but not before next June at the earliest and likely later—perhaps much later.
2. TSSA will allow up 150 Hp for the compressor itself and does not include ancillary loads such as fans.
3. TSSA will allow more than one 150 Hp compressor to be installed provided there is an interlock to limit operation to one compressor to avoid exceeding the 150 Hp threshold.
4. TSSA will allow larger compressors (perhaps 200 to 250 Hp) if they are horsepower limited to 150 Hp. This could be accomplished using a VFD to avoid exceeding the 150 Hp threshold. TSSA would also require a device such as current monitoring to verify that the 150 Hp limit is not exceeded. This approach gives the City the opportunity to increase flow in the future if you either; add an operating engineer, or if the requirement is removed in the future.

Conclusions and Recommendations:

1. It is recommended that the City of Hamilton proceed with the CNG project.
2. All of the identified scenarios are technically feasible. Marathon has considered the balance between qualitative and quantitative factors and based on a balanced approach between these two general criteria, Marathon has rank ordered the scenarios by overall desirability are as following:
 - 1) Scenario 5--New Burlington Street with Time Fill only
 - 2) Scenario 3--Accelerate HSR Initial Station and provide packer truck fueling on the 330 Wentworth site using gas compressed at the new HSR site.
 - 3) Scenario 2--Rebuild Wentworth Fast Fill and Tie-in to Future Adjacent HSR
 - 4) Scenario 1--Rebuild Wentworth Fast Fill

Scenario 4 was eliminated since it would primarily provide the same benefits as Scenario 5 but at higher cost. Scenario 5 can provide a "fast" (10 to 15 minutes) time fill of a single vehicle making it almost as fast as the fast fill portion of Scenario 4. It is also a possibility that fast fill capability for packer trucks could be included with the new HSR station at lower cost than Scenario 4.

Scenario 3 is lower initial cost and thus, higher NPV, however, the NPV is spread across 21 years. This equates to an actual average benefit of \$55K per year in current dollars. This is a relatively low price for the operational convenience and efficiency of having the fueling operation at Burlington Street.

Given the long term nature of this project, Marathon recommends constructing the fueling facility at Burlington Street as this decouples the project from the current HSR project, gives a convenient fueling location that will save labour and truck mileage and still has a high NPV and the second best payback.

3. The sensitivity analysis demonstrates that more trucks will add to the financial viability of the transition to CNG. This is not a surprising conclusion since CNG is an inexpensive fuel but with high infrastructure costs. More throughput does not (in this case) add to the capital cost significantly but it does increase the amount of diesel that is displaced which in turn improves the NPV of all of the Scenarios. It should also be noted that adding trucks earlier improves the NPV more than later fleet growth.
4. Enbridge has indicated that both locations have ample gas supply and are they are currently proposing an 80 psig delivery pressure—note that the Wentworth site has historically had a 200 psig delivery pressure. Marathon

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

- recommends negotiating for higher inlet pressure as this will reduce the electricity and maintenance costs on the compressors (although they are still likely to be 4 stage compressors unless much higher pressure is available). Unregulated utility pressure is often the best overall approach from an Owner and Utility perspective.
5. It is estimated that this project will create a savings of 5,537 tonnes CO_{2e} over the lifecycle of the project --projecting a “green” image for the City. If there is fleet growth beyond 37 trucks, the environmental benefit will be increased.
 6. Hamilton has its own RNG supply. Transportation is an excellent application for RNG and can make a CNG vehicle even more environmentally responsible than an electric vehicle—avoiding the pollution of battery production. The CNG vehicle has the power and range to match the current diesel routes whereas a fleet size increase is often necessary with electric vehicles.
 7. Given the unknowns related to future TSSA regulations, if the City proceeds with time fill, there are two approaches:
 - a. Install two 150 Hp/380 scfm compressors with interlocks so they cannot operate simultaneously. This will provide ample flow to serve the time fill station for 37 trucks and beyond.
 - b. Install two 250 Hp/ 636 scfm compressors with VFDs and interlocks to prevent the compressors from operating simultaneously and at a power consumption level exceeding 150 Hp.

Marathon recommends the second alternative (b) above since it provides the ability to significantly upgrade the station flow rate in the future. The analysis in this report was based on the second alternative (b). Note that the first alternative will slightly reduce the capital cost.

Appendix A

Glossary of Terms

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

ACH	Air Changes per Hour
AHJ	Authority having Jurisdiction (the regulatory body with the authority to mandate design)
BET	Battery Electric Truck
CH ₄	Methane—natural gas is about 90 to 95 percent methane.
CNG	Compressed Natural Gas
CO ₂ e	Carbon Dioxide Equivalent—a means of comparing other GHGs to CO ₂ and also to combine the effects of multiple GHGs to a common unit for simplification of quantification.
DGE	Diesel Gallon Equivalent (the amount of CNG required to provide an amount of energy equal to one USG of diesel fuel).
Discount Rate	This is a percentage used to discount a future value back to a present value to be used in the calculation of the Net Present Value (NPV). The discount rate used is often the borrowing rate, however, it could also be the minimum acceptable rate of return also called the “hurdle rate”. This should not be confused with the Internal Rate of Return (IRR) which is the rate at which the project has a net present value of zero—ie the rate at which the project is “breakeven”.
ESD	Emergency Shut Down
F	Fahrenheit
GGE	Gasoline Gallon Equivalent (the amount of CNG required to provide an amount of energy equal to one USG of gasoline=5.66 pounds of CNG).
GHG	Greenhouse Gas—CO ₂ (Carbon Dioxide), CH ₄ (methane) and N ₂ O (Nitrous Oxide) are the most common greenhouse gases.
HP or Hp	Horsepower
HSR	Hamilton Street Railway
HST	Harmonized Sales Tax—the sales tax in place in Ontario. At the time of this report, the City pays a net tax rate of 1.76 percent.
HVAC	Heating Ventilation and Air Conditioning

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

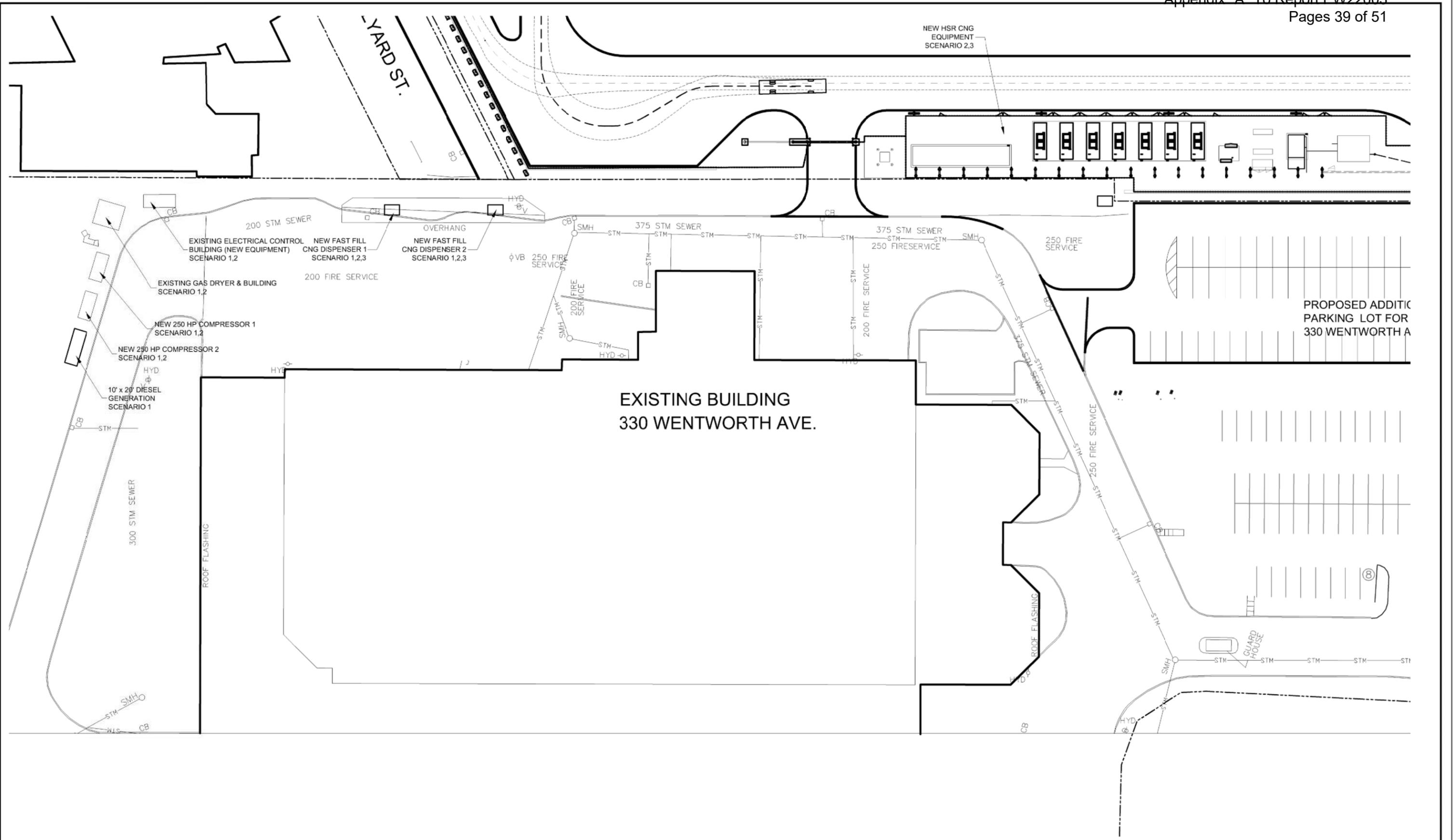
IR	Infrared
LCA	Life Cycle Analysis
LEL	Lower Explosive Limit (this is 5 percent gas in air by volume—thus 20 percent LEL is 1 percent gas in air by volume)
LNG	Liquefied Natural Gas
m ³	Cubic meter of natural gas
NG	Natural Gas
NGV	Natural Gas for Vehicles or Natural Gas Vehicle (depending on context)
NPV	Net Present Value is the value of the project expressed in current dollars. It is calculated by “discounting” the future cost and savings back to current dollars using the “discount rate.”
Payback or Simple Payback	Payback is based on a cash flow analysis and is the time (expressed in years in this report) required for the income (or in this case the savings compared to a diesel fleet) to exceed the capital and operating expenditures. Future costs and savings are increased using inflation factors to their value in future years but there is no cost of money or “discount rate” applied) as this is not a Net Present Value. As with all analysis herein, the analysis is based on differential costs and savings only compared to the diesel baseline.
PSI	Pounds per Square Inch
PSIG	Pounds per Square Inch Gauge (Atmospheric pressure is 0 psig)
RNG	Renewable Natural Gas—natural gas sourced from landfills or digesters.
SCF	Standard Cubic Feet (the volume of gas within one cubic foot at atmospheric pressure and 60 F)
USG	US Gallon
VFD	Variable Frequency Drive—allows AC motors to operate at part speed.

Appendix B

Site Layout Drawings:

**G-01 Hamilton Packer Truck CNG Concept Layout-330
Wentworth St., Hamilton ON**

**G-02 Hamilton Packer Truck CNG Concept Layout-1579
Burlington St., Hamilton ON**



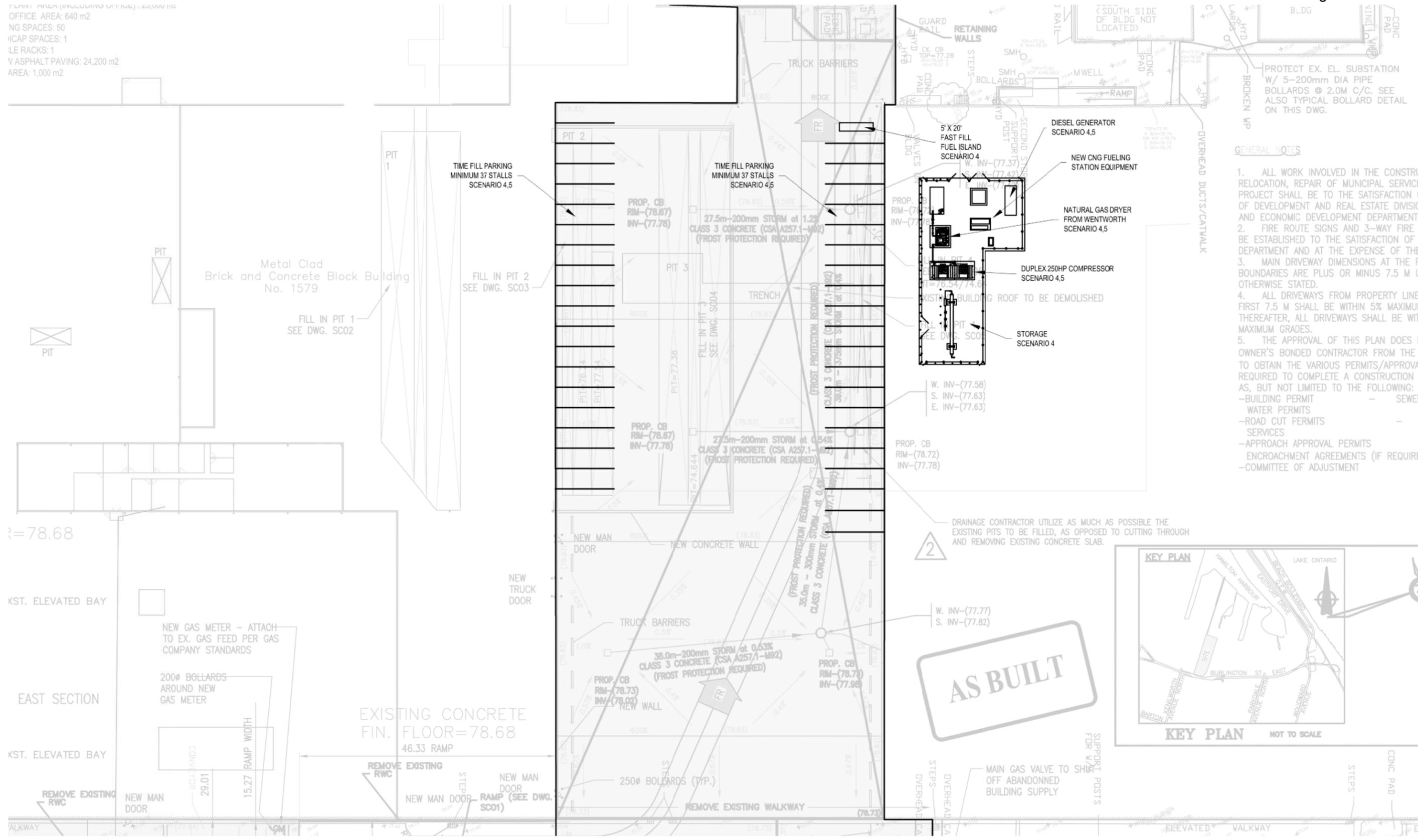
PROJECT ENGR./APPR:
DESIGNER: Robert R. Adams
DRAWN BY: KH
SCALE: NTS
DATE: 12/10/2019
CHECKED BY:
CHECKED/APPROVED BY:

REVISIONS									
NO.	DATE	BY	DESCRIPTION	APP'D	NO.	DATE	BY	DESCRIPTION	APP'D

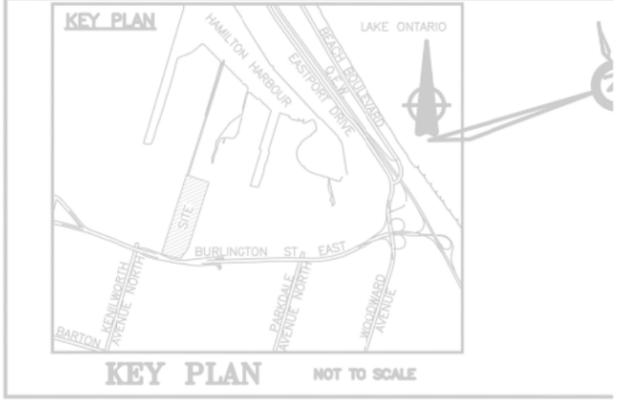
PROJECT: HAMILTON PACKER TRUCK CNG STATION
CONCEPT LAYOUT
330 WENTWORTH ST.
HAMILTON, ONT

WORK PROJECT NO. G-01

PLANT AREA (INCLUDING OFFICE): 29,000 m²
 OFFICE AREA: 640 m²
 NG SPACES: 50
 ICAP SPACES: 1
 LE RACKS: 1
 ASPHALT PAVING: 24,200 m²
 AREA: 1,000 m²



- GENERAL NOTES**
1. ALL WORK INVOLVED IN THE CONSTRUCTION, RELOCATION, REPAIR OF MUNICIPAL SERVICE PROJECT SHALL BE TO THE SATISFACTION OF DEVELOPMENT AND REAL ESTATE DIVISION AND ECONOMIC DEVELOPMENT DEPARTMENT.
 2. FIRE ROUTE SIGNS AND 3-WAY FIRE ISLANDS SHALL BE ESTABLISHED TO THE SATISFACTION OF DEVELOPMENT AND REAL ESTATE DIVISION AND AT THE EXPENSE OF THE CONTRACTOR.
 3. MAIN DRIVEWAY DIMENSIONS AT THE PROPERTY BOUNDARIES ARE PLUS OR MINUS 7.5 M UNLESS OTHERWISE STATED.
 4. ALL DRIVEWAYS FROM PROPERTY LINE FIRST 7.5 M SHALL BE WITHIN 5% MAXIMUM GRADE. THEREAFTER, ALL DRIVEWAYS SHALL BE WITHIN 5% MAXIMUM GRADE.
 5. THE APPROVAL OF THIS PLAN DOES NOT GUARANTEE THE OWNER'S BONDED CONTRACTOR FROM THE CONTRACTOR TO OBTAIN THE VARIOUS PERMITS/APPROVALS REQUIRED TO COMPLETE A CONSTRUCTION PROJECT, BUT NOT LIMITED TO THE FOLLOWING:
 - BUILDING PERMIT
 - SEWER WATER PERMITS
 - ROAD CUT PERMITS
 - SERVICES
 - APPROACH APPROVAL PERMITS
 - ENCROACHMENT AGREEMENTS (IF REQUIRED)
 - COMMITTEE OF ADJUSTMENT



AS BUILT

REVISIONS

NO.	DATE	BY	DESCRIPTION	APP'D

PROJECT ENGR./ARCH:
 DESIGNER: Robert R. Adams
 DRAWN BY: KH
 SCALE: NTS
 DATE: 12/10/2019
 CHECKED BY:
 CHECKED/APPROVED BY:

PROJECT:	HAMILTON PACKER TRUCK CNG STATION CONCEPT LAYOUT	WORK PROJECT NO.:
SHEET TITLE:	1579 BURLINGTON ST. HAMILTON, ONT.	G-02

Appendix C

General Cost Inputs

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

Maximum Finance Term (Years):		
Term for Accounting Depreciation (Years):		21
Discount Rates:		
Standard		5.00%
Inflation Rates:		
General:		2.50%
Natural Gas:		2.50%
Power:		3.00%
Maintenance: (New Equipment)		3.00%
Diesel Fuel		3.00%
Working Days per Year:		260

Trucks:		
Classification 78		
Number of Trucks		16
2019 Replacement Cost	\$	242,000
Percentage Premium for CNG		
Dollar Premium for CNG--includes 1.76% HST	\$	45,792
Initial Replacement Year		2021
Lifespan (years)		7
Annual litres of Diesel Consumed per truck:		14,509
Classification 157		
Number of Trucks		10
2019 Replacement Cost	\$	300,000
Percentage Premium for CNG		
Dollar Premium for CNG--includes 1.76% HST	\$	45,792
Initial Replacement Year		2022
Lifespan (years)		7
Annual litres of Diesel Consumed per truck:		21,145
Classification 157A		
Number of Trucks		2
2019 Replacement Cost	\$	166,000
Percentage Premium for CNG		
Dollar Premium for CNG--includes 1.76% HST	\$	30,528
Initial Replacement Year		2022
Lifespan (years)		7
Annual litres of Diesel Consumed per truck:		6,305
Classification 170A		
Number of Trucks		9
2020 Replacement Cost	\$	330,000
Percentage Premium for CNG		
Dollar Premium for CNG--includes 1.76% HST	\$	45,792
Initial Replacement Year		2024
Lifespan (years)		7
Annual litres of Diesel Consumed per truck:		15,598

Gas Charges: All energy charges below are charged on a per M3 basis.	
Using HSR Data	
Total paid for natural gas 2018-2019 (all of Calendar 2018 plus first 8 months of 2019)	\$ 2,246,896
Total Gas Throughput (m3) 2018-2019 (all of	8,893,093
Natural Gas Commodity, Transmission and Distribution Cost \$/m3	\$ 0.2200

CNG Station Power:	
Prime Mover (HP)	250 x 2
Ancillary Loads-Pumps, Fans, Controls (%)	10%
Flow Provided	636*2
Utility Pressure (PSIG)	80
Total kWh (all of Calendar 2018 plus first 8 months of 2019 multiplied by 19.8% as directed by Hamilton)	1,023,088
Calculated power cost/kWh--based on Hamilton provided estimated station consumption percentage at HSR	\$ 0.1444

Using HSR Data	
Total paid by HSR for CNG Station Electricity for 2018-2019 (all of Calendar 2018 plus first 8 months of 2019--using 19.8% of cost as directed by Hamilton)	\$ 147,706
Total Gas Throughput 2018-2019 (all of Calendar 2018 plus first 8 months of 2019) (m3)	8,893,093
Electricity Cost \$/m3--current HSR based data for throughput and fraction of power attributable to HSR (\$/m3)	\$ 0.0166
Electricity cost per kWh including all costs--based on HSR 2019 Data (\$/kWh)	\$ 0.1490
Separate electricity calculation using HSR per kWh electricity cost and calculated load at new site (\$/m3)	\$ 0.02804

CNG Station Maintenance:	
Cost Per Therm:	
Cost per m3:	
Minimum Monthly Cost:	\$ 5,000
Using HSR Data	
Total paid to maintain station 2018-2019 (all of Calendar 2018 plus first 8 months of 2019)	\$ 583,554
Total Gas Throughput 2018-2019 (all of Calendar 2018 plus first 8 months of 2019)(m3)	8,893,093
Maintenance Cost \$/m3	\$ 0.0656

Appendix D

Station Capital Cost-all Scenarios

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

Station Cost Estimate--Scenario 1 Rebuild Wentworth Fast Fill				Station Cost Estimate--Scenario 2 Rebuild Wentworth Fast Fill and Tie-in to Future Adjacent HSR				Station Cost Estimate--Scenario 3 Accelerate HSR Initial Station Configuration to be Available One Year After Initial Packer Truck Arrivals-- Note that HSR Station Cost have been Removed and Only Packer Truck Incremental Costs are Shown for Fastfill of Packer Trucks on Wentworth Site			
Qty	Equipment Description	Unit Cost	Extended Cost	Qty	Equipment Description	Unit Cost	Extended Cost	Qty	Equipment Description	Unit Cost	Extended Cost
1	CNG Dryer-use existing Wentworth Dryer		\$ -	1	CNG Dryer-use existing Wentworth Dryer		\$ -	0	CNG Dryer-New HSR Dryer		\$ -
2	CNG Compressor(s) with enclosures-250 Hp/636 scfm	\$ 400,000	\$ 800,000	2	CNG Compressor(s) with enclosures-250 Hp/636 scfm	\$ 400,000	\$ 800,000	0	New HSR Compressors	\$ 400,000	\$ -
2	CNG Storage--35MCF	\$ 140,000	\$ 280,000	1	CNG Storage--35MCF	\$ 140,000	\$ 140,000	2	CNG Storage--35MCF	\$ 140,000	\$ 280,000
1	Storage Priority/ESD Panel	\$ 75,000	\$ 75,000	1	Storage Priority/ESD Panel	\$ 75,000	\$ 75,000	1	Storage Priority/ESD Panel	\$ 75,000	\$ 75,000
2	CNG High Flow/Standard Flow "Combo" Dispensers	\$ 80,000	\$ 160,000	2	CNG High Flow/Standard Flow "Combo" Dispensers	\$ 80,000	\$ 160,000	2	CNG High Flow/Standard Flow "Combo" Dispensers	\$ 80,000	\$ 160,000
0	Time Fill Panel	\$ 40,000	\$ -	0	Time Fill Panel	\$ 40,000	\$ -	0	Time Fill Panel	\$ 40,000	\$ -
0	Time Fill Posts	\$ 5,000	\$ -	0	Time Fill Posts	\$ 5,000	\$ -	0	Time Fill Posts	\$ 5,000	\$ -
1	Defueling System (with Recapture)	\$ 100,000	\$ 100,000	1	Defueling System (with Recapture)	\$ 100,000	\$ 100,000	0	Defueling System (with Recapture)--use HSR	\$ 100,000	\$ -
1	Air Compressor and Dryer	\$ 30,000	\$ 30,000	1	Air Compressor and Dryer	\$ 30,000	\$ 30,000	0	Air Compressor and Dryer--use Compressed Ai	\$ 30,000	\$ -
1	Miscellaneous Valves and Equipment	\$ 20,000	\$ 20,000	1	Miscellaneous Valves and Equipment	\$ 20,000	\$ 20,000	1	Miscellaneous Valves and Equipment	\$ 20,000	\$ 20,000
1	MCC/MSP	\$ 80,000	\$ 80,000	1	MCC/MSP	\$ 80,000	\$ 80,000	0	MCC/MSP--Located at HSR	\$ 80,000	\$ -
1	Master PLC Panel (MCP)	\$ 60,000	\$ 60,000	1	Master PLC Panel (MCP)	\$ 60,000	\$ 60,000	1	Master PLC Panel (MCP)--Remote Dispenser Panel Only	\$ 30,000	\$ 30,000
1	SCADA System	\$ 40,000	\$ 40,000	1	SCADA System	\$ 40,000	\$ 40,000	0	SCADA System--Use HSR	\$ 40,000	\$ -
1	Fuel Management System	\$ 30,000	\$ 30,000	1	Fuel Management System	\$ 30,000	\$ 30,000	1	Fuel Management System	\$ 30,000	\$ 30,000
1	600V/600kW Diesel Generator and ATS	\$ 300,000	\$ 300,000	0	Diesel Generator and ATS--redundancy provided by proximity and Piping Tie in to HSR	\$ 300,000	\$ -	0	New HSR Generator	\$ 300,000	\$ -
1	Equipment Freight	\$ 30,000	\$ 30,000	1	Equipment Freight	\$ 30,000	\$ 30,000	1	Equipment Freight	\$ 10,000	\$ 10,000
			\$ -				\$ -				\$ -
	Equipment Subtotal		\$ 2,005,000		Equipment Subtotal		\$ 1,565,000		Equipment Subtotal		\$ 605,000
	Installation Cost Factor	50%	\$ 1,002,500		Installation Cost Factor	50%	\$ 782,500		Installation Cost Factor	50%	\$ 302,500
	Subtotal CNG Station Equipment Infrastructure Installation Cost:		\$ 3,007,500		Subtotal CNG Station Equipment Infrastructure Installation Cost:		\$ 2,347,500		Subtotal CNG Station Equipment Infrastructure Installation Cost:		\$ 907,500
	Contingency	10.00%	\$ 300,750		Contingency	10.00%	\$ 234,750		Contingency	10.00%	\$ 90,750
	Escalation (included in LCA)	0.00%	\$ -		Escalation (included in LCA)	0.00%	\$ -		Escalation (included in LCA)	0.00%	\$ -
	Contractor Markup-Overhead and Profit, Bonds, General Conditions	10.00%	\$ 300,750		Contractor Markup-Overhead and Profit, Bonds, General Conditions	10.00%	\$ 234,750		Contractor Markup-Overhead and Profit, Bonds, General Conditions	10.00%	\$ 90,750
	Design/CM Fee	15.00%	\$ 451,125		Design/CM Fee	15.00%	\$ 352,125		Design/CM Fee	15.00%	\$ 136,125
	Subtotal Before Tax		\$ 4,060,125		Subtotal Before Tax		\$ 3,169,125		Subtotal Before Tax		\$ 1,225,125
	HST	1.76%	\$ 71,458		HST	1.76%	\$ 55,777		HST	1.76%	\$ 21,562
	Total Station Cost Estimate		\$ 4,131,583		Total Station Cost Estimate		\$ 3,224,902		Total Station Cost Estimate		\$ 1,246,687

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

Station Cost Estimate--Scenario 4 New Burlington Street Fast Fill and Time Fill				Station Cost Estimate--Scenario 5 New Burlington Street Time Fill Only			
Qty	Equipment Description	Unit Cost	Extended Cost	Qty	Equipment Description	Unit Cost	Extended Cost
1	CNG Dryer-relocate existing Wentworth Dryer	\$ -	\$ -	1	CNG Dryer-relocate existing Wentworth Dryer	\$ -	\$ -
2	CNG Compressor(s) with enclosures-250 Hp/636 scfm	\$ 400,000	\$ 800,000	2	CNG Compressor(s) with enclosures-250 Hp/636 scfm	\$ 400,000	\$ 800,000
1	CNG Storage--35MCF	\$ 140,000	\$ 140,000	0	CNG Storage--35MCF	\$ 140,000	\$ -
1	Storage Priority/ESD Panel	\$ 75,000	\$ 75,000	0	Storage Priority/ESD Panel	\$ 75,000	\$ -
1	CNG High Flow/Standard Flow "Combo" Dispensers	\$ 80,000	\$ 80,000	0	CNG High Flow/Standard Flow "Combo" Dispensers	\$ 80,000	\$ -
1	Time Fill Panel	\$ 40,000	\$ 40,000	1	Time Fill Panel	\$ 40,000	\$ 40,000
37	Time Fill Posts	\$ 5,000	\$ 185,000	37	Time Fill Posts	\$ 5,000	\$ 185,000
1	Defueling System (with Recapture)	\$ 100,000	\$ 100,000	1	Defueling System (with Recapture)	\$ 100,000	\$ 100,000
1	Air Compressor and Dryer	\$ 30,000	\$ 30,000	1	Air Compressor and Dryer	\$ 30,000	\$ 30,000
1	Miscellaneous Valves and Equipment	\$ 20,000	\$ 20,000	1	Miscellaneous Valves and Equipment	\$ 20,000	\$ 20,000
1	MCC/MSP	\$ 80,000	\$ 80,000	1	MCC/MSP	\$ 80,000	\$ 80,000
1	Master PLC Panel (MCP)	\$ 60,000	\$ 60,000	1	Master PLC Panel (MCP)	\$ 60,000	\$ 60,000
1	SCADA System	\$ 40,000	\$ 40,000	1	SCADA System	\$ 40,000	\$ 40,000
1	Fuel Management System	\$ 30,000	\$ 30,000	0	Fuel Management System	\$ 30,000	\$ -
1	Diesel Generator and ATS	\$ 300,000	\$ 300,000	1	Diesel Generator and ATS	\$ 300,000	\$ 300,000
1	Equipment Freight	\$ 30,000	\$ 30,000	1	Equipment Freight	\$ 30,000	\$ 30,000
			\$ -				\$ -
	Equipment Subtotal		\$ 2,010,000		Equipment Subtotal		\$ 1,685,000
	Installation Cost Factor	75%	\$ 1,507,500		Installation Cost Factor	75%	\$ 1,263,750
	Subtotal CNG Station Equipment Infrastructure Installation Cost:		\$ 3,517,500		Subtotal CNG Station Equipment Infrastructure Installation Cost:		\$ 2,948,750
	Contingency	10.00%	\$ 351,750		Contingency	10.00%	\$ 294,875
	Escalation (included in LCA)	0.00%	\$ -		Escalation (included in LCA)	0.00%	\$ -
	Contractor Markup-Overhead and Profit, Bonds, General Conditions	10.00%	\$ 351,750		Contractor Markup-Overhead and Profit, Bonds, General Conditions	10.00%	\$ 294,875
	Design/CM Fee	15.00%	\$ 527,625		Design/CM Fee	15.00%	\$ 442,313
	Subtotal Before Tax		\$ 4,748,625		Subtotal Before Tax		\$ 3,980,813
	HST	1.76%	\$ 83,576		HST	1.76%	\$ 70,062
	Total Station Cost Estimate		\$ 4,832,201		Total Station Cost Estimate		\$ 4,050,875

Appendix E

Truck Replacement Schedule and Differential Cost

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

Calculation of Vehicle Differential Cost			Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	
Vehicle Purchase and Retirement Schedule	NPV of Vehicle Premium	Vehicle CNG Differential Cost	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
			2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041		
Packer Fleet																									
A	Classification 78--Vehicles Purchased		16	0	0	0	0	0	0	16	0	0	0	0	0	0	16	0	0	0	0	0	0		
	Classification 78--Vehicles Retired		0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	0	0	0	0	0	0		
	Differential Cost per Vehicle includes 1.76% HST	\$ 45,792	\$ 46,937	\$ 48,110	\$ 49,313	\$ 50,546	\$ 51,809	\$ 53,105	\$ 54,432	\$ 55,793	\$ 57,188	\$ 58,618	\$ 60,083	\$ 61,585	\$ 63,125	\$ 64,703	\$ 66,320	\$ 67,978	\$ 69,678	\$ 71,420	\$ 73,205	\$ 75,036	\$ 76,911		
	Total Differential Cost		\$ 750,989	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 892,690	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,061,128	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	NPV of Total Vehicle Differential Cost	\$ 1,921,348	\$ 750,989	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 634,418	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 535,942	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
B	Classification 157--Vehicles Purchased		0	10	0	0	0	0	0	0	10	0	0	0	0	0	10	0	0	0	0	0	0		
	Classification 157--Vehicles Retired		0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	0	0	0	0	0	0		
	Differential Cost per Vehicle includes 1.76% HST	\$ 45,792	\$ 46,937	\$ 48,110	\$ 49,313	\$ 50,546	\$ 51,809	\$ 53,105	\$ 54,432	\$ 55,793	\$ 57,188	\$ 58,618	\$ 60,083	\$ 61,585	\$ 63,125	\$ 64,703	\$ 66,320	\$ 67,978	\$ 69,678	\$ 71,420	\$ 73,205	\$ 75,036	\$ 76,911		
	Total Differential Cost		\$ -	\$ 481,102	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 571,879	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 679,785	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	NPV of Total Vehicle Differential Cost	\$ 1,172,251	\$ -	\$ 458,193	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 387,070	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 326,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
C	Classification 157A--Vehicles Purchased		0	2	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0		
	Classification 157A--Vehicles Retired		0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0		
	Differential Cost per Vehicle includes 1.76% HST	\$ 30,528	\$ 31,291	\$ 32,073	\$ 32,875	\$ 33,697	\$ 34,540	\$ 35,403	\$ 36,288	\$ 37,195	\$ 38,125	\$ 39,078	\$ 40,055	\$ 41,057	\$ 42,083	\$ 43,135	\$ 44,214	\$ 45,319	\$ 46,452	\$ 47,613	\$ 48,804	\$ 50,024	\$ 51,274		
	Total Differential Cost		\$ -	\$ 64,147	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,251	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90,638	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	NPV of Total Vehicle Differential Cost	\$ 156,300	\$ -	\$ 61,092	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,598	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
D	Classification 170A--Vehicles Purchased		0	0	0	9	0	0	0	0	0	0	9	0	0	0	0	0	9	0	0	0	0		
	Classification 170A--Vehicles Retired		0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	0	0	0	0		
	Differential Cost per Vehicle includes 1.76% HST	\$ 45,792	\$ 46,937	\$ 48,110	\$ 49,313	\$ 50,546	\$ 51,809	\$ 53,105	\$ 54,432	\$ 55,793	\$ 57,188	\$ 58,618	\$ 60,083	\$ 61,585	\$ 63,125	\$ 64,703	\$ 66,320	\$ 67,978	\$ 69,678	\$ 71,420	\$ 73,205	\$ 75,036	\$ 76,911		
	Total Differential Cost		\$ -	\$ -	\$ -	\$ 454,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 540,748	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 642,779	\$ -	\$ -	\$ -	\$ -	
	NPV of Total Vehicle Differential Cost	\$ 1,005,385	\$ -	\$ -	\$ -	\$ 392,970	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 331,972	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 280,442	\$ -	\$ -	\$ -	\$ -		
Packer Fleet Total Vehicle Differential Cost			\$ 750,989	\$ 545,249	\$ -	\$ 454,912	\$ -	\$ -	\$ -	\$ 892,690	\$ 648,130	\$ -	\$ 540,748	\$ -	\$ -	\$ -	\$ 1,061,128	\$ 770,423	\$ -	\$ 642,779	\$ -	\$ -	\$ -		
NPV Packer Fleet Total Vehicle Differential Cost			\$ 750,989	\$ 519,285	\$ -	\$ 392,970	\$ -	\$ -	\$ -	\$ 634,418	\$ 438,680	\$ -	\$ 331,972	\$ -	\$ -	\$ -	\$ 535,942	\$ 370,587	\$ -	\$ 280,442	\$ -	\$ -	\$ -		
NPV of Vehicle Cost Differential:		\$ 4,255,284																							

Appendix F

Diesel, CNG and RNG Consumption and GHG Emissions

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

Calculation of Total Fuel Used Per Year-Diesel and CNG and Associated CO ₂ e Reduction																								
	Diesel/ CNG Efficiency	Fuel Consumption per Day per Truck (Litres of Diesel)	Fuel Consumption per Year per Truck (Litres of Diesel)	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
				2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Packer Fleet--CNG Trucks in Fleet																								
Classification 78--Vehicles in Fleet				16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
Classification 157--Vehicles in Fleet				0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Classification 157A--Vehicles in Fleet				0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Classification 170A--Vehicles in Fleet				0	0	0	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Total CNG Trucks				16	28	28	37																	
Packer Fleet--Diesel Displaced by CNG (litres)																								
Classification 78	55.80	14,509		232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137
Classification 157	81.33	21,145		-	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450
Classification 157A	24.25	6,305		-	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610
Classification 170A	59.99	15,598		-	-	-	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382
Total Diesel Displaced by CNG Trucks (litres):				232,137	456,197	456,197	596,579																	
Packer Fleet--CNG Consumed (m³)																								
Classification 78--300 Series				271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725
Classification 157				-	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511
Classification 157A				-	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761
Classification 170A				-	-	-	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323
Total CNG Consumed (m³):	0.88			271,725	533,997	533,997	698,319																	
Packer Fleet--GHG--CO₂e Carbon Accounting																								
Diesel		Total GHG Emission Savings																						
Emission Factor--CO ₂ Emissions per Unit (gCO ₂ e/l) (Table A6-11 NIR Chapter 2)	2690																							
CO ₂ e for Diesel Displaced--tonnes CO ₂ e				624.4	1,227.2	1,227.2	1,604.8	1,604.8	1,604.8	1,604.8	1,604.8	1,604.8	1,604.8	1,604.8	1,604.8	1,604.8	1,604.8	1,604.8	1,604.8	1,604.8	1,604.8	1,604.8	1,604.8	1,604.8
CNG																								
Emission Factor--CO ₂ Emissions per Unit (gCO ₂ e/l) (Table A6-11 NIR Chapter 2)	1.9																							
Emission Factor--CO ₂ Emissions per Unit (gCO ₂ e/m ³)--converted	1900																							
CO ₂ e for CNG Consumed--Tonnes CO ₂ e				516.3	1,014.6	1,014.6	1,326.8	1,326.8	1,326.8	1,326.8	1,326.8	1,326.8	1,326.8	1,326.8	1,326.8	1,326.8	1,326.8	1,326.8	1,326.8	1,326.8	1,326.8	1,326.8	1,326.8	1,326.8
Net CO₂e Reduction for CNG				108.2	212.6	212.6	278.0																	
Lifecycle Total for CNG (tonnes CO₂e):		5,537.1																						
Percent Reduction From Diesel		17.3%																						
RNG																								
Emission Factor--CO ₂ Emissions per Unit (kgCO ₂ e/m ³) (BC Government)	0.011																							
CO ₂ e for CNG Consumed--tonnes CO ₂ e				0.002989	0.005874	0.005874	0.007682	0.007682	0.007682	0.007682	0.007682	0.007682	0.007682	0.007682	0.007682	0.007682	0.007682	0.007682	0.007682	0.007682	0.007682	0.007682	0.007682	0.007682
Net CO₂e Reduction for RNG				624.4	1,227.2	1,227.2	1,604.8																	
Lifecycle Total for RNG (tonnes CO₂e):		31,965.0																						
Percent Reduction From Diesel		100.0%																						

Appendix G

Diesel and CNG Consumption and Electricity Calculations

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

Calculation of Total Fuel Used Per Year																											
Vehicle Purchase and Retirement Schedule		Diesel/ CNG Efficiency	Fuel Consumption per Day per Truck (Litres of Diesel)	Fuel Consumption per Year per Truck (Litres of Diesel)	Spare Ratio	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	
						2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	
Packer Fleet																											
Classification 78--Vehicles Purchased						16							16								16						
Classification 78--Vehicles Retired													16								16						
Fleet Size--Number of Vehicles of this Type						16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	
Spare Ratio not applied as Annual Totals are Used						16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	
A	Number of Diesel Litres Consumed Each Year for Vehicle Type		14,509			232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	232,137	
	Number of Diesel Litres Consumed Each Day for Vehicle Type (assumes 260 equal consumption days per year)		55.80			893	893	893	893	893	893	893	893	893	893	893	893	893	893	893	893	893	893	893	893	893	
	Total m3 of CNG per Year for Vehicle Type	0.88				271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	271,725	
Classification 157--Vehicles Purchased							10							10							10						
Classification 157--Vehicles Retired														10							10						
Fleet Size--Number of Vehicles of this Type						0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
Spare Ratio not applied as Annual Totals are Used						0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
B	Number of Diesel Litres Consumed Each Year for Vehicle Type		21,145			-	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	211,450	
	Number of Diesel Litres Consumed Each Day for Vehicle Type (assumes 260 equal consumption days per year)		81.33			-	813	813	813	813	813	813	813	813	813	813	813	813	813	813	813	813	813	813	813	813	
	Total m3 of CNG per Year for Vehicle Type	0.88				-	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	247,511	
Classification 157A--Vehicles Purchased							2							2							2						
Classification 157A--Vehicles Retired														2							2						
Fleet Size--Number of Vehicles of this Type						0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Spare Ratio not applied as Annual Totals are Used						0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
B	Number of Diesel Litres Consumed Each Year for Vehicle Type		6,305			-	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610	12,610		
	Number of Diesel Litres Consumed Each Day for Vehicle Type (assumes 260 equal consumption days per year)		24.25			-	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	
	Total m3 of CNG per Year for Vehicle Type	0.88				-	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761	14,761		
Classification 170A--Vehicles Purchased									9						9												
Classification 170A--Vehicles Retired															9						9						
Fleet Size--Number of Vehicles of this Type						0	0	0	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	
Spare Ratio not applied as Annual Totals are Used						0	0	0	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	
C	Number of Diesel Litres Consumed Each Year for Vehicle Type		15,598			-	-	-	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382	140,382		
	Number of Diesel Litres Consumed Each Day for Vehicle Type (assumes 260 equal consumption days per year)		59.99			-	-	-	540	540	540	540	540	540	540	540	540	540	540	540	540	540	540	540	540		
	Total m3 of CNG per Year for Vehicle Type	0.88				-	-	-	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323	164,323		
Packer Fleet Total Annual Fuel Consumption (m3)						271,725	533,997	533,997	698,319	698,319	698,319	698,319	698,319	698,319	698,319	698,319	698,319	698,319	698,319	698,319	698,319	698,319	698,319	698,319	698,319	698,319	
Minimum Firm Compression Required in SCFM based on a daily compression time of :						8 Hours	76	150	150	196	196	196	196	196	196	196	196	196	196	196	196	196	196	196	196	196	196
Minimum Firm Compression Required in SCFM based on a daily compression time of :						3 Hours	203	399	399	522	522	522	522	522	522	522	522	522	522	522	522	522	522	522	522	522	522
Electricity/Power Calculation																											
Flow per 250 hp Compressor (scfm) (m3/Hr)		636	1090																								
Calculation of Hours of Compressor Operation per year						249	490	490	640	640	640	640	640	640	640	640	640	640	640	640	640	640	640	640	640	640	
Total Hp per Compressor (250 Hp Compressor) plus 10 percent for fans and control loads times .8 for average operating load		250	275	220																							
Calculation of kWh per hour				205																							
Calculation of kWh per year						51,128	100,478	100,478	131,397	131,397	131,397	131,397	131,397	131,397	131,397	131,397	131,397	131,397	131,397	131,397	131,397	131,397	131,397	131,397	131,397		
Rate per kwh (from HSR total power cost data)			\$0.1490			7,618																					
Energy cost per m3 for Year 0 (\$/m3)						0.02804																					

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling **Supplemental Study**

Submitted To:
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Energy, Fleet & Facilities
Public Works
330 Wentworth Street, L8L 5W2

FINAL REPORT

2021 03 19

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Executive Summary:

The City of Hamilton, Energy, Fleet & Facilities Public Works department (the City) contracted with Marathon Technical Services (Marathon or MTS), to study the technical and financial viability of fueling 16 of the fleet of 37 packer (refuse collection) trucks with CNG over a 7-year project life.

This analysis focused on a non-conventional infrastructure procurement approach—"Fuel as a Service". This "Fuel as a Service" contracting method is well suited to this project and allows the City to complete a small scale, shorter term project that was studied in Marathon's 2020 report.

This approach reduces or eliminates capital expenditure by the City and allows a shorter term, lower risk project that is geared to the 7-year life of the initial truck order. Ownership of the equipment is retained by the contractor and equipment is removed at their expense at the conclusion of the contract. This approach allows the City to quickly and inexpensively adopt lower carbon CNG truck technology that is available today, while preserving the option of electric trucks in the future when these become more technically and cost competitive.

A total of three companies and four approaches were evaluated. In every case, fueling will be performed as "time fill" with no "fast fill" provided. All fueling will take place at the Burlington Street truck facility. The solutions proposed by the companies consulted, have additional capacity that would allow the City to extend and expand the project at nominal cost. All four options are technically feasible.

Net Present Value (NPV) was used as quantitative evaluation metric. None of the four options returned a positive net present value although these solutions have excess capacity and equipment life (other than Company C) that would allow the City to purchase additional CNG trucks and extend the contract resulting in a much better project economic return. NPV as studied, ranged from -\$293,440 to -\$2,693,534 indicating that the CNG project costs are not fully offset by diesel cost savings.

The average lead time from award of contract to a fully permitted and operational station was 12-months with no solution approach providing any notable lead time advantage.

It is estimated that this project will create a savings of 757 tonnes CO₂e over the lifecycle of the project --projecting a "green" image for the City. This represents a 17.3 percent reduction from the diesel fleet and based on US EPA data. This total project savings is lower than the 2020 study due to the shorter project length and reduction in truck count.

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Introduction:

The City of Hamilton (the City, or Hamilton) is evaluating the possible transition of a portion of its diesel-powered packer truck refuse collection fleet to Compressed Natural Gas (CNG). The City has over three decades of successful CNG heavy fleet experience at the Hamilton Street Railway (HSR).

CNG is a fuel that is capital intensive but low cost to operate and provides toxic gas and greenhouse gas (GHG) emissions reduction when compared with diesel. It is also the most proven alternative fuel in heavy vehicle applications. This supplemental study follows a study in 2020 that evaluated the possibility of changing the entire City fleet of garbage trucks to CNG. The scaled down approach in this supplemental study is shortened to a 7-year project term, matching a single purchase of 16 trucks. This smaller, shorter term project allows the City to implement CNG trucks into its fleet now and retain the option to transition to electric trucks when those become more economically and technically viable.

Marathon has been contracted to perform the following scope:

1. Assume a single purchase of 16 trucks that require fueling over a 7-year period.
2. Assume that fueling will take place at the existing City truck facility on Burlington Street. A concept level plan that was prepared for the 2020 study has been included in this supplemental study for reference in Appendix B. Note that the scale of equipment is likely to change from this drawing to match this de-scoped study.
3. Review of four fueling alternatives provided by three well experienced industry contractors using a "Fuel as a Service" contracting approach. This approach is based on the contractor assuming:
 - a. All of the equipment and installation capital costs.
 - b. All of the operation and maintenance costs.
 - c. All repair costs.
 - d. All station licensing and permitting costs.
 - e. All trucking of gas to site for the trailer option.
 - f. In one case the commodity and utility gas cost.
 - g. See Appendix C for a description of the request for information forwarded to the station vendors.
4. For the options above, Marathon used assumptions consistent with the 2020 analysis to allow some level of comparison between reports.
5. Marathon has updated the Operating Engineer requirements and the impact of changes.

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

6. Project life cycle cost analysis for the initial and subsequent purchase and integration of CNG packer trucks into the collection fleet. The initial and sole purchase will be for approximately 16 rear loader trucks to go into service in 2021. This analysis will identify the net present value (NPV) of the CNG program and will also identify the expected environmental and other benefits. Marathon will make recommendations related to the implementation of this program.
7. It is understood that City trucks are maintained off site by service providers and thus no garage upgrades related to CNG are required or anticipated at this time and no consulting associated with upgrades is included in this scope.

Analysis Assumptions and Data Sources:

The life cycle cost analysis uses data from a variety of sources and covers a wide range of data to address all readily quantifiable cost elements to provide a comprehensive and conservative analysis. The list below summarizes the cost elements and data sources that were determined or assumed in this study:

1. The lifecycle analysis is based on a 7-year life cycle with year 0 being 2021. This 7-year life cycle was selected as it corresponds to one full 7-year truck life cycle for the truck procurement.
2. Discount rate: 5% (Marathon standard, confirmed with the City of Hamilton). See Glossary in Appendix A for definition of discount rate.
3. Inflation: 2.5 percent to 3.0 percent (dependent on item) (Marathon standard, confirmed with the City of Hamilton). See Tables 3 to 6 for individual rates used.
4. HST was applied at a net rate of 1.76 percent on the cost of CNG contractor services and on the upcharge/differential cost for the CNG trucks over the diesel truck cost. As discussed with the City, it is understood that diesel fuel, electricity, natural gas, CNG station maintenance costs and truck operating and maintenance costs already include HST embedded in the costs provided by the City.
5. The station concepts proposed do not include a standby power (generator), thus in the event of a protracted power outage, it will be necessary to deadhead trucks to another site—most likely to HSR.
6. Two of the three companies responded with a concept that includes an on-site redundant compressor. The other respondent proposes a trailer mounted compressor which can be changed out in the event of a compressor failure. If a spare compressor is not available in a timely manner, it will be necessary to deadhead trucks to another site—most likely to HSR. Note that performance penalties can be built into the service contract to fund such an occurrence.
7. Truck capital cost differential compared to clean diesel was \$45,000 plus HST (ie the CNG trucks are more expensive than the diesel trucks) for all full sized CNG packer trucks (as provided by the City).
8. Truck maintenance cost differential—no differential truck maintenance cost compared with clean diesel was assumed. Although CNG and diesel trucks have both been widely used in this application for a number of years, there is still a variety of opinions as to which fuel has lower truck maintenance costs including the prevailing opinion that there is no difference. HSR indicated that their current experience is there is no difference in

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- maintenance costs between these fuels for their fleet of heavy buses—this is the assumption used in this report.
9. Future CNG vehicle fuel consumption is equal to diesel since it was assumed that there is no increase or decrease in routes or total distance except as studied in the sensitivity analysis. This is a conservative assumption since if additional trucks are required to meet a growing population (significant population growth is likely over a 7-year period).
 10. Current diesel prices were supplied by the City and based on 2018/2019 average diesel fuel cost per litre then inflated at 3.0 percent per annum.
 11. Engine efficiency—CNG engines are assumed to be 88 percent of diesel engine efficiency (Cummins). CNG engines are spark ignition with lower compression ratio than diesel and thus diesel engines have a higher thermal efficiency than CNG, although this advantage is narrowing making this a conservative assumption.
 12. Gas utility commodity and gas distribution charges were based on 2018/2019 HSR CNG station charges as provided by the City. These were inflated at 2.5 percent per annum. Enbridge has confirmed that ample natural gas supply is available at the Burlington Street site at a delivery pressure of 80 psig.
 13. No gas utility service cost has been included as it has been assumed that the station load will pay the utility for this new gas service.
 14. Electricity charges were based on 2018/2019 HSR CNG station charges as provided by the City. Electricity costs were initially calculated based on the total load that the City attributes to the HSR CNG station.
 15. GHG calculations are based on motor fuel data for the Canadian National Inventory Report (NIR) Table A6-12.
 16. Trucks will continue to be serviced off site by third party maintenance shops, therefore no Hamilton shop upgrades for CNG are required or included.
 17. No government grants or other incentives or subsidies are currently available or included in the cost estimates.

Approach/Methodology:

A 7-year life cycle cost analysis was built by Marathon Technical Services using inputs from a variety of sources (as previously outlined). Seven years was selected as it represents one truck life cycle for the sole group of 16 packer trucks. It is assumed that if the City intends to continue with CNG after the seven-year period which may include having more than 16 trucks, it will renegotiate the contract with the contractor—this should lower the unit cost of fuel. If the City decides to transition away from CNG at the end of the seven years, the CNG station will be decommissioned and removed by the contractor.

The focus of this analysis was to identify and quantify those items that are differential costs for CNG compared to clean diesel—it should be stressed that there may be additional costs that are not identified in the analysis because they apply to both CNG and Diesel. These additional costs might include the base cost of a diesel truck (only the differential is used herein), end of life truck salvage value, packer truck maintenance costs (as previously noted), truck licensing costs, and truck driver costs as examples.

A total of three CNG station scenarios were conceived. Each scenario was then evaluated in the customized spreadsheet to determine the NPV over the seven years. Unlike the 2020 analysis, a payback year was not calculated since the payments are spread over the seven-year period with little to no upfront costs to pay back. Cash flow information is provided in the spreadsheets by cost category.

See Appendix B for concept level station layout drawing from the 2020 analysis. The layout for the concepts in this report will be similar to this layout but with fewer time fill locations and less compression equipment.

The Fuel as a Service contracting approach has the following features:

1. Little to no upfront cost.
2. No cost at end of contract.
3. No asset ownership.
4. Most costs including cost of capital are embedded in annual and/or throughput related charges. While this is beneficial to the City, the contractor will need to cover these costs so the City will be required to enter into a take-or-pay contract.

A brief description of the Fuel as a Service concept equipment and cost structure follows on Table 1 and 2 respectively.

Figure 1 provides photographs of equipment similar to Company A concept. Figure 2 provides photographs of equipment similar to Companies B and C concepts.

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Table 1-List of Equipment for Fuel as a Service

		Company A	Company B	Company C
Fuel Station Concept:		Trailer mounted compressor and storage (gas from HSR) gas dispensed to time fill manifold. No Fast Fill.	Conventional compressor station (gas from utility line) gas dispensed to time fill manifold. No Fast Fill.	Conventional compressor station (gas from utility line) gas dispensed to time fill manifold. No Fast Fill.
Dryer:		None required as gas is already dry from HSR station.	Single Tower--PSB 10-3 DDP	Single Tower
Compressor(s):		One--trailer mounted hydraulic compressor. 1x75Hp	One duplex (two compressors in total) stationary compressor package. 2x100Hp	Three simplex (three compressors in total) stationary compressor package. 3x50Hp
	Redundancy:	Exchanging compressor trailers if compressor fault cannot be rectified. Willing to accept a penalty for not fueling.	Second compressor to automatically start upon compressor fault.	Third compressor to automatically start upon compressor fault.
	Equipment Age:	<5 years	New--conservative case	~30 years old
Storage:		Trailer Mounted	One 23' 5500psig tube with 345m ³ capacity	Not required for time fill with compression from utility line.
Time Fill Posts Included:		16	16	16
Electric Generator:		None--fueling will not occur with power outage.	None--fueling will not occur with power outage.	None--fueling will not occur with power outage.

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Table 2-List of Cost Structure for Fuel as a Service Contractors				
		Company A	Company B	Company C
Assumed station annual throughput (m³)		271,429	271,429	271,429
All In Fixed Cost:	Annual Cost: (based on a throughput charge of \$0.729/m ³)	None required as gas is already dry from HSR station.		\$ 198,000
All In per m³ Cost:	Year 1 to 3	\$ 0.40		
	Year 4 to 5	\$ 0.42		
	Year 6 to 7	\$ 0.45		
Fixed plus Throughput Cost:	Annual Cost:		\$ 444,000	
	Per m ³ Cost:		\$ 0.270	
Annual Cost Escalation (percent):		As noted in throughput cost schedule.	Canadian CPI	0%
Length of contract (years):		7	7	7
Initial Capital costs to City:		\$ -	\$ -	\$ -
End of Term Costs to City:		\$ -	\$ -	\$ -
Year 1 costs for Contractor Services:		\$ 108,572	\$ 517,286	\$ 197,872
Costs Included:				
All equipment costs for equipment in Equipment list.		Yes	Yes	Yes
All installation costs for station equipment and time fill except as excluded below.		Yes	Yes	Yes
All Equipment O&M		Yes	Yes	Yes
All Equipment Repairs		Yes	Yes	Yes
All costs to load fuel at HSR and truck to Burlington Street		Yes	N/A	N/A
Cost Exclusions:				
		Gas service not required	Cost of Gas Service	Cost of Gas Service
		Natural Gas Cost	Natural Gas Cost	Natural Gas Cost
		Cost of Electricity--this is added to Marathon Total Fuel Cost Estimate	Cost of Electricity--this is added to Marathon Total Fuel Cost Estimate	Cost of Electricity--this is added to Marathon Total Fuel Cost Estimate
		Site lighting, bollards and curbstones--other minor installation costs. A \$100,000 contingency has been added to address this.	Site lighting, bollards and curbstones--other minor installation costs. A \$100,000 contingency has been added to address this.	Site lighting, bollards and curbstones--other minor installation costs. A \$100,000 contingency has been added to address this.
				Electrical Upgrade (this has been added by Marathon)

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Figure 1—Trailer mounted CNG Station (left) and time fill barricade (below).



Figure 2—Conventional CNG Station with CNG dryer (blue), two compressors for redundancy (silver enclosures), one storage tube (white tube with panel) (left).

Findings- Benefits of Time fill at the Burlington Street Location (abbreviated from the 2020 report):

Time fill in this location has several benefits:

1. Time fill of trucks takes place over a period of many hours. This additional fill time allows the heat generated during fueling to partially dissipate while fueling progresses and thus results in cooler, denser gas in truck tanks after fueling—this translates into a more complete fill and improved range.
2. Given that packer trucks are typically parked for 12 to 16 hours, time fill is well adapted to packer truck operations.
3. Time fill can significantly reduce the number of compressor starts and stops which leads to reduced wear and tear on station equipment. Time fill equipment is also simpler than fast fill dispensing equipment and thus is less prone to breakdown.
4. With much more time available for time filling, a (much) smaller compressor can be used than is used for fast fill.
5. The elimination of the need to drive trucks to another location for the sole purpose of fueling reduces unnecessary truck operating costs.
6. It is anticipated that there will be a reduction of personnel time required related to the use of time fill rather than fast fill fueling. This has not been included in the cost summary since a rework and extension of existing routes would be required to realize this time/labour reduction.
7. Fueling at Burlington Street consolidates the trucks to the location of dispatch, simplifying operations.

Findings-Quantitative

The primary means of quantitative evaluation for the project is the Net Present Value (NPV) of the costs and savings compared to Diesel trucks and operation (savings are calculated based on the cost of diesel that is displaced).

Costs are broken down as contractor costs, non-contractor City costs (such as power and gas), and the upcharge on the trucks have been used to offset the diesel expenditure that is displaced through the use of CNG.

Tables 3 through 6 on the next four pages provide the cost breakdown and totals as well as GHG emission savings.

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

Table 3--Company A--Trailer Concept using HSR Fuel				Year							
NPV Calculations				0	1	2	3	4	5	6	
Company A- using HSR Fuel	Contractor Costs	Assumed station annual throughput (m ³)		271,429	271,429	271,429	271,429	271,429	271,429	271,429	
		All In per m ³ Contractor Cost:		\$ 0.400	\$ 0.400	\$ 0.400	\$ 0.420	\$ 0.420	\$ 0.450	\$ 0.450	
		Contingency for Lighting, Bollards, other minor site work.		\$ 100,000							
		Total Annual Contractor Cost:		\$ 208,572	\$ 108,572	\$ 108,572	\$ 114,000	\$ 114,000	\$ 122,143	\$ 122,143	
		Discount Rate:	5.00%	\$ 208,572	\$ 103,402	\$ 98,478	\$ 98,478	\$ 93,788	\$ 95,702	\$ 91,145	
		NPV--Contractor Cost with net HST at 1.76% added:	\$ 803,460								
	City Fuel Costs not Including Contractor Costs	Gas Commodity & Utility Cost based on HSR Data: (per m3)	2.50%	\$ 0.231	\$ 0.237	\$ 0.243	\$ 0.249	\$ 0.255	\$ 0.262	\$ 0.268	
		HSR Compression Electricity and Station Maintenance Costs:	3.00%	\$ 0.099	\$ 0.102	\$ 0.105	\$ 0.109	\$ 0.112	\$ 0.115	\$ 0.119	
		On-site Electrical Compression Costs based on HSR (per m3)	3.00%	\$ 0.030	\$ 0.031	\$ 0.032	\$ 0.033	\$ 0.033	\$ 0.034	\$ 0.036	
		Total City Costs Related to Fuel and not Covered in Contractor Costs:		\$ 97,779	\$ 100,399	\$ 103,090	\$ 105,853	\$ 108,690	\$ 111,605	\$ 114,598	
		Total City Costs Related to Fuel and not Covered in Contractor Costs discounted for Time:	5.00%	\$ 97,779	\$ 95,618	\$ 93,505	\$ 91,440	\$ 89,420	\$ 87,445	\$ 85,515	
		NPV--City Cost:	\$ 640,723								
	Contractor Plus City Fuel Costs	Total Annual Fuel Cost including Contractor and City Costs:		\$ 306,351	\$ 208,971	\$ 211,661	\$ 219,853	\$ 222,691	\$ 233,748	\$ 236,741	
		Total Annual Fuel Cost including Contractor and City Costs Discounted for Time:	5.00%	\$ 306,351	\$ 199,020	\$ 191,983	\$ 189,917	\$ 183,208	\$ 183,148	\$ 176,660	
		NPV--Contractor+City Cost:	\$ 1,430,287								
		Cost per Diesel Litre Equivalent (DLE):		\$ 1.16	\$ 0.79	\$ 0.80	\$ 0.83	\$ 0.85	\$ 0.89	\$ 0.90	
	Displaced Diesel Costs	Diesel+DEF Annual Cost (Total \$)		\$ 271,492	\$ 279,637	\$ 288,026	\$ 296,667	\$ 305,567	\$ 314,734	\$ 324,176	
		Diesel+DEF Annual Cost (Total \$) Discounted for Time	5.00%	\$ 271,492	\$ 266,321	\$ 261,248	\$ 256,272	\$ 251,391	\$ 246,602	\$ 241,905	
		NPV--Diesel+DEF Annual Cost (Total \$)	\$ 1,795,233								
	Truck Capital Cost Premium	Differential Cost Premium for CNG vs Diesel Trucks	\$ 750,989								
	Net Project NPV	Net Project NPV (-ve favours Diesel, +ve favours CNG)	\$ (386,043)								
	Carbon Reduction-Tonnes CO2	757.2		108.2	108.2	108.2	108.2	108.2	108.2	108.2	

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Table 4--Company A--Trailer Concept using Contractor Fuel				Year							
NPV Calculations				0	1	2	3	4	5	6	
Company A- using ComTech Fuel	Contractor Costs	Assumed station annual throughput (m ³)		271,429	271,429	271,429	271,429	271,429	271,429	271,429	
		All In per m ³ Contractor Cost including Gas:		\$ 0.700	\$ 0.700	\$ 0.700	\$ 0.720	\$ 0.720	\$ 0.750	\$ 0.750	
		Contingency for Lighting, Bollards, other minor site work.		\$ 100,000							
		Total Annual Contractor Cost:		\$ 290,000	\$ 190,000	\$ 190,000	\$ 195,429	\$ 195,429	\$ 203,572	\$ 203,572	
		Discount Rate:	5.00%	\$ 290,000	\$ 180,953	\$ 172,336	\$ 168,819	\$ 160,780	\$ 159,504	\$ 151,908	
		NPV--Contractor Cost with net HST at 1.76% added:	\$ 1,306,903								
	City Fuel Costs not including Contractor Costs	Gas Commodity & Utility Cost based on HSR Data: (per m ³)	N/A								
		HSR Compression Electricity and Station Maintenance Costs:	N/A								
		On-site Electrical Compression Costs based on HSR (per m ³)	3.00%	\$ 0.030	\$ 0.031	\$ 0.032	\$ 0.033	\$ 0.033	\$ 0.034	\$ 0.036	
		Total City Costs Related to Fuel and not Covered in Contractor Costs:		\$ 8,073	\$ 8,315	\$ 8,565	\$ 8,822	\$ 9,087	\$ 9,359	\$ 9,640	
		Total City Costs Related to Fuel and not Covered in Contractor Costs discounted for Time:	5.00%	\$ 8,073	\$ 7,919	\$ 7,769	\$ 7,621	\$ 7,475	\$ 7,333	\$ 7,193	
		NPV--City Cost:	\$ 53,384								
	Contractor Plus City Fuel Costs	Total Annual Fuel Cost including Contractor and City Costs:		\$ 298,074	\$ 198,316	\$ 198,565	\$ 204,251	\$ 204,515	\$ 212,931	\$ 213,212	
		Total Annual Fuel Cost including Contractor and City Costs Discounted for Time:	5.00%	\$ 298,074	\$ 188,872	\$ 180,104	\$ 176,439	\$ 168,255	\$ 166,837	\$ 159,102	
		NPV--Contractor+City Cost:	\$ 1,337,684								
		Cost per Diesel Litre Equivalent (DLE):		\$ 1.13	\$ 0.75	\$ 0.75	\$ 0.78	\$ 0.78	\$ 0.81	\$ 0.81	
	Displaced Diesel Costs	Diesel+DEF Annual Cost (Total \$)		\$ 271,492	\$ 279,637	\$ 288,026	\$ 296,667	\$ 305,567	\$ 314,734	\$ 324,176	
		Diesel+DEF Annual Cost (Total \$) Discounted for Time	5.00%	\$ 271,492	\$ 266,321	\$ 261,248	\$ 256,272	\$ 251,391	\$ 246,602	\$ 241,905	
		NPV--Diesel+DEF Annual Cost (Total \$)	\$ 1,795,233								
	Truck Capital Cost Premium	Differential Cost Premium for CNG vs Diesel Trucks	\$ 750,989								
	Net Project NPV	Net Project NPV (-ve favours Diesel, +ve favours CNG)	\$ (293,440)								
	Carbon Reduction-Tonnes CO2	757.2		108.2	108.2	108.2	108.2	108.2	108.2	108.2	

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Table 5--Company B--Conventional CNG Station Concept				Year							
NPV Calculations				0	1	2	3	4	5	6	
Company B	Contractor Costs	Assumed station annual throughput (m ³)		271,429	271,429	271,429	271,429	271,429	271,429	271,429	
		Annual Contractor Cost (Capital Recovery):		\$ 444,000	\$ 444,000	\$ 444,000	\$ 444,000	\$ 444,000	\$ 444,000	\$ 444,000	
		Per m ³ Contractor O&M Cost:		\$ 0.270							
		Annual Cost Escalation (percent):	2.50%	\$ 0.27	\$ 0.28	\$ 0.28	\$ 0.29	\$ 0.30	\$ 0.31	\$ 0.31	
		Contingency for Lighting, Bollards, other minor site work.		\$ 100,000							
		Total Annual Contractor Cost:		\$ 617,286	\$ 519,118	\$ 520,996	\$ 522,921	\$ 524,894	\$ 526,916	\$ 528,989	
		Discount Rate:	5.00%	\$ 617,286	\$ 494,398	\$ 472,559	\$ 451,719	\$ 431,831	\$ 412,853	\$ 394,740	
	NPV--Contractor Cost with net HST at 1.76% added:	\$ 3,333,032									
	City Fuel Costs not Including Contractor Costs	Gas Commodity & Utility Cost based on HSR Data: (per m ³)	2.50%	\$ 0.231	\$ 0.237	\$ 0.243	\$ 0.249	\$ 0.255	\$ 0.262	\$ 0.268	
		On-site Electrical Compression Costs based on HSR (per m ³)	3.00%	\$ 0.030	\$ 0.031	\$ 0.032	\$ 0.033	\$ 0.033	\$ 0.034	\$ 0.036	
		Total City Costs Related to Fuel and not Covered in Contractor Costs:		\$ 70,811	\$ 72,621	\$ 74,478	\$ 76,383	\$ 78,337	\$ 80,341	\$ 82,396	
		Total City Costs Related to Fuel and not Covered in Contractor Costs discounted for Time:	5.00%	\$ 70,811	\$ 69,163	\$ 67,554	\$ 65,983	\$ 64,448	\$ 62,949	\$ 61,485	
		NPV--City Cost:	\$ 462,393								
	Contractor Plus City Fuel Costs	Total Annual Fuel Cost including Contractor and City Costs:		\$ 688,096	\$ 591,739	\$ 595,474	\$ 599,304	\$ 603,231	\$ 607,257	\$ 611,385	
		Total Annual Fuel Cost including Contractor and City Costs Discounted for Time:	5.00%	\$ 688,096	\$ 563,561	\$ 540,113	\$ 517,701	\$ 496,279	\$ 475,802	\$ 456,225	
		NPV--Contractor+City Cost:	\$ 3,737,778								
		Cost per Diesel Litre Equivalent (DLE):		\$ 2.61	\$ 2.25	\$ 2.26	\$ 2.27	\$ 2.29	\$ 2.30	\$ 2.32	
	Displaced Diesel Costs	Diesel+DEF Annual Cost (Total \$)		\$ 271,492	\$ 279,637	\$ 288,026	\$ 296,667	\$ 305,567	\$ 314,734	\$ 324,176	
		Diesel+DEF Annual Cost (Total \$) Discounted for Time:	5.00%	\$ 271,492	\$ 266,321	\$ 261,248	\$ 256,272	\$ 251,391	\$ 246,602	\$ 241,905	
		NPV--Diesel+DEF Annual Cost (Total \$)	\$ 1,795,233								
	Truck Capital Cost Premium	Differential Cost Premium for CNG vs Diesel Trucks	\$ 750,989								
	Net Project NPV	Net Project NPV (-ve favours Diesel, +ve favours CNG)	\$ (2,693,534)								
	Carbon Reduction-Tonnes CO2	757.2	108.2	108.2	108.2	108.2	108.2	108.2	108.2		

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Table 6--Company C--Conventional CNG Station Concept				Year							
NPV Calculations				0	1	2	3	4	5	6	
Company C	Contractor Costs	Assumed station annual throughput (m ³)		271,429	271,429	271,429	271,429	271,429	271,429	271,429	
		All In Contractor Fixed Cost (Capital Recovery + O&M):		\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000
		Annual Cost Escalation (percent):	0	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000
		Contingency for Lighting, Bollards, other minor site work.		\$ 100,000							
		Electrical Upgrade:		\$ 150,000							
		Total Annual Contractor Cost:		\$ 448,000	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000
		Discount Rate:	5.00%	\$ 448,000	\$ 188,571	\$ 179,592	\$ 171,040	\$ 162,895	\$ 155,138	\$ 147,751	
		NPV--Contractor Cost with net HST at 1.76% added:	\$ 1,478,560								
	City Fuel Costs not including Contractor Costs	Gas Commodity & Utility Cost based on HSR Data: (per m ³)	2.50%	\$ 0.231	\$ 0.237	\$ 0.243	\$ 0.249	\$ 0.255	\$ 0.262	\$ 0.268	
		On-site Electrical Compression Costs based on HSR (per m ³)	3.00%	\$ 0.030	\$ 0.031	\$ 0.032	\$ 0.033	\$ 0.033	\$ 0.034	\$ 0.036	
		Total City Costs Related to Fuel and not Covered in Contractor Costs:		\$ 70,811	\$ 72,621	\$ 74,478	\$ 76,383	\$ 78,337	\$ 80,341	\$ 82,396	
		Total City Costs Related to Fuel and not Covered in Contractor Costs discounted for Time:	5.00%	\$ 70,811	\$ 69,163	\$ 67,554	\$ 65,983	\$ 64,448	\$ 62,949	\$ 61,485	
		NPV--City Cost:	\$ 462,393								
	Contractor Plus City Fuel Costs	Total Annual Fuel Cost including Contractor and City Costs:		\$ 518,811	\$ 270,621	\$ 272,478	\$ 274,383	\$ 276,337	\$ 278,341	\$ 280,396	
		Total Annual Fuel Cost including Contractor and City Costs Discounted for Time:	5.00%	\$ 518,811	\$ 257,735	\$ 247,146	\$ 237,023	\$ 227,343	\$ 218,087	\$ 209,236	
		NPV--Contractor+City Cost:	\$ 1,915,380								
		Cost per Diesel Litre Equivalent (DLE):		\$ 1.97	\$ 1.03	\$ 1.03	\$ 1.04	\$ 1.05	\$ 1.06	\$ 1.06	
	Displaced Diesel Costs	Diesel+DEF Annual Cost (Total \$)		\$ 271,492	\$ 279,637	\$ 288,026	\$ 296,667	\$ 305,567	\$ 314,734	\$ 324,176	
		Diesel+DEF Annual Cost (Total \$) Discounted for Time:	5.00%	\$ 271,492	\$ 266,321	\$ 261,248	\$ 256,272	\$ 251,391	\$ 246,602	\$ 241,905	
		NPV--Diesel+DEF Annual Cost (Total \$)	\$ 1,795,233								
	Truck Capital Cost Premium	Differential Cost Premium for CNG vs Diesel Trucks	\$ 750,989								
	Net Project NPV	Net Project NPV (-ve favours Diesel, +ve favours CNG)	\$ (871,136)								
	Carbon Reduction-Tonnes CO2	757.2		108.2	108.2	108.2	108.2	108.2	108.2	108.2	

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

Quantitative Findings-Summary Points:

A summary of the findings and additional considerations follows:

General:

1. None of the proposed approaches include standby power. This was eliminated to reduce cost. The City will need to deadhead the trucks to HSR for fuel in the event of a protracted power outage.
2. All of these alternatives are somewhat under-utilized with a fleet of 16 trucks. This provides an opportunity for the City to expand the number of trucks and/or extend the contract with a likely reduction in the overall per unit fuel cost. It is recommended that a procurement contract build in options to address these possibilities for future growth.
3. All of the alternatives studied appear to require a net investment by the City (ie the CNG total cost exceeds the diesel cost savings), however, this analysis does not include the very substantial impact of the upcoming rise in carbon fuel costs related to the federal government carbon tax escalations over the period of this project. This was not included in the analysis for four reasons:
 - a) There could be a relaxation of these requirements due to public push-back or the installation of a new government.
 - b) There will be some increase in both diesel and natural gas prices although it is expected that diesel price increases will be more pronounced.
 - c) One purpose of a carbon tax is to reduce consumption so it is expected that market forces will reduce the non-tax portion of the fuel cost, making it difficult to predict final market prices.
 - d) This report follows a 2020 report and to the extent possible, assumed prices and inflation rates used in the 2020 report have been carried forward on this report for consistency and to allow some comparison if desired.

Company A—HSR Fuel

1. Company A provided two concepts, the first being a trailer mounted CNG station (a compressor trailer plus a storage trailer) using gas compressed at the HSR station and delivered to the Burlington Street truck facility where trucks are time filled overnight. The HSR station is high capacity and the trailer filling will take place during the daytime when buses are not fueling. The use of the HSR station will increase the utilization of that existing asset.

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

2. Trucking CNG from a remote location introduces some risk to the project due to inclement weather, truck breakdowns, etc.
3. This scenario is the second lowest cost and is almost breakeven with the cost of diesel with a net cost of about \$386,043 spread across seven years.
4. This approach was expected to be the fastest to deploy (along with Company A's alternative option), however, it was found that project time is equal to the conventional station proposals. This contractor has projected a 12-month time from contract award to fully permitted, operational station. This company is experiencing high demand for their mobile system and is gearing up to address this but is currently equipment limited. They anticipate improvement in this lead time in the future.
5. This approach (along with Company A's alternate option) requires less site work/improvements so the station will also be easy to decommission at contract completion.
6. Company A concepts include only one compressor on site. This means that in the event of a planned or unplanned protracted compressor outage, Company A will bring a "spare" compressor trailer to site and swap out with the existing compressor trailer.
7. This approach has been successfully used on similar fleets in Ontario and elsewhere.

Company A—Contractor Fuel

1. The second Company A approach is identical to the first except that the Contractor would supply the fuel rather than using fuel from HSR.
2. This scenario is the lowest cost and is almost breakeven with the cost of diesel with a net cost of about \$293,440 spread across seven years.
3. See comments in previous bullet 8.

Company B—Utility Gas

1. Company B provided one concept with a conventional stationary CNG station with two 100 Hp compressors. The equipment as proposed is new equipment and is the most underutilized of all of the concepts, which means it has the greatest growth potential.
2. This scenario is the highest cost compared with the cost of diesel with a net cost of about \$2,693,534 spread across seven years. This cost is much higher than the other concepts because the equipment is new, and the

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

installation is more extensive than Company A's installation due to the semi-permanent nature of this installation. This station is effectively a 20-year asset that is being depreciated over 7 years.

3. Gas is provided from a new utility service to the site.
4. Company B's concept includes two compressors on site. The second compressor will automatically start in the event of a fault on the other compressor.
5. This approach is the typical station design across North America and is consistent with the general approach of the 2020 study although somewhat scaled down to serve the smaller fleet and without some of the additional features (generator and fast fill) included in the 2020 study.
6. This contractor has projected a 6- to 18-month time from contract award to fully permitted, operational station.

Company C—Utility Gas

1. Company C provided one concept with a conventional stationary CNG station with three 50 Hp compressors.
2. This scenario is slightly more expensive than the two Company A approaches as compared with the cost of diesel with a net cost of about \$871,136 spread across seven years. The major equipment as proposed is approximately 30 years old and has been fully depreciated on previous sites, allowing a lower project cost here.
3. Gas is provided from a new utility service to the site.
4. Company C's concept includes three compressors on site. The third compressor will automatically start in the event of a fault on one of the other compressors.
5. This approach is the typical station design across North America but uses older equipment that may not be suitable for operation beyond the 7-year project life.
6. This contractor has projected a 9- to 12-month time from contract award to fully permitted, operational station.

Findings-Environmental:

The growing concern over climate change and the recent advancements in controlling toxic tailpipe emissions has caused a shift in focus toward greenhouse gases and most notably toward CO₂ reduction. Unlike other pollutants that can be reduced by exhaust treatment, CO₂ is simply a product of combustion—thus, if a hydrocarbon (HC) fuel is consumed, CO₂ is produced. In fact, there are basically three ways to reduce CO₂ emissions of a vehicle:

1. Reduce fuel consumption through greater engine or drive train efficiency (reduce weight, use a hybrid drive system, etc.).
2. Use a low carbon fuel such as CNG or Renewable Natural Gas (RNG).
3. Use an energy source that has no tailpipe emissions (Battery Electric or hydrogen) however, these technologies are not yet field proven or durable to the extent that diesel and CNG are, and these energy sources can emit as much GHG as CNG depending on how the hydrogen or electricity is produced.

The first point above is relatively straightforward, since CO₂ production is linked to fuel consumption, any improvement in fuel consumption will provide a similar reduction in CO₂ emissions.

The second point is not as obvious. The products of complete combustion of any hydrocarbon fuel are CO₂ and H₂O, thus if one uses a fuel that is inherently lower in carbon content per unit of energy output, there will be lower CO₂ emissions. This study has included an analysis of the annual and lifecycle GHG reduction associated with the transition from diesel to CNG trucks. In each of the alternatives studied, the 7-year project saving is projected to be 757.2 tonnes CO₂.

Findings-Operating Engineers:

As noted in the 2020 report, there has been some adjustment to the Technical Standards and Safety Authority (TSSA) operating engineer requirements. It is now possible to apply for and receive a waiver from the requirement to staff a site with more than 150 Horsepower of reciprocating compressor(s) in simultaneous operation. This waiver is subject to a review of a safety plan, and further de-regulation is forthcoming.

While these developments are positive and may help with large stations like HSR, with the scaling down of the packer truck project, we are now down to a station size that is under the 150 Horsepower threshold, so this de-regulation does not impact this project. Note that Company B is proposing two 100 horsepower compressors, but these could be interlocked to prevent more than 100 Horsepower from operating at any time.

Conclusions and Recommendations:

1. It is recommended that the City of Hamilton proceed with the CNG project using a Fuel as a Service contracting approach.
2. All of the identified scenarios are technically feasible. Marathon has considered the balance between qualitative and quantitative factors and based on a balanced approach between these two general criteria, Marathon has rank ordered the scenarios by overall desirability are as following:
 - 1) Company A—Contractor Fuel
 - 2) Company A—HSR Fuel
 - 3) Company C—Utility Gas
 - 4) Company B—Utility Gas

The two Company A proposals feature easier deployment and lowest cost. In the case where Company A is contracting for fuel, the cost was lower and can be locked in for the duration of the contract, giving the City more price certainty. This trailer mounted station approach does involve higher operational risk than the other alternatives since the CNG must be trucked to site and there is no redundant compressor on site. Marathon believes that this risk can be mitigated contractually using performance penalties for failure to fuel trucks, combined with an emergency plan to fuel at HSR, if required.

The Company C proposal is somewhat appealing since it provides more on-site redundancy than Company A alternatives at a relatively low cost-premium. Marathon is concerned that the age of the equipment (~30 years) may lead to less operational stability and will not be as suited to a time extension to the contract as the other alternatives—this contract could end up being the most expensive if the City expands or extends its CNG fleet project.

The Company B approach is in many ways the “best” and lowest risk approach since it includes new, modern, high-capacity equipment that can tolerate both more trucks and a longer project life. This station also includes full on-site compressor redundancy. The issue with this approach is its much higher cost.

3. Note that the lead time estimates ranged from 6- to 18-months with a typical/average lead time for the three vendors at 12-months. This was expected for the two conventional station solutions (Companies B and C) but much longer than expected for the trailer solution (Company A). The reason for the longer lead time with the trailers relates to equipment availability.

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4. Enbridge has indicated (during the 2020 study) that the Burlington Street location has ample gas supply, and they are currently proposing an 80-psig delivery pressure.
5. It is estimated that this project will create a savings of 757.2 tonnes CO₂ over the lifecycle of the project --projecting a “green” image for the City.
6. Hamilton’s interest in this “Fuel as a Service” approach is to minimize its infrastructure commitment given the evolving Battery Electric Truck (BET) propulsion technology is still very new and essentially unproven in this application; however, it is expected that BETs will evolve to meet the operational challenges of a refuse collection fleet. It is unknown when this technology will be sufficiently proven to meet the City’s needs, so Marathon strongly recommends that any “Fuel as a Service” RFP and contract be written to provide the City with flexibility in throughput and contract duration both from a capacity and cost perspective. This will allow the City to make additional CNG truck purchases if required.
7. To ensure competitive bidding, the Fuel as a Service RFP will need to be performance/outcome oriented and allow a range of solutions that meet the City’s performance needs.
8. Further to the above recommendation, it is strongly recommended that the City include performance penalties on a per truck, per day basis for any trucks not fueled by a rollout deadline (perhaps 5:00 am).

Appendix A

Glossary of Terms

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

ACH	Air Changes per Hour
AHJ	Authority having Jurisdiction (the regulatory body with the authority to mandate design)
BET	Battery Electric Truck
CH ₄	Methane—natural gas is about 90 to 95 percent methane.
CNG	Compressed Natural Gas
CO ₂ e	Carbon Dioxide Equivalent—a means of comparing other GHGs to CO ₂ and also to combine the effects of multiple GHGs to a common unit for simplification of quantification.
DGE	Diesel Gallon Equivalent (the amount of CNG required to provide an amount of energy equal to one USG of diesel fuel).
Discount Rate	This is a percentage used to discount a future value back to a present value to be used in the calculation of the Net Present Value (NPV). The discount rate used is often the borrowing rate, however, it could also be the minimum acceptable rate of return also called the “hurdle rate”. This should not be confused with the Internal Rate of Return (IRR) which is the rate at which the project has a net present value of zero—ie the rate at which the project is “breakeven”.
ESD	Emergency Shut Down
F	Fahrenheit
GGE	Gasoline Gallon Equivalent (the amount of CNG required to provide an amount of energy equal to one USG of gasoline=5.66 pounds of CNG).
GHG	Greenhouse Gas—CO ₂ (Carbon Dioxide), CH ₄ (methane) and N ₂ O (Nitrous Oxide) are the most common greenhouse gases.
HP or Hp	Horsepower
HSR	Hamilton Street Railway
HST	Harmonized Sales Tax—the sales tax in place in Ontario. At the time of this report, the City pays a net tax rate of 1.76 percent.
HVAC	Heating Ventilation and Air Conditioning

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

IR	Infrared
LCA	Life Cycle Analysis
LEL	Lower Explosive Limit (this is 5 percent gas in air by volume—thus 20 percent LEL is 1 percent gas in air by volume)
LNG	Liquefied Natural Gas
m ³	Cubic meter of natural gas
NG	Natural Gas
NGV	Natural Gas for Vehicles or Natural Gas Vehicle (depending on context)
NPV	Net Present Value is the value of the project expressed in current dollars. It is calculated by “discounting” the future cost and savings back to current dollars using the “discount rate.”
Payback or Simple Payback	Payback is based on a cash flow analysis and is the time (expressed in years in this report) required for the income (or in this case the savings compared to a diesel fleet) to exceed the capital and operating expenditures. Future costs and savings are increased using inflation factors to their value in future years but there is no cost of money or “discount rate” applied) as this is not a Net Present Value. As with all analysis herein, the analysis is based on differential costs and savings only compared to the diesel baseline.
PSI	Pounds per Square Inch
PSIG	Pounds per Square Inch Gauge (Atmospheric pressure is 0 psig)
RNG	Renewable Natural Gas—natural gas sourced from landfills or digesters.
SCF	Standard Cubic Feet (the volume of gas within one cubic foot at atmospheric pressure and 60 F)
USG	US Gallon
VFD	Variable Frequency Drive—allows AC motors to operate at part speed.

Appendix B

Site Layout Drawings:

**G-02 Hamilton Packer Truck CNG Concept Layout-1579
Burlington St., Hamilton ON**

Appendix C

Request for Information Provided to Contractors

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

RFI Excerpt for CNG Station “Fuel as a Service” Concepts:

We have been commissioned to study fueling options for the City of Hamilton. They are interested in exploring fueling strategies that minimize their capital commitment and are therefore looking at options that include compression as a service by a third party.

We are projecting the following project parameters:

1. 271,725 m3 annual throughput for a 7-year period—this is based on a 5-day work week and use 8 hours per day.
2. 80 psig utility pressure.
3. The Contractor would supply, install, permit, operate, maintain and own the station equipment.
4. The facility will/may be removed in 7 years—any costs associated with the removal of the equipment should be included below.
5. The City would prefer that all installation costs be included in the costs of the fuel, however, if there are costs that the City must bear, these should be identified.
6. Assume that sufficient power is available in a building approximately 250 feet from the required location.
7. Do not include any fast fill capability at this time.
8. The attached site drawing was based on a larger project scope—it is provided for general site information only. The site is located at 1579 Burlington Street, Hamilton, ON.

I would like to receive estimated costs by January 22, 2021. Please note that this is an estimate for analysis and budget purposes only. This is not a proposal, quotation or bid. Marathon will provide any information supplied to the City of Hamilton. Please provide the following information:

9. We are anticipating the City installing a 16 truck time fill barricade—is this something you can provide or do we need to supply this?
10. Please identify any capital cost items that the City will incur.
11. What are the infrastructure requirements and space/area required for your system? – please clarify any that are City furnished.
12. Please provide basic equipment specifications including horsepower, amps, scfm, make and model of compressors, dryer and other major equipment, scf of any storage.
13. Is equipment new or used at start of contract?
14. Compressor redundancy is required.
15. Please provide the cost per m3 for:
 - a. New gas service from utility.
 - b. Capital recovery.
 - c. Operation and maintenance.
 - d. Any licenses, permits or any other fees.
 - e. The price should not include the natural gas commodity or transportation/distribution costs.
 - f. The price should not include power costs, but please indicate the size of the motors.
16. What is the annual cost escalation over the seven-year period?

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling **2nd Supplemental Study**

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FINAL REPORT

2021 04 21

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Executive Summary:

The City of Hamilton, Energy, Fleet & Facilities Public Works department (the City) contracted with Marathon Technical Services (Marathon or MTS), to study the technical and financial viability of fueling 10 of the fleet of 37 packer (refuse collection) trucks with CNG over a 7-year project life based on a 2023 truck procurement.

This analysis focused on a non-conventional infrastructure procurement approach—"Fuel as a Service" and is an extension of the supplemental report submitted in March 2021. This "Fuel as a Service" contracting method is well suited to this project and allows the City to complete a small scale, shorter term project than was studied in Marathon's 2020 report.

This approach reduces or eliminates capital expenditure by the City and allows a shorter term, lower risk project that is geared to the 7-year life of the truck order. Ownership of the equipment is retained by the contractor and equipment is removed at their expense at the conclusion of the contract. This approach allows the City to quickly and inexpensively adopt lower carbon CNG truck technology that is available today, while preserving the option of electric trucks in the future when these become more technically and cost competitive.

A total of two companies and three approaches were evaluated (one company consulted in the March 2021 report did not respond with data for this report). In every case, fueling will be performed as "time fill" with no "fast fill" provided. All fueling will take place at the Burlington Street truck facility. All three options are technically feasible.

Net Present Value (NPV) was used as quantitative evaluation metric. None of the three options returned a positive net present value NPV as studied, ranging from \$(137,225) to \$(2,068,186), the negative values indicating that the CNG project costs are not fully offset by diesel cost savings. It should be noted that these values are similar than those calculated in the March 2021 Supplemental Study in spite of the reduced number of trucks because the per truck fuel consumption is higher with the 10 side loader trucks than with the rear loader evaluated in the previous supplemental study.

The average lead time from award of contract to a fully permitted and operational station was 12-months with no solution approach providing any notable lead time advantage.

It is estimated that this project will create a savings of 690 tonnes CO_{2e} over the lifecycle of the project --projecting a "green" image for the City. This represents a 17.3 percent reduction from the diesel fleet and based on US EPA data. This total project savings is lower than the 2020 study due to the shorter project length and reduction in truck count.

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City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

Introduction:

The City of Hamilton (the City, or Hamilton) is evaluating the possible transition of a portion of its diesel-powered packer truck refuse collection fleet to Compressed Natural Gas (CNG). The City has over three decades of successful CNG heavy fleet experience at the Hamilton Street Railway (HSR).

CNG is a fuel that is capital intensive but low cost to operate and provides toxic gas and greenhouse gas (GHG) emissions reduction when compared with diesel. It is also the most proven alternative fuel in heavy vehicle applications. This second supplemental study follows a study in 2020 that evaluated the possibility of changing the entire City fleet of garbage trucks to CNG and a first supplemental study (March 2021) that evaluated a single seven-year period with the procurement of 16 rear loader packer trucks. The scaled down approach in this supplemental study is based on a 7-year project term, matching a single purchase of 10 side loader packer trucks. This smaller, shorter term project allows the City to implement CNG trucks into its fleet in 2023 and retain the option to transition to electric trucks when those become more economically and technically viable.

Marathon has been contracted to perform the following scope:

1. Assume a single purchase of 10 trucks that require fueling over a 7-year period.
2. Assume that fueling will take place at the existing City truck facility on Burlington Street. A concept level plan that was prepared for the 2020 study has been included in this supplemental study for reference in Appendix B. Note that the scale of equipment is likely to change from this drawing to match this de-scoped study.
3. Review of three fueling alternatives provided by two well experienced industry contractors using a "Fuel as a Service" contracting approach. This approach is based on the contractor assuming:
 - a. All of the equipment and installation capital costs.
 - b. All of the operation and maintenance costs.
 - c. All repair costs.
 - d. All station licensing and permitting costs.
 - e. All trucking of gas to site for the trailer option.
 - f. In one case the commodity and utility gas cost.
 - g. See Appendix C for a description of the request for information forwarded to the station vendors—this was as sent to the vendors.
4. For the options above, Marathon used assumptions consistent with the 2020 analysis and the March 2021 supplemental study to allow some level of comparison between reports.

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

5. Marathon has updated the Operating Engineer requirements and the impact of changes.
6. Project life cycle cost analysis for the initial and subsequent purchase and integration of CNG packer trucks into the collection fleet. The initial and sole purchase will be for approximately 10 side loader trucks to go into service in 2023. This analysis will identify the net present value (NPV) of the CNG program and will also identify the expected environmental and other benefits. Marathon will make recommendations related to the implementation of this program.
7. It is understood that City trucks are maintained off site by service providers and thus no garage upgrades related to CNG are required or anticipated at this time and no consulting associated with upgrades is included in this scope.

Analysis Assumptions and Data Sources:

The life cycle cost analysis uses data from a variety of sources and covers a wide range of data to address all readily quantifiable cost elements to provide a comprehensive and conservative analysis. The list below summarizes the cost elements and data sources that were determined or assumed in this study:

1. The lifecycle analysis is based on a 7-year life cycle with year 0 being 2023. This 7-year life cycle was selected as it corresponds to one full 7-year truck life cycle for the truck procurement.
2. Discount rate: 5% (Marathon standard, confirmed with the City of Hamilton). See Glossary in Appendix A for definition of discount rate.
8. Inflation: 2.5 percent to 3.0 percent (dependent on item) (Marathon standard, confirmed with the City of Hamilton). See Tables 3 to 6 for individual rates used. Costs have been inflated 4 years to reflect a 2023 project start (data used was 2019 data) then discounted 2 years to produce a 2021 NPV.
3. HST was applied at a net rate of 1.76 percent on the cost of CNG contractor services and on the upcharge/differential cost for the CNG trucks over the diesel truck cost. As discussed with the City, it is understood that diesel fuel, electricity, natural gas, CNG station maintenance costs and truck operating and maintenance costs already include HST embedded in the costs provided by the City.
4. The station concepts proposed do not include a standby power (generator), thus in the event of a protracted power outage, it will be necessary to deadhead trucks to another site—most likely to HSR.
5. One of the two companies responded with a concept that includes an on-site redundant compressor. The other respondent proposes a trailer mounted compressor which can be changed out in the event of a compressor failure. If a spare compressor is not available in a timely manner, it will be necessary to deadhead trucks to another site—most likely to HSR. Note that performance penalties can be built into the service contract to fund such an occurrence.
6. Truck capital cost differential compared to clean diesel was \$45,000 plus HST (in 2019 dollars) (ie the CNG trucks are more expensive than the diesel trucks) for all full sized CNG packer trucks (as provided by the City).
7. Truck maintenance cost differential—no differential truck maintenance cost compared with clean diesel was assumed. Although CNG and diesel trucks have both been widely used in this application for a number of years, there is still a variety of opinions as to which fuel has lower truck maintenance

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

- costs including the prevailing opinion that there is no difference. HSR indicated that their current experience is there is no difference in maintenance costs between these fuels for their fleet of heavy buses—this is the assumption used in this report.
8. Future CNG vehicle fuel consumption is equal to diesel since it was assumed that there is no increase or decrease in routes or total distance except as studied in the sensitivity analysis. This is a conservative assumption since if additional trucks are required to meet a growing population (significant population growth is likely over a 7-year period).
 9. Current diesel prices were supplied by the City and based on 2018/2019 average diesel fuel cost per litre then inflated at 3.0 percent per annum.
 10. Engine efficiency—CNG engines are assumed to be 88 percent of diesel engine efficiency (Cummins). CNG engines are spark ignition with lower compression ratio than diesel and thus diesel engines have a higher thermal efficiency than CNG, although this advantage is narrowing making this a conservative assumption.
 11. Gas utility commodity and gas distribution charges were based on 2018/2019 HSR CNG station charges as provided by the City. These were inflated at 2.5 percent per annum. Enbridge has confirmed that ample natural gas supply is available at the Burlington Street site at a delivery pressure of 80 psig.
 12. No gas utility service cost has been included as it has been assumed that the station load will pay the utility for this new gas service.
 13. Electricity charges were based on 2018/2019 HSR CNG station charges as provided by the City. Electricity costs were initially calculated based on the total load that the City attributes to the HSR CNG station.
 14. GHG calculations are based on motor fuel data for the Canadian National Inventory Report (NIR) Table A6-12.
 15. Trucks will continue to be serviced off site by third party maintenance shops, therefore no Hamilton shop upgrades for CNG are required or included.
 16. No government grants or other incentives or subsidies are currently available or included in the cost estimates.

Approach/Methodology:

A 7-year life cycle cost analysis was built by Marathon Technical Services using inputs from a variety of sources (as previously outlined). Seven years was selected as it represents one truck life cycle for the sole group of 10 side loader packer trucks. It is assumed that if the City intends to continue with CNG after the seven-year period which may include having more than 10 trucks, it will renegotiate the contract with the contractor—this should lower the unit cost of fuel. If the City decides to transition away from CNG at the end of the seven years, the CNG station will be decommissioned and removed by the contractor.

The focus of this analysis was to identify and quantify those items that are differential costs for CNG compared to clean diesel—it should be stressed that there may be additional costs that are not identified in the analysis because they apply to both CNG and Diesel. These additional costs might include the base cost of a diesel truck (only the differential is used herein), end of life truck salvage value, packer truck maintenance costs (as previously noted), truck licensing costs, and truck driver costs as examples.

Two CNG station scenarios were conceived. Each scenario was then evaluated in the customized spreadsheet to determine the NPV over the seven years. Unlike the 2020 analysis, a payback year was not calculated since the payments are spread over the seven-year period with little to no upfront costs to pay back. Cash flow information is provided in the spreadsheets by cost category.

See Appendix B for concept level station layout drawing from the 2020 analysis. The layout for the concepts in this report will be similar to this layout but with fewer time fill locations and less compression equipment.

The Fuel as a Service contracting approach has the following benefits:

1. Little to no upfront cost.
2. No cost at end of contract.
3. No asset ownership.
4. Most costs including cost of capital are embedded in annual and/or throughput related charges. While this is beneficial to the City, the contractor will need to cover these costs so the City will be required to enter into a take-or-pay contract.

A brief description of the Fuel as a Service concept equipment and cost structure follows on Table 1 and 2 respectively.

Figure 1 provides photographs of equipment similar to Company A concept. Figure 2 provides photographs of equipment similar to Companies B concept.

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Table 1-List of Equipment for Fuel as a Service

		Company A	Company B
Fuel Station Concept:		Trailer mounted compressor and storage (gas from HSR) gas dispensed to time fill manifold. No Fast Fill.	Conventional compressor station (gas from utility line) gas dispensed to time fill manifold. No Fast Fill.
Dryer:		None required as gas is already dry from HSR station.	Single Tower--PSB 10-2 DDP
Compressor(s):		One--trailer mounted hydraulic compressor. 1x75Hp	One duplex (two compressors in total) stationary compressor package. 2x30Hp
	Redundancy:	Exchanging compressor trailers if compressor fault cannot be rectified. Willing to accept a penalty for not fueling.	Second compressor to automatically start upon compressor fault.
	Equipment Age:	<5 years	New--conservative case
Storage:		Trailer Mounted	One 23' 5500psig tube with 345m ³ capacity
Time Fill Posts Included:		10	10
Electric Generator:		None--fueling will not occur with power outage.	None--fueling will not occur with power outage.

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Table 2-List of Cost Structure for Fuel as a Service Contractors			
		Company A	Company B
Assumed station annual throughput (m³)		247,510	247,510
All In Fixed Cost:	Annual Cost: (based on a throughput charge of \$0.729/m ³)	None required as gas is already dry from HSR station.	
All In per m³ Cost:	Year 1 to 3	\$ 0.45	
	Year 4 to 5	\$ 0.47	
	Year 6 to 7	\$ 0.50	
Fixed plus Throughput Cost:	Annual Cost:		\$ 395,739
	Per m ³ Cost:		\$ 0.270
Annual Cost Escalation (percent):		As noted in throughput cost schedule.	Canadian CPI
Length of contract (years):		7	7
Initial Capital costs to City:		\$ -	\$ -
End of Term Costs to City:		\$ -	\$ -
Costs Included:			
	All equipment costs for equipment in Equipment list.	Yes	Yes
	All installation costs for station equipment and time fill except as excluded below.	Yes	Yes
	All Equipment O&M	Yes	Yes
	All Equipment Repairs	Yes	Yes
	All costs to load fuel at HSR and truck to Burlington Street	Yes	N/A
Cost Exclusions:			
	Gas service not required		Cost of Gas Service
	Natural Gas Cost		Natural Gas Cost
	Cost of Electricity--this is added to Marathon Total Fuel Cost Estimate		Cost of Electricity--this is added to Marathon Total Fuel Cost Estimate
	Site lighting, bollards and curbstones--other minor installation costs. A \$100,000 contingency has been added to address this.		Site lighting, bollards and curbstones--other minor installation costs. A \$100,000 contingency has been added to address this.

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Figure 1—Trailer mounted CNG Station (left) and time fill barricade (below).



Figure 2—Conventional CNG Station with CNG dryer (blue), two compressors for redundancy (silver enclosures), one storage tube (white tube with panel) (left).

Findings- Benefits of Time fill at the Burlington Street Location (abbreviated from the 2020 report):

Time fill in this location has several benefits:

1. Time fill of trucks takes place over a period of many hours. This additional fill time allows the heat generated during fueling to partially dissipate while fueling progresses and thus results in cooler, denser gas in truck tanks after fueling—this translates into a more complete fill and improved range.
2. Given that packer trucks are typically parked for 12 to 16 hours, time fill is well adapted to packer truck operations.
3. Time fill can significantly reduce the number of compressor starts and stops which leads to reduced wear and tear on station equipment. Time fill equipment is also simpler than fast fill dispensing equipment and thus is less prone to breakdown.
4. With much more time available for time filling, a (much) smaller compressor can be used than is used for fast fill.
5. The elimination of the need to drive trucks to another location for the sole purpose of fueling reduces unnecessary truck operating costs.
6. It is anticipated that there will be a reduction of personnel time required related to the use of time fill rather than fast fill fueling. This has not been included in the cost summary since a rework and extension of existing routes would be required to realize this time/labour reduction.
7. Fueling at Burlington Street consolidates the trucks to the location of dispatch, simplifying operations.

Findings-Quantitative

The primary means of quantitative evaluation for the project is the Net Present Value (NPV) of the costs and savings compared to Diesel trucks and operation (savings are calculated based on the cost of diesel that is displaced).

Costs are broken down as contractor costs, non-contractor City costs (such as power and gas), and the upcharge on the trucks have been used to offset the diesel expenditure that is displaced through the use of CNG.

Tables 3 through 6 on the next four pages provide the cost breakdown and totals as well as GHG emission savings.

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Table 3--Company A--Trailer Concept using HSR Fuel				Year							
NPV Calculations				0	1	2	3	4	5	6	
Company A- using HSR Fuel	Contractor Costs	Assumed station annual throughput (m ³)		247,510	247,510	247,510	247,510	247,510	247,510	247,510	
		All In per m ³ Contractor Cost:		\$ 0.450	\$ 0.450	\$ 0.450	\$ 0.470	\$ 0.470	\$ 0.500	\$ 0.500	
		Contingency for Lighting, Bollards, other minor site work.		\$ 100,000							
		Total Annual Contractor Cost:		\$ 211,380	\$ 111,380	\$ 111,380	\$ 116,330	\$ 116,330	\$ 123,755	\$ 123,755	
		Discount Rate:	5.00%	\$ 191,727	\$ 96,214	\$ 91,632	\$ 91,147	\$ 86,807	\$ 87,950	\$ 83,762	
		NPV--Contractor Cost with net HST at 1.76% added:	\$ 742,075								
	City Fuel Costs not Including Contractor Costs	Gas Commodity & Utility Cost based on HSR Data: (per m3)	2.50%	\$ 0.243	\$ 0.249	\$ 0.255	\$ 0.262	\$ 0.268	\$ 0.275	\$ 0.282	
		HSR Compression Electricity and Station Maintenance Costs:	3.00%	\$ 0.104	\$ 0.107	\$ 0.110	\$ 0.113	\$ 0.117	\$ 0.120	\$ 0.124	
		On-site Electrical Compression Costs based on HSR (per m3)	3.00%	\$ 0.032	\$ 0.033	\$ 0.033	\$ 0.034	\$ 0.036	\$ 0.037	\$ 0.038	
		Total City Costs Related to Fuel and not Covered in Contractor Costs:		\$ 93,557	\$ 96,063	\$ 98,637	\$ 101,280	\$ 103,995	\$ 106,783	\$ 109,646	
		Total City Costs Related to Fuel and not Covered in Contractor Costs discounted for Time:	5.00%	\$ 84,859	\$ 82,983	\$ 81,149	\$ 79,356	\$ 77,603	\$ 75,889	\$ 74,213	
		NPV--City Cost:	\$ 556,050								
	Contractor Plus City Fuel Costs	Total Annual Fuel Cost including Contractor and City Costs:		\$ 304,936	\$ 207,442	\$ 210,016	\$ 217,610	\$ 220,325	\$ 230,538	\$ 233,401	
		Total Annual Fuel Cost including Contractor and City Costs Discounted for Time:	5.00%	\$ 276,586	\$ 179,197	\$ 172,781	\$ 170,503	\$ 164,410	\$ 163,839	\$ 157,975	
		NPV--Contractor+City Cost:	\$ 1,285,291								
	Displaced Diesel Costs	Cost per Diesel Litre Equivalent (DLE):		\$ 1.27	\$ 0.86	\$ 0.87	\$ 0.91	\$ 0.92	\$ 0.96	\$ 0.97	
		Diesel+DEF Annual Cost (Total \$)		\$ 262,359	\$ 270,230	\$ 278,337	\$ 286,687	\$ 295,287	\$ 304,146	\$ 313,270	
		Diesel+DEF Annual Cost (Total \$) Discounted for Time	5.00%	\$ 237,967	\$ 233,435	\$ 228,988	\$ 224,626	\$ 220,348	\$ 216,151	\$ 212,034	
		NPV--Diesel+DEF Annual Cost (Total \$)	\$ 1,573,549								
	Truck Capital Cost Premium	Differential Cost Premium for CNG vs Diesel Trucks (HST at 1.76% included in differential cost)	\$ 505,458								
	Net Project NPV	Net Project NPV (-ve favours Diesel, +ve favours CNG)	\$ (230,034)								
	Carbon Reduction- Tonnes CO2	689.7		98.5	98.5	98.5	98.5	98.5	98.5	98.5	

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Table 4--Company A--Trailer Concept using Contractor Fuel				Year							
				0	1	2	3	4	5	6	
Company A-using Company Supplied CNG	NPV Calculations										
	Contractor Costs	Assumed station annual throughput (m ³)		247,510	247,510	247,510	247,510	247,510	247,510	247,510	247,510
		All In per m ³ Contractor Cost including Gas:		\$ 0.750	\$ 0.750	\$ 0.750	\$ 0.770	\$ 0.770	\$ 0.800	\$ 0.800	\$ 0.800
		Contingency for Lighting, Bollards, other minor site work.		\$ 100,000							
		Total Annual Contractor Cost:		\$ 285,633	\$ 185,633	\$ 185,633	\$ 190,583	\$ 190,583	\$ 198,008	\$ 198,008	\$ 198,008
		Discount Rate:	5.00%	\$ 259,077	\$ 160,356	\$ 152,720	\$ 149,327	\$ 142,216	\$ 140,721	\$ 134,020	\$ 134,020
		NPV--Contractor Cost with net HST at 1.76% added:	\$ 1,158,473								
	City Fuel Costs not Including Contractor Costs	Gas Commodity & Utility Cost based on HSR Data: (per m3)	N/A								
		HSR Compression Electricity and Station Maintenance Costs:	N/A								
		On-site Electrical Compression Costs based on HSR (per m3)	3.00%	\$ 0.032	\$ 0.033	\$ 0.033	\$ 0.034	\$ 0.036	\$ 0.037	\$ 0.038	\$ 0.038
		Total City Costs Related to Fuel and not Covered in Contractor Costs:		\$ 7,810	\$ 8,044	\$ 8,286	\$ 8,534	\$ 8,790	\$ 9,054	\$ 9,326	\$ 9,326
		Total City Costs Related to Fuel and not Covered in Contractor Costs discounted for Time:	5.00%	\$ 7,084	\$ 6,949	\$ 6,817	\$ 6,687	\$ 6,560	\$ 6,435	\$ 6,312	\$ 6,312
		NPV--City Cost:	\$ 46,843								
	Contractor Plus City Fuel Costs	Total Annual Fuel Cost including Contractor and City Costs:		\$ 293,443	\$ 193,677	\$ 193,918	\$ 199,117	\$ 199,373	\$ 207,062	\$ 207,334	\$ 207,334
		Total Annual Fuel Cost including Contractor and City Costs Discounted for Time:	5.00%	\$ 266,161	\$ 167,305	\$ 159,537	\$ 156,013	\$ 148,775	\$ 147,155	\$ 140,332	\$ 140,332
		NPV--Contractor+City Cost:	\$ 1,185,279								
	Displaced Diesel Costs	Cost per Diesel Litre Equivalent (DLE):		\$ 1.22	\$ 0.81	\$ 0.81	\$ 0.83	\$ 0.83	\$ 0.86	\$ 0.86	\$ 0.86
		Diesel+DEF Annual Cost (Total \$)		\$ 262,359	\$ 270,230	\$ 278,337	\$ 286,687	\$ 295,287	\$ 304,146	\$ 313,270	\$ 313,270
		Diesel+DEF Annual Cost (Total \$) Discounted for Time	5.00%	\$ 237,967	\$ 233,435	\$ 228,988	\$ 224,626	\$ 220,348	\$ 216,151	\$ 212,034	\$ 212,034
	NPV--Diesel+DEF Annual Cost (Total \$)	\$ 1,573,549									
	Truck Capital Cost Premium	Differential Cost Premium for CNG vs Diesel Trucks (HST at 1.76% included in differential cost)	\$ 505,458								
Net Project NPV	Net Project NPV (-ve favours Diesel, +ve favours CNG)	\$ (137,225)									
Carbon Reduction- Tonnes CO2	689.7		98.5	98.5	98.5	98.5	98.5	98.5	98.5	98.5	

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Table 5--Company B--Conventional CNG Station Concept				Year							
NPV Calculations				0	1	2	3	4	5	6	
Company B	Contractor Costs	Assumed station annual throughput (m ³)		247,510	247,510	247,510	247,510	247,510	247,510	247,510	
		Annual Contractor Cost (Capital Recovery):		\$ 395,739	\$ 395,739	\$ 395,739	\$ 395,739	\$ 395,739	\$ 395,739	\$ 395,739	
		Per m ³ Contractor O&M Cost:		\$ 0.270							
		Annual Cost Escalation (percent):	2.50%	\$ 0.28	\$ 0.29	\$ 0.30	\$ 0.31	\$ 0.31	\$ 0.32	\$ 0.33	
		Contingency for Lighting, Bollards, other minor site work.		\$ 100,000							
		Total Annual Contractor Cost:		\$ 565,950	\$ 467,705	\$ 469,504	\$ 471,349	\$ 473,239	\$ 475,176	\$ 477,162	
		Discount Rate:	5.00%	\$ 513,333	\$ 404,021	\$ 386,262	\$ 369,314	\$ 353,138	\$ 337,699	\$ 322,962	
		NPV--Contractor Cost with net HST at 1.76% added:	\$ 2,734,017								
	City Fuel Costs not Including Contractor Costs	Gas Commodity & Utility Cost based on HSR Data: (per m ³)	2.50%	\$ 0.243	\$ 0.249	\$ 0.255	\$ 0.262	\$ 0.268	\$ 0.275	\$ 0.282	
		On-site Electrical Compression Costs based on HSR (per m ³)	3.00%	\$ 0.032	\$ 0.033	\$ 0.033	\$ 0.034	\$ 0.036	\$ 0.037	\$ 0.038	
		Total City Costs Related to Fuel and not Covered in Contractor Costs:		\$ 67,915	\$ 69,652	\$ 71,434	\$ 73,261	\$ 75,135	\$ 77,057	\$ 79,029	
		Total City Costs Related to Fuel and not Covered in Contractor Costs discounted for Time:	5.00%	\$ 61,601	\$ 60,168	\$ 58,769	\$ 57,402	\$ 56,067	\$ 54,763	\$ 53,490	
		NPV--City Cost:	\$ 402,260								
	Contractor Plus City Fuel Costs	Total Annual Fuel Cost including Contractor and City Costs:		\$ 633,865	\$ 537,357	\$ 540,938	\$ 544,609	\$ 548,374	\$ 552,234	\$ 556,191	
		Total Annual Fuel Cost including Contractor and City Costs Discounted for Time:	5.00%	\$ 574,934	\$ 464,190	\$ 445,031	\$ 426,716	\$ 409,205	\$ 392,462	\$ 376,452	
		NPV--Contractor+City Cost:	\$ 3,088,990								
	Displaced Diesel Costs	Cost per Diesel Litre Equivalent (DLE):		\$ 2.64	\$ 2.24	\$ 2.25	\$ 2.27	\$ 2.28	\$ 2.30	\$ 2.31	
		Diesel+DEF Annual Cost (Total \$)		\$ 262,359	\$ 270,230	\$ 278,337	\$ 286,687	\$ 295,287	\$ 304,146	\$ 313,270	
		Diesel+DEF Annual Cost (Total \$) Discounted for Time:	5.00%	\$ 237,967	\$ 233,435	\$ 228,988	\$ 224,626	\$ 220,348	\$ 216,151	\$ 212,034	
		NPV--Diesel+DEF Annual Cost (Total \$)	\$ 1,573,549								
	Truck Capital Cost Premium	Differential Cost Premium for CNG vs Diesel Trucks (HST at 1.76% included in differential cost)	\$ 505,458								
	Net Project NPV	Net Project NPV (-ve favours Diesel, +ve favours CNG)	\$ (2,068,186)								
	Carbon Reduction-Tonnes CO ₂	689.7		98.5	98.5	98.5	98.5	98.5	98.5	98.5	

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Quantitative Findings-Summary Points:

A summary of the findings and additional considerations follows:

General:

1. None of the proposed approaches include standby power. This was eliminated to reduce cost. The City will need to deadhead the trucks to HSR for fuel in the event of a protracted power outage.
2. These alternatives are somewhat under-utilized with a fleet of 10 trucks. This provides an opportunity for the City to expand the number of trucks and/or extend the contract with a likely reduction in the overall per unit fuel cost. It is recommended that a procurement contract build in options to address these possibilities for future growth.
3. All of the alternatives studied appear to require a net investment by the City (ie the CNG total cost exceeds the diesel cost savings), however, this analysis does not include the very substantial impact of the upcoming rise in carbon fuel costs related to the federal government carbon tax escalations over the period of this project. This was not included in the analysis for four reasons:
 - a) There could be a relaxation of these requirements due to public push-back or the installation of a new government.
 - b) There will be some increase in both diesel and natural gas prices although it is expected that diesel price increases will be more pronounced.
 - c) One purpose of a carbon tax is to reduce consumption so it is expected that market forces will reduce the non-tax portion of the fuel cost, making it difficult to predict final market prices.
 - d) This report follows a 2020 report and to the extent possible, assumed prices and inflation rates used in the 2020 report have been carried forward on this report for consistency and to allow some comparison if desired.

Company A—HSR Fuel

1. Company A provided two concepts, the first being a trailer mounted CNG station (a compressor trailer plus a storage trailer) using gas compressed at the HSR station and delivered to the Burlington Street truck facility where trucks are time filled overnight. The HSR station is high capacity and the trailer filling will take place during the daytime when buses are not fueling. The use of the HSR station will increase the utilization of that existing asset.

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2. Trucking CNG from a remote location introduces some risk to the project due to inclement weather, truck breakdowns, etc.
3. This scenario is the second lowest cost and is almost breakeven with the cost of diesel with a net cost of about \$230,034 spread across seven years.
4. This approach was expected to be the fastest to deploy (along with Company A's alternative option), however, it was found that project time is equal to the conventional station proposal. This contractor has projected a 12-month time from contract award to fully permitted, operational station. This company is experiencing high demand for their mobile system and is gearing up to address this but is currently equipment limited. They anticipate improvement in this lead time in the future. This situation may have been resolved by 2023, improving the implementation time frame.
5. This approach (along with Company A's alternate option) requires less site work/improvements so the station will also be easy to decommission at contract completion.
6. Company A concepts include only one compressor on site. This means that in the event of a planned or unplanned protracted compressor outage, Company A will bring a "spare" compressor trailer to site and swap out with the existing compressor trailer.
7. This approach has been successfully used on similar fleets in Ontario and elsewhere.

Company A—Contractor Fuel

1. The second Company A approach is identical to the first except that the Contractor would supply the fuel rather than using fuel from HSR.
2. This scenario is the lowest cost and is almost breakeven with the cost of diesel with a net cost of about \$137,225 spread across seven years.
3. See comments in previous bullets 4 to 7.

Company B—Utility Gas

1. Company B provided one concept with a conventional stationary CNG station with two 30 Hp compressors. The equipment as proposed is new equipment and the company indicated that they feel their estimated capital costs are very conservative, however, the capital cost recovery of a conventional station in only 7 years puts a heavy cost premium on this approach..

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2. This scenario is the highest cost compared with the cost of diesel with a net cost of about \$2,068,186. spread across seven years. This cost is much higher than the other concepts because the equipment is new, and the installation is more extensive than Company A's installation due to the semi-permanent nature of this installation. This station is effectively a 20-year asset that is being depreciated over 7 years.
3. Gas is provided from a new utility service to the site.
4. Company B's concept includes two compressors on site. The second compressor will automatically start in the event of a fault on the other compressor.
5. This approach is the typical station design across North America and is consistent with the general approach of the 2020 study although significantly scaled down to serve the smaller fleet and without some of the additional features (generator and fast fill) included in the 2020 study.
6. This contractor has projected a 6- to 18-month time from contract award to fully permitted, operational station.

Findings-Environmental:

The growing concern over climate change and the recent advancements in controlling toxic tailpipe emissions has caused a shift in focus toward greenhouse gases and most notably toward CO₂ reduction. Unlike other pollutants that can be reduced by exhaust treatment, CO₂ is simply a product of combustion—thus, if a hydrocarbon (HC) fuel is consumed, CO₂ is produced. In fact, there are basically three ways to reduce CO₂ emissions of a vehicle:

1. Reduce fuel consumption through greater engine or drive train efficiency (reduce weight, use a hybrid drive system, etc.).
2. Use a low carbon fuel such as CNG or Renewable Natural Gas (RNG).
3. Use an energy source that has no tailpipe emissions (Battery Electric or hydrogen) however, these technologies are not yet field proven or durable to the extent that diesel and CNG are, and these energy sources can emit as much GHG as CNG depending on how the hydrogen or electricity is produced.

The first point above is relatively straightforward, since CO₂ production is linked to fuel consumption, any improvement in fuel consumption will provide a similar reduction in CO₂ emissions.

The second point is not as obvious. The products of complete combustion of any hydrocarbon fuel are CO₂ and H₂O, thus if one uses a fuel that is inherently lower in carbon content per unit of energy output, there will be lower CO₂ emissions. This study has included an analysis of the annual and lifecycle GHG reduction associated with the transition from diesel to CNG trucks. In each of the alternatives studied, the 7-year project saving is projected to be 689.7 tonnes CO₂.

Findings-Operating Engineers:

As noted in the 2020 report, there has been some adjustment to the Technical Standards and Safety Authority (TSSA) operating engineer requirements. It is now possible to apply for and receive a waiver from the requirement to staff a site with more than 150 Horsepower of reciprocating compressor(s) in simultaneous operation. This waiver is subject to a review of a safety plan, and further de-regulation is forthcoming.

While these developments are positive and may help with large stations like HSR, with the scaling down of the packer truck project, we are now down to a station size that is under the 150 Horsepower threshold, so this de-regulation does not impact this project--note that Company A is proposing a single 75 horsepower compressor and Company B is proposing two 30 horsepower compressors, so these legacy requirements would not apply in any event.

Conclusions and Recommendations:

1. It is recommended that the City of Hamilton proceed with the CNG project using a Fuel as a Service contracting approach.
2. All of the identified scenarios are technically feasible. Marathon has considered the balance between qualitative and quantitative factors and based on a balanced approach between these two general criteria, Marathon has rank ordered the scenarios by overall desirability are as following:
 - 1) Company A—Contractor Fuel
 - 2) Company A—HSR Fuel
 - 3) Company B—Utility Gas

The two Company A proposals feature easier deployment and lowest cost. In the case where Company A is contracting for fuel, the cost was lower and can be locked in for the duration of the contract, giving the City more price certainty. This trailer mounted station approach does involve higher operational risk than the other alternatives since the CNG must be trucked to site and there is no redundant compressor on site. Marathon believes that this risk can be mitigated contractually using performance penalties for failure to fuel trucks, combined with an emergency plan to fuel at HSR, if required.

The Company B approach is in some ways the “best” and lowest risk approach since it includes new, modern, high-capacity equipment that can accommodate both some additional trucks and a longer project life. This station also includes full on-site compressor redundancy. The issue with this approach is its much higher cost.

3. Note that the lead time estimates ranged from 6- to 18-months with a typical/average lead time for the three vendors at 12-months. This was expected for the conventional station solution (Company B) but much longer than expected for the trailer solution (Company A). The reason for the longer lead time with the trailers relates to equipment availability.
4. Enbridge has indicated (during the 2020 study) that the Burlington Street location has ample gas supply, and they are currently proposing an 80-psig delivery pressure.
5. It is estimated that this project will create a savings of 689.7 tonnes CO₂ over the lifecycle of the project --projecting a “green” image for the City.
6. Hamilton’s interest in this “Fuel as a Service” approach is to minimize its infrastructure commitment given the evolving Battery Electric Truck (BET) propulsion technology is still very new and essentially unproven in this application; however, it is expected that BETs will evolve to meet the

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operational challenges of a refuse collection fleet. It is unknown when this technology will be sufficiently proven to meet the City's needs, so Marathon strongly recommends that any "Fuel as a Service" RFP and contract be written to provide the City with flexibility in throughput and contract duration both from a capacity and cost perspective. This will allow the City to make additional CNG truck purchases if required.

7. To ensure competitive bidding, the Fuel as a Service RFP will need to be performance/outcome oriented and allow a range of solutions that meet the City's performance needs.
8. Further to the above recommendation, it is strongly recommended that the City include performance penalties on a per truck, per day basis for any trucks not fueled by a rollout deadline (perhaps 5:00 am).

Appendix A

Glossary of Terms

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ACH	Air Changes per Hour
AHJ	Authority having Jurisdiction (the regulatory body with the authority to mandate design)
BET	Battery Electric Truck
CH ₄	Methane—natural gas is about 90 to 95 percent methane.
CNG	Compressed Natural Gas
CO ₂ e	Carbon Dioxide Equivalent—a means of comparing other GHGs to CO ₂ and also to combine the effects of multiple GHGs to a common unit for simplification of quantification.
DGE	Diesel Gallon Equivalent (the amount of CNG required to provide an amount of energy equal to one USG of diesel fuel).
Discount Rate	This is a percentage used to discount a future value back to a present value to be used in the calculation of the Net Present Value (NPV). The discount rate used is often the borrowing rate, however, it could also be the minimum acceptable rate of return also called the “hurdle rate”. This should not be confused with the Internal Rate of Return (IRR) which is the rate at which the project has a net present value of zero—ie the rate at which the project is “breakeven”.
ESD	Emergency Shut Down
F	Fahrenheit
GGE	Gasoline Gallon Equivalent (the amount of CNG required to provide an amount of energy equal to one USG of gasoline=5.66 pounds of CNG).
GHG	Greenhouse Gas—CO ₂ (Carbon Dioxide), CH ₄ (methane) and N ₂ O (Nitrous Oxide) are the most common greenhouse gases.
HP or Hp	Horsepower
HSR	Hamilton Street Railway
HST	Harmonized Sales Tax—the sales tax in place in Ontario. At the time of this report, the City pays a net tax rate of 1.76 percent.
HVAC	Heating Ventilation and Air Conditioning

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IR	Infrared
LCA	Life Cycle Analysis
LEL	Lower Explosive Limit (this is 5 percent gas in air by volume—thus 20 percent LEL is 1 percent gas in air by volume)
LNG	Liquefied Natural Gas
m ³	Cubic meter of natural gas
NG	Natural Gas
NGV	Natural Gas for Vehicles or Natural Gas Vehicle (depending on context)
NPV	Net Present Value is the value of the project expressed in current dollars. It is calculated by “discounting” the future cost and savings back to current dollars using the “discount rate.”
Payback or Simple Payback	Payback is based on a cash flow analysis and is the time (expressed in years in this report) required for the income (or in this case the savings compared to a diesel fleet) to exceed the capital and operating expenditures. Future costs and savings are increased using inflation factors to their value in future years but there is no cost of money or “discount rate” applied) as this is not a Net Present Value. As with all analysis herein, the analysis is based on differential costs and savings only compared to the diesel baseline.
PSI	Pounds per Square Inch
PSIG	Pounds per Square Inch Gauge (Atmospheric pressure is 0 psig)
RNG	Renewable Natural Gas—natural gas sourced from landfills or digesters.
SCF	Standard Cubic Feet (the volume of gas within one cubic foot at atmospheric pressure and 60 F)
USG	US Gallon
VFD	Variable Frequency Drive—allows AC motors to operate at part speed.

Appendix B

Site Layout Drawings:

**G-02 Hamilton Packer Truck CNG Concept Layout-1579
Burlington St., Hamilton ON**

Appendix C

Request for Information Provided to Contractors

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Fueling Study Report

RFI Excerpt for CNG Station “Fuel as a Service” Concepts:

We have been commissioned to study fueling options for the City of Hamilton. They are interested in exploring fueling strategies that minimize their capital commitment and are therefore looking at options that include compression as a service by a third party.

We are projecting the following project parameters:

1. 271,725 m3 annual throughput for a 7-year period—this is based on a 5-day work week and use 8 hours per day.
2. 80 psig utility pressure.
3. The Contractor would supply, install, permit, operate, maintain and own the station equipment.
4. The facility will/may be removed in 7 years—any costs associated with the removal of the equipment should be included below.
5. The City would prefer that all installation costs be included in the costs of the fuel, however, if there are costs that the City must bear, these should be identified.
6. Assume that sufficient power is available in a building approximately 250 feet from the required location.
7. Do not include any fast fill capability at this time.
8. The attached site drawing was based on a larger project scope—it is provided for general site information only. The site is located at 1579 Burlington Street, Hamilton, ON.

I would like to receive estimated costs by January 22, 2021. Please note that this is an estimate for analysis and budget purposes only. This is not a proposal, quotation or bid. Marathon will provide any information supplied to the City of Hamilton. Please provide the following information:

9. We are anticipating the City installing a 16 truck time fill barricade—is this something you can provide or do we need to supply this?
10. Please identify any capital cost items that the City will incur.
11. What are the infrastructure requirements and space/area required for your system? – please clarify any that are City furnished.
12. Please provide basic equipment specifications including horsepower, amps, scfm, make and model of compressors, dryer and other major equipment, scf of any storage.
13. Is equipment new or used at start of contract?
14. Compressor redundancy is required.
15. Please provide the cost per m3 for:
 - a. New gas service from utility.
 - b. Capital recovery.
 - c. Operation and maintenance.
 - d. Any licenses, permits or any other fees.
 - e. The price should not include the natural gas commodity or transportation/distribution costs.
 - f. The price should not include power costs, but please indicate the size of the motors.
16. What is the annual cost escalation over the seven-year period?

City of Hamilton Compressed Natural Gas (CNG) Packer Truck Funding Repayment

Lender City of Hamilton
 Borrower City of Hamilton - Public Works (Energy Fleet & Facilities Management)
 Purpose To fund purchase of CNG Waste Collection Trucks
 Funding source Energy Conservation Initiatives (112272)
 Report

Principal Amount \$ 490,000.00
 Annual Interest Rate 2.78 %
 Loan Term (Year) 7
 Debenture Date (mm/dd/yyyy) 12/01/2021
 Maturity Date (mm/dd/yyyy) 12/01/2028
 Payment Frequency Annual
 Loan Type Serial

<u>Payment Date</u>	<u>Total Payment</u>	<u>Principal Amount</u>	<u>Interest Amount</u>	<u>Principal Balance</u>
12/01/2022	\$ 83,622.00	\$ 70,000.00	\$ 13,622.00	\$ 420,000.00
12/01/2023	\$ 81,676.00	\$ 70,000.00	\$ 11,676.00	\$ 350,000.00
12/01/2024	\$ 79,730.00	\$ 70,000.00	\$ 9,730.00	\$ 280,000.00
12/01/2025	\$ 77,784.00	\$ 70,000.00	\$ 7,784.00	\$ 210,000.00
12/01/2026	\$ 75,838.00	\$ 70,000.00	\$ 5,838.00	\$ 140,000.00
12/01/2027	\$ 73,892.00	\$ 70,000.00	\$ 3,892.00	\$ 70,000.00
12/01/2028	\$ 71,946.00	\$ 70,000.00	\$ 1,946.00	\$ 00.00
	\$ 544,488.00	\$ 490,000.00	\$ 54,488.00	



**PLANNING COMMITTEE
REPORT
22-001**

January 11, 2022

9:30 a.m.

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

Present: Councillors M. Wilson (Acting Chair)
L. Ferguson, M. Pearson, J. Farr, J.P. Danko, and J. Partridge

Absent with Regrets: Councillor B. Johnson (Personal)

Also in Attendance: Councillor A. VanderBeek

THE PLANNING COMMITTEE PRESENTS REPORT 22-001 AND RESPECTFULLY RECOMMENDS:

1. **Hamilton Municipal Heritage Committee Report 21-009 (Item 7.1)**
 - (i) **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.
 - (ii) **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, **as amended**:

 - (1) **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

(2) 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

(3) 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

(4) 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

(5) 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

(6) 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

(7) 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)

(8) 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)

(9) 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

(10) **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

(iii) **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.

2. 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) (Item 7.2)

- (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:
 - (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.

3. Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED22008) (City Wide) (Item 7.3)

That Report PED22008 respecting the Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED22008) (City Wide), be received.

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) (Item 7.4)

- (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;
- (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.

5. 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) (Item 9.1)

- (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 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";
 - (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 upon the approval of Official Plan Amendment No. _____.
- (c) That the public submissions regarding this matter were received and considered by the Committee in approving the application.

6. 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) (Item 9.2)

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

7. 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) (Item 10.1)

That Report PED21067(a) respecting Municipal Comprehensive Review / Official Plan Review – Draft Urban Hamilton Official Plan Amendment – Conformity Amendment and Draft Rural Hamilton Official Plan Amendment – Firm Urban Boundary, be referred to the January 19, 2022 Council meeting.

8. Amendments to By-law No. 10-197, the Hamilton Sign By-Law, respecting Election Signs (FCS22003/LS22006/PED22018) (City Wide) (Item 10.3)

- (a) That Report FCS22003/LS22006/PED22018 respecting Amendments to By-law No. 10-197, the Hamilton Sign By-Law, respecting Election Signs, be referred to the General Issues Committee; and,
- (b) That the report back to the General Issues Committee on Report FCS22003/LS22006/PED22018 respecting Amendments to By-law No. 10-197, the Hamilton Sign By-Law, respecting Election Signs, include greater clarity on enforcement and definition of Signs in Appendix “A” to the report, campaign materials on bus shelters, the rationale for the 100m radius from polling stations, property line locations, vehicle wraps, whether the matters fall under municipal or provincial jurisdiction, and allow for public consultation, where appropriate (for matters not legislated by the *Municipal Act*).
- (c) That the contents of Appendix “C” to Report FCS22003 / LS22006 / PED22018, remain confidential.

9. Request for Minor Variances at 211 and 225 John Street South and 78 Young Street (Added Item 12.1)

That the Notice of Motion respecting Request for Minor Variances at 211 and 225 John Street South and 78 Young Street, be referred to the January 19, 2022 Council meeting.

10. 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 (LS21041/PED22003) (Ward 11) (Item 14.2)

- (a) That the directions to staff respecting Report LS21041/PED22003 be released to the public, following approval by Council; and,
- (b) That the balance of Report LS21041/PED22003 remain confidential.

11. 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) (Item 14.3)

- (a) That the directions to staff respecting Report LS22004 / PED22019 be released to the public, following approval by Council; and,

- (b) That the balance of Report LS22004/PED22019 remain confidential.

FOR INFORMATION:

(a) APPROVAL OF AGENDA (Item 2)

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

1. COMMUNICATIONS (Item 5)

- 5.1 Nancy Hurst, Environment Hamilton, respecting Amendments to the Sign By-law for Election Signs (Item 10.3)
- 5.2 Nancy Hurst, Environment Hamilton respecting GRIDS2 (Item 10.1)
- 5.3 Scott Beedie, Urban Solutions, respecting Exemption Request for 117 Forest Avenue and 175 Catherine Street South
- 5.4 Doreen Stermann respecting Election Signs (Item 10.3)

2. DELEGATION REQUESTS (Item 6)

- 6.2 Delegation Requests respecting 125-129 Robert Street (Item 7.2) (For today's meeting)
 - (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
 - (b) Don McLean
- 6.7 Aasem Sayed respecting Taxi By-laws (For today's meeting)

3. PUBLIC HEARINGS / DELEGATIONS (Item 9)

- 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)

- (a) Added Written Submission:
 - (iii) Nancy Hurst
 - (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)

- (a) Added Written Submission:
 - (ii) Jaleen Grove and Bryan Gee
- (b) Added Virtual Delegation:
 - (i) Bruce McLeod

4. DISCUSSION ITEMS (Item 10)

10.2 GRIDS2 Implementation and Policy Workplan (City Wide) (PED22027) - WITHDRAWN

5. NOTICES OF MOTIONS (Item 12)

12.1 Request for Minor Variances at 211 and 225 John Street South and 78 Young Street

The agenda for the January 11, 2022 meeting was approved, as amended.

(b) DECLARATIONS OF INTEREST (Item 3)

Councillor Ferguson declared a conflict with Items 6.1, 6.3 – 6.5 and 6.7, Delegations respecting the Taxi By-law, as he is an investor in the taxi industry.

Councillor Wilson declared a conflict with Item 7.4 respecting 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), as her spouse is member of the Board of Directors for the property owner, and Item 9.2 respecting 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), as her spouse has a business relationship with the property owner.

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

(i) December 7, 2021 (Item 4.1)

The Minutes of the December 7, 2021 meeting were approved, as presented.

(d) COMMUNICATIONS (Item 5)

(i) Various Communications (Added Items 5.1 – 5.4)

The following Communication Items, were received:

- 5.1 Nancy Hurst, Environment Hamilton, respecting Amendments to the Sign By-law for Election Signs (Item 10.3)
- 5.2 Nancy Hurst, Environment Hamilton respecting GRIDS2 (Item 10.1)
- 5.3 Scott Beedie, Urban Solutions, respecting Exemption Request for 117 Forest Avenue and 175 Catherine Street South
- 5.4 Doreen Stermann respecting Election Signs (Item 10.3)

(e) DELEGATION REQUESTS (Item 6)

(i) Various Delegation Requests (Item 6.1 – 6.7)

The following Delegation Requests were approved for today's meeting:

- 6.1 Jagtar Singh Chahal respecting the Taxi Industry
- 6.2 Delegation Requests respecting 125-129 Robert Street (To be heard before Item 7.2)
 - (a) John Ariens, IBI Group
 - (b) Philip Toms, Toms + McNally Design
- 6.3 Aamir Shahzad respecting Taxi Cab By-laws
- 6.4 Mehmood Khalid respecting Taxi By-laws
- 6.5 Iftikhar Ahmed respecting Taxi By-laws
- 6.6 Delegation Requests respecting Municipal Comprehensive Review

/ Official Plan Review (To be heard before Item 10.1)

- (a) Lynda Lukasik, Environment Hamilton
- (b) Don McLean

6.7 Aasem Sayed respecting Taxi By-laws

(f) CONSENT ITEMS (Item 7)

(i) Hamilton Municipal Heritage Committee Report 21-009 (Item 7.1)

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.

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- (b) 174/178 Chedoke Avenue, Hamilton, ON – WARD 1
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- (a) Core Urban Inc. - 53 King Street East, Hamilton, ON - Arliss Building (The Olympia Club) - WARD 2

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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

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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:

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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.

Item 2 of the Hamilton Municipal Heritage Committee Report 21-009, respecting Hamilton Municipal Heritage Committee's Heritage Nominations for 2021 (Item 10.2), sub-section (iii), was **amended** by deleting (c), as follows:

(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**~~

For disposition of this matter, refer to Item 1.

(g) PUBLIC HEARINGS / DELEGATIONS (Item 9)

(i) Delegation Requests respecting 125 and 129 Robert Street (Item 7.2) (Added Item 9.3)

The following Delegations addressed Committee respecting 125 and 129 Robert Street (Item 7.2):

- (a) John Ariens, IBI Group
- (b) Philip Toms, Tom + McNally Design

The following Delegations, were received:

- (a) John Ariens, IBI Group
- (b) Philip Toms, Tom + McNally Design

For disposition of this matter, refer to Item 2.

In accordance with the *Planning Act*, Acting Chair Wilson 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*, Acting Chair Wilson 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 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.

(ii) 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) (Item 9.1)

Daniel Barnett, Planner 2, addressed the Committee with the aid of a PowerPoint presentation.

The staff presentation was received.

Steve Fraser with AJ Clarke & Associates, was in attendance and indicated support for the staff report.

The delegation from Steve Fraser with AJ Clarke & Associates, was received.

The following written submissions (Item 9.1(a)), were received:

- (i) Kathleen and Andrew Sackett, and expressed Concerns with the application.
- (ii) Valerie Chevannes and Leonard Reddick, in Opposition to the application.
- (iii) Nancy Hurst, in Support of the application.
- (iv) Anka Cassar, in Support of the application.
- (v) Craig Cassar, in Support of the application.
- (vi) Herb Campbell, in Opposition to the application.
- (vii) Jane and John De Zoete in Opposition to the application.

The public meeting was closed.

- (a) That staff be directed to ensure the Ward Councillor is invited to attend the Site Plan approval process for this application; and,
- (b) That staff be directed to ensure that construction vehicles are prohibited from parking on Hamilton Drive, through the Construction Management Plan in the Site Plan process for this application.
- (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 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;
 - (i) 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.

_____.

The recommendations in Report PED22004 were **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.***

For disposition of this matter, refer to Item 5.

Councillor Wilson relinquished the Chair to Councillor Danko.

- (iii) 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) (Item 9.2)**

The staff presentation was waived.

Katelyn Gillis and Terri Johns with T. Johns Consulting, were in attendance and indicated support for the staff report.

The delegation from Katelyn Gillis and Terri Johns with T. Johns Consulting, was received.

The following written submissions (Item 9.2(a)), were received:

- (i) Jan Hall and Bruce McLeod, in Opposition to the application.
- (ii) Jaleen Grove and Bryan Gee, in Opposition to the application.

Registered Delegation (Item 9.2(b)):

- (i) Bruce McLeod addressed the Committee in Opposition to the proposal.

The delegation was received.

The public meeting was closed.

- (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 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.

The recommendations in Report PED22007 were **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.***

For disposition of this matter, refer to Item 6.

Councillor Wilson assumed the Chair.

(iv) Various Delegations respecting the Taxi By-law (Added Items 9.4 – 9.8)

The following Delegations addressed the Committee respecting the Taxi By-law and concerns with the taxi industry:

- 9.4 Jagtar Singh Chahal
- 9.5 Aamir Shahzad
- 9.6 Mehmood Khalid
- 9.7 Iftikhar Ahmed
- 9.8 Aasem Sayed

The following Delegations respecting the Taxi By-law and concerns with the taxi industry, were received:

- 9.4 Jagtar Singh Chahal
- 9.5 Aamir Shahzad
- 9.6 Mehmood Khalid
- 9.7 Iftikhar Ahmed
- 9.8 Aasem Sayed

Staff was directed to report back to the Planning Committee respecting the Delegations' concerns with the taxi industry and how the City can address the issues, including an overview of fees, an explanation of the surcharge fee and how it is split, insurance costs, the meter drop, the accessible incentive fee, and Section 52 of the Taxi By-law regarding the discount for the broker and driver.

(v) Delegations respecting Municipal Comprehensive Review / Official Plan Review (Item 10.1) (Added Item 9.9)

The following Delegations addressed the Committee respecting the Municipal Comprehensive Review / Official Plan Review:

- 9.9(a) Lynda Lukasik, Environment Hamilton
- 9.9(b) Don McLean

The following Delegations respecting the Municipal Comprehensive Review / Official Plan Review, were received:

- 9.9(a) Lynda Lukasik, Environment Hamilton
- 9.9(b) Don McLean

For disposition of this matter, refer to Item 7.

The Committee recessed from 12:10 p.m. – 12:25 p.m.

(h) PRIVATE AND CONFIDENTIAL (Item 14)

Committee determined they did not need to go into Closed Session for the following items.

(i) Closed Session Minutes – December 7, 2021 (Item 14.1)

- (a) That the Closed Session Minutes dated December 7, 2021, be approved as presented; and,
- (b) That the Closed Session Minutes dated December 7, 2021, remain private and confidential.

(ii) 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 (LS21041/PED22003) (Ward 11) (Item 14.2)

For disposition of this matter, refer to Item 10.

(iii) 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) (Item 14.3)

For disposition of this matter, refer to Item 11.

(i) ADJOURNMENT (Item 15)

There being no further business, the Planning Committee adjourned at 1:52 p.m.

Councillor M. Wilson
Acting Chair, Planning Committee

Lisa Kelsey
Legislative Coordinator



GENERAL ISSUES COMMITTEE REPORT 22-001

9:30 a.m.

Wednesday, January 12, 2022

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

Present: Mayor F. Eisenberger, Deputy Mayor B. Clark (Chair)
Councillors M. Wilson, J. Farr, N. Nann, S. Merulla, R. Powers,
T. Jackson, E. Pauls, J. P. Danko, M. Pearson, A. VanderBeek,
J. Partridge, T. Whitehead

Absent: Councillors B. Johnson, L. Ferguson – Personal

THE GENERAL ISSUES COMMITTEE PRESENTS REPORT 22-001, AND RESPECTFULLY RECOMMENDS:

1. **Mayor's Task Force on Economic Recovery – Update (PED22005) (City Wide) (Item 7.1)**
 - (a) That the matter respecting the Final Report for the Mayor's Task Force on Economic Recovery continue to be updated and presented in a summary report to the General Issues Committee in Spring 2022;
 - (b) That Planning and Economic Development Department staff be directed to implement a local commercial areas economic recovery program for 2022 and 2023 that would support economic recovery by bringing events, programs and other animation activities to the City's BIAs, community downtowns and other commercial areas that encourage the public to visit the commercial areas and to support the local businesses;
 - (c) That priority be given to programs and activities that would also engage local artists including, but not limited to, artistic performances, artistic programming and arts installations that draw the public to the commercial areas, support for the Concrete Canvas street art festival to support local artists to install murals in the City's commercial areas, and funding for BIAs to support street fairs and street festivals through partial offsetting of road closure costs;

- (d) That the City support Hamilton's culinary sector by once again waiving City fees in 2022 for the temporary outdoor patio program including application fees, fees for temporary road closure permits, traffic safety measures, and parking meter charges;
- (e) That \$750,000 over two years, to be funded from the Economic Development Initiatives Capital Project (3621708900), be allocated to support the local commercial areas economic recovery program;
- (f) That the Planning and Economic Development Department staff be directed to seek opportunities to leverage the City's funding with funding from other partners including provincial and federal government programs;
- (g) That the General Manager of Planning and Economic Development be authorized and directed to create a two-year, temporary contract Senior Project Manager position, to be funded from the Economic Development Initiatives Capital Project (3621708900), to lead the local commercial areas economic recovery program; and,
- (h) That the General Manager of Planning and Economic Development be authorized and directed to enter into the necessary contracts and agreements with any external parties or vendors, to implement a local commercial areas economic recovery program for 2022 and 2023, in accordance with the City's procurement policies, and in a form satisfactory to the City Solicitor.

2. Dundas Business Improvement Area (BIA) Revised Board of Management (PED22010) (Ward 13) (Item 7.2)

That the following individual be appointed to the Dundas Business Improvement Area (BIA) Board of Management:

- (a) Susan Preston
- (b) Rebecca Wasilewski
- (c) Jenn Hayes

3. Ancaster Village Business Improvement Area (BIA) Revised Board of Management (PED22011) (Ward 12) (Item 7.3)

That the following individual be appointed to the Ancaster Village Business Improvement Area (BIA) Board of Management:

- (a) Christina Mattina
- (b) Patricia Rastin

4. Ancaster Village Business Improvement Area (BIA) Proposed Budget and Schedule of Payments for 2022 (PED22012) (Ward 12) (Item 10.1)

- (a) That the 2022 Operating Budget for the Ancaster Village Business Improvement Area, attached as Appendix “A” to Report 22-001, in the amount of \$100,450, be approved;
- (b) That the levy portion of the Operating Budget for the Ancaster Village Business Improvement Area, in the amount of \$100,450, be approved;
- (c) That the General Manager of the Finance and Corporate Services Department be authorized and directed to prepare the requisite By-law, pursuant to Section 208, *Ontario Municipal Act, 2001*, as amended, to levy the 2022 Operating Budget for the Ancaster Village Business Improvement Area; and,
- (d) That the following schedule of payments for 2022 Operating Budget for the Ancaster Village Business Improvement Area, be approved:
 - (i) January \$50,225
 - (ii) June \$50,225

5. Waterdown Business Improvement Area (BIA) Proposed Budget and Schedule of Payments for 2022 (PED22016) (Ward 15) (Item 10.2)

- (a) That the 2022 Operating Budget for the Waterdown Business Improvement Area, attached as Appendix “B” to Report 22-001, in the amount of \$340,100, be approved;
- (b) That the levy portion of the Operating Budget for the Waterdown Business Improvement Area, in the amount of \$260 K, be approved;
- (c) That the General Manager of the Finance and Corporate Services Department be authorized and directed to prepare the requisite By-law, pursuant to Section 208, *Ontario Municipal Act, 2001*, as amended, to levy the 2022 Operating Budget for the Waterdown Business Improvement Area; and,
- (d) That the following schedule of payments for 2022 Operating Budget for the Waterdown Business Improvement Area, be approved:
 - (i) January \$130,000
 - (ii) June \$130,000

6. Downtown Hamilton Business Improvement Area (BIA) Proposed Budget and Schedule of Payment for 2022 (PED22015) (Ward 2) (Item 10.3)

- (a) That the 2022 Operating Budget for the Downtown Hamilton Business Improvement Area (BIA), attached as Appendix “C” to Report 22-001, in the amount of \$465 K, be approved;
- (b) That the levy portion of the Operating Budget for the Downtown Hamilton Business Improvement Area, in the amount of \$400 K, be approved;
- (c) That the General Manager of the Finance and Corporate Services Department be authorized and directed to prepare the requisite By-law, pursuant to Section 208, *Ontario Municipal Act, 2001*, as amended, to levy the 2022 Operating Budget for the Downtown Hamilton Business Improvement Area; and,
- (d) That the following schedule of payments for 2022 Operating Budget for the Downtown Hamilton Business Improvement Area, be approved:
 - (i) January \$200,000
 - (ii) June \$200,000

7. Westdale Village Business Improvement Area (BIA) Proposed Budget and Schedule of Payment for 2022 (PED22014) (Ward 1) (Item 10.4)

- (a) That the 2022 Operating Budget for the Westdale Village Business Improvement Area, attached as Appendix “D” to Report 22-001, in the amount of \$125 K, be approved;
- (b) That the levy portion of the Operating Budget for the Westdale Village Business Improvement Area, in the amount of \$125 K, be approved;
- (c) That the General Manager of the Finance and Corporate Services Department be authorized and directed to prepare the requisite By-law, pursuant to Section 208, *Ontario Municipal Act, 2001*, as amended, to levy the 2022 Operating Budget for the Westdale Village Business Improvement Area; and,
- (d) That the following schedule of payments for 2022 Operating Budget for the Westdale Village Business Improvement Area, be approved:
 - (i) January \$62,500
 - (ii) June \$62,500

8. Stoney Creek Business Improvement Area (BIA) Proposed Budget and Schedule of Payments for 2022 (PED22013) (Ward 5) (Item 10.5)

- (a) That the 2022 Operating Budget for the Stoney Creek Business Improvement Area, attached as Appendix “E” to Report 22-001, in the amount of \$85,288, be approved;
- (b) That the levy portion of the Operating Budget for the Stoney Creek Business Improvement Area, in the amount of \$49 K, be approved;
- (c) That the General Manager of the Finance and Corporate Services Department be authorized and directed to prepare the requisite By-law, pursuant to Section 208, *Ontario Municipal Act, 2001*, as amended, to levy the 2022 Operating Budget for the Stoney Creek Business Improvement Area;
- (d) That the following schedule of payments for 2022 Operating Budget for the Stoney Creek Business Improvement Area be approved:
 - (i) January \$24,500
 - (ii) June \$24,500

9. Chedoke Creek Order - Update (PW19008(n)) (City Wide) (Item 10.6)

That Report PW19008(n), respecting the Chedoke Creek Order – Update, be received.

10. Advisory Committee for Persons with Disabilities Report 21-023, December 14, 2021 (Item 10.7)

(a) Appointment of Committee Chair and Vice-Chair for 2022 (Item 12.5)

(i) Appointment of Chair

That Aznive Mallett be appointed as Chair of the Advisory Committee for Persons with Disabilities for 2022.

(ii) Appointment of Vice Chair

That James Kemp be appointed as Vice Chair of the Advisory Committee for Persons with Disabilities for 2022.

11. Donation Agreement Between the City of Hamilton and the Nikola Tesla Educational Corporation respecting the Hamilton Electric City Public Art Project (Item 11.1)

WHEREAS, the Hamilton Electric City Public Art Project was identified in the 2016 Council approved Public Art Master Plan and funding of \$200,000 was approved as part of the 2020 capital budget;

WHEREAS, the theme of the Hamilton Electric City Public Art Project is to reflect the history of hydro electric power in Hamilton that was first brought to Hamilton by the 5 Johns; using the technology developed by Nikola Tesla and resulting in the large industrial expansion that transformed Hamilton in the early 20th century;

WHEREAS, the Nikola Tesla Educational Corporation has agreed to take part in the City led Call for Artists process to commission a work of public art; and,

WHEREAS, the Nikola Tesla Educational Corporation has offered to donate \$25,000 to support the Hamilton the Electric City Public Art Project;

THEREFORE, BE IT RESOLVED:

That the Mayor and City Clerk be authorized and directed to execute, on behalf of the City, a Donation Agreement, together with all necessary ancillary documents, between the City of Hamilton and the Nikola Tesla Educational Corporation to accept a \$25,000 donation from the Nikola Tesla Educational Corporation to support the Hamilton Electric City Public Art Project, with content acceptable to the General Manager of Planning and Economic Development, and in a form satisfactory to the City Solicitor.

12. Amendments to the City's Mandatory Vaccine Verification Policy (LS22008) (City Wide) (Item 14.2)

- (a) That Report LS22008, respecting the Amendments to the City's Mandatory Vaccine Verification Policy, be received; and,
- (b) That Report LS22008, respecting the Amendments to the City's Mandatory Vaccine Verification Policy, remain confidential.

FOR INFORMATION:

(a) APPROVAL OF AGENDA (Item 2)

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

6. DELEGATION REQUESTS

- 6.1. Tys Theysmeyer, Head of Natural Areas, Royal Botanical Gardens, respecting Item 10.6 - Report PW19008(n), Chedoke Creek Order Update (For the January 12, 2022 GIC)
- 6.2. Chris McLaughlin, Bay Area Restoration Council, respecting Item 10.6 - Report PW19008(n), Chedoke Creek Order Update (For the January 12, 2022 GIC)

THIS REQUEST HAS SINCE BEEN WITHDRAWN.

10. DISCUSSION ITEMS

- 10.7. Advisory Committee for Persons with Disabilities Report 21-013, December 14, 2021
- 10.8. Amendment to the Mandatory COVID-19 Vaccination Verification Policy (HUR21008)(a) (City Wide)

13. GENERAL INFORMATION / OTHER BUSINESS

13.1. Amendments to the Outstanding Business List

13.1.a. Items to be removed:

13.1.a.a. Potential Solutions to the Chedoke Creek Matter
(Addressed on this agenda as Item 10.6 - Report
PW19008(n))

13.1.a.b. Mayor's Task Force on Economic Recovery
(Addressed as item 7.1 on today's agenda - Report
PED22005)

14. PRIVATE AND CONFIDENTIAL

14.2. Amendments to the City's Mandatory Vaccine Verification Policy (LS22008) (City Wide)

Pursuant to Section 9.1, Sub-sections (d), (e) and (f) of the City's Procedural By-law 21-021 and Section 239(2), Sub-sections (d), (e) and (f) of the Ontario Municipal Act, 2001, as amended, as the subject matter pertains to labour relations or employee negotiations; litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and, advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

The agenda for the January 12, 2022 General Issues Committee meeting was approved, as amended.

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF PREVIOUS MEETINGS (Item 4)

(i) December 8, 2021 and December 10, 2021 (Items 4.1 and 4.2)

The Minutes of the December 8, 2021 and December 10, 2021 General Issues Committee meetings were approved, as presented.

(d) DELEGATION REQUESTS (Item 6)

(i) Tys Theysmeyer, Head of Natural Areas, Royal Botanical Gardens, respecting Item 10.6 - Report PW19008(n), Chedoke Creek Order Update (Item 6.1)

The delegation request submitted by Tys Theysmeyer, Head of Natural Areas, Royal Botanical Gardens, respecting Item 10.6 - Report PW19008(n), Chedoke Creek Order Update, was approved for the January 12, 2022 General Issues Committee.

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

(i) **Mayor's Task Force on Economic Recovery – Update (PED22005)
(City Wide) (Item 7.1)**

WHEREAS, many of the City's local commercial areas, including the community downtowns and the City's thirteen Business Improvement Areas, have been hard-hit by the COVID pandemic;

WHEREAS, the Report of the Mayor's Task Force on Economic Recovery includes a number of recommendations related to supporting economic recovery by encouraging people to shop local, explore local, visit local business areas, and support local businesses;

WHEREAS, the Report of the Mayor's Task Force on Economic Recovery includes a number of recommendations related to supporting the City's arts community by providing opportunities for artists to perform or to create and display their work;

WHEREAS, the City of Hamilton is committed to supporting local businesses and local artists as one component of its broader economic recovery planning;

WHEREAS, City Council approved \$2 million in the 2021 Capital Budget and \$1 million in the 2022 Capital Budget for the Economic Development Initiatives Capital Project (3621708900) to support economic development including post-COVID economic recovery;

WHEREAS, a number of economic development initiatives to support some of the city's major economic sectors, already supported through the Economic Development Initiatives Capital Project in 2021 and 2022, include the FIRE (Finance, Insurance and Real Estate) Sector Strategy, Life Sciences Sector Strategy, Advanced Manufacturing Strategy and the Bayfront Industrial Area Strategy;

WHEREAS, in 2021 the City supported local businesses as part of the implementation of the recommendations of the Mayor's Task Force on Economic Recovery through a number of initiatives including creating the COVID Concierge for Business, one-time grants to local Business Improvement Areas to support special programming, deferring business license fee increases, waiving fees for the outdoor dining program, and an enhanced focus on supporting local tourism and local businesses through Tourism Hamilton and other City social media channels;

THEREFORE, BE IT RESOLVED:

That Report PED22005, respecting the Mayor's Task Force on Economic Recovery, **be amended** by adding new sub-sections (b) through (h) to read as follows:

- (b) ***That Planning and Economic Development Department staff be directed to implement a local commercial areas economic recovery program for 2022 and 2023 that would support economic recovery by bringing events, programs and other animation activities to the City's BIAs, community downtowns and other commercial areas that encourage the public to visit the commercial areas and to support the local businesses;***
- (c) ***That priority be given to programs and activities that would also engage local artists including, but not limited to, artistic performances, artistic programming and arts installations that draw the public to the commercial areas, support for the Concrete Canvas street art festival to support local artists to install murals in the City's commercial areas, and funding for BIAs to support street fairs and street festivals through partial offsetting of road closure costs;***
- (d) ***That the City support Hamilton's culinary sector by once again waiving City fees in 2022 for the temporary outdoor patio program including application fees, fees for temporary road closure permits, traffic safety measures, and parking meter charges;***
- (e) ***That \$750,000 over two years, to be funded from the Economic Development Initiatives Capital Project (3621708900), be allocated to support the local commercial areas economic recovery program;***
- (f) ***That Planning and Economic Development Department staff be directed to seek opportunities to leverage the City's funding with funding from other partners including provincial and federal government programs;***
- (g) ***That the General Manager of Planning and Economic Development be authorized and directed to create a two-year, temporary contract Senior Project Manager position, to be funded from the Economic Development Initiatives Capital Project (3621708900), to lead the local commercial areas economic recovery program; and,***
- (h) ***That the General Manager of Planning and Economic Development be authorized and directed to enter into the***

necessary contracts and agreements with any external parties or vendors, to implement a local commercial areas economic recovery program for 2022 and 2023, in accordance with the City's procurement policies, and in a form satisfactory to the City Solicitor.

For further disposition of this matter, please refer to Item 1.

(f) PRESENTATIONS (Item 8)

(i) COVID-19 Verbal Update (Item 8.1)

Jason Thorne, General Manager, Planning and Economic Development and Director of the Emergency Operations Centre; and, Dr. Elizabeth Richardson, Medical Officer of Health, provided the verbal update regarding COVID-19.

The verbal update respecting the COVID-19 was received.

(g) PUBLIC HEARINGS / DELEGATIONS (Item 9)

(i) Tys Theysmeyer, Head of Natural Areas, Royal Botanical Gardens, respecting Item 10.6 - Report PW19008(n), Chedoke Creek Order Update (Item 9.1)

Tys Theysmeyer, Head of Natural Areas, Royal Botanical Gardens, provided a PowerPoint presentation respecting Item 10.6 - Report PW19008(n), Chedoke Creek Order Update.

The presentation provided by Tys Theysmeyer, Head of Natural Areas, Royal Botanical Gardens, respecting Item 10.6 - Report PW19008(n), Chedoke Creek Order Update, was received.

For disposition of this matter, please refer to Item 9.

(h) DISCUSSION ITEMS (Item 10)

(i) Amendment to the Mandatory COVID-19 Vaccination Verification Policy (HUR21008)(a)) (City Wide) (Item 10.8)

1. DEFERRAL MOTION

Consideration of Report HUR21008(a), respecting the Amendment to the Mandatory COVID-19 Vaccination Verification Policy, was DEFERRED until after Committee reconvenes in Open Session.

2. AMENDMENT

The Main Motion, as follows, was put on the floor for consideration:

- (a) That the recommended amendments to the Mandatory COVID-19 Vaccination Verification Policy (attached as Appendix "A" to Report HUR21008(a)), requiring proof of full vaccination in the workplace, and that, save and except members of Council and members of Council appointed committees, those unvaccinated staff, or those staff choosing not to disclose their vaccination status, without an approved medical exemption, be subject to discipline up to and including termination of employment, be approved;
- (b) That those unvaccinated staff or those who have not disclosed their vaccination status will have until May 31, 2022 to provide proof of full vaccination, or an approved medical exemption, at which time any failure to do so will result in their termination of employment with the City;
- (c) That unvaccinated employees or those who do not disclose their vaccination status, and those employees who are subject to an approved exemption, will be required to continue to participate in the rapid testing program until May 31, 2022;
- (d) That, in the event the City is unable to secure an adequate and appropriate supply of rapid tests between the date of the amended policy and May 31, 2022, any employee who would otherwise be restricted from attendance at work will be placed on a paid leave of absence, pending the continuation of the program at the earliest available opportunity; and,
- (e) That the amended Mandatory COVID-19 Vaccination Verification Policy (attached as Appendix "A" to Report HUR21008(a)), continues to apply to all City employees, including permanent, temporary, full-time, part-time, casual, volunteers, students, members of Council and members of Council appointed committees, as appropriate and except

where excluded otherwise, subject to the terms and conditions of applicable collective agreements.

The following amendment CARRIED:

- (a) That sub-section (a) to Report HUR21008(a), respecting the Amendment to the Mandatory COVID-19 Vaccination Verification Policy **be amended** by deleting the words "**save and except members of Council and members of Council appointed committees**", to read as follows:
 - (a) That the recommended amendments to the Mandatory COVID-19 Vaccination Verification Policy (attached as Appendix "A" to Report HUR21008(a)), requiring proof of full vaccination in the workplace, and that, ~~save and except members of Council and members of Council appointed committees~~, those unvaccinated staff, or those staff choosing not to disclose their vaccination status, without an approved medical exemption, be subject to discipline up to and including termination of employment, be approved;
- (b) That Report HUR21008(a), respecting the Amendment to the Mandatory COVID-19 Vaccination Verification Policy **be further amended** by adding a new sub-section (f), to read as follows:
 - (f) ***That the City Clerk be directed to report to the Governance Review Sub-Committee with recommendations for amendments to the Council Code of Conduct and the Code of Conduct for local Boards and Council mandated Committees to ensure Member compliance with the Corporate Vaccination Policy and how sanctions may be applied to members of Council who do not comply.***

At the request of Councillor Danko, sub-section (d) was voted on separately, as follows:

- (d) That, in the event the City is unable to secure an adequate and appropriate supply of rapid tests between the date of the amended policy and May 31, 2022, any employee who would otherwise be

restricted from attendance at work will be placed on a paid leave of absence, pending the continuation of the program at the earliest available opportunity;

The balance of the Main Motion, as amended, was voted on separately, as follows:

- (a) ***That the recommended amendments to the Mandatory COVID-19 Vaccination Verification Policy (attached as Appendix “A” to Report HUR21008(a)), requiring proof of full vaccination in the workplace, and that, those unvaccinated staff, or those staff choosing not to disclose their vaccination status, without an approved medical exemption, be subject to discipline up to and including termination of employment, be approved;***
- (b) That those unvaccinated staff or those who have not disclosed their vaccination status will have until May 31, 2022 to provide proof of full vaccination, or an approved medical exemption, at which time any failure to do so will result in their termination of employment with the City;
- (c) That unvaccinated employees or those who do not disclose their vaccination status, and those employees who are subject to an approved exemption, will be required to continue to participate in the rapid testing program until May 31, 2022;
- (e) That the amended Mandatory COVID-19 Vaccination Verification Policy (attached as Appendix “A” to Report HUR21008(a)), continues to apply to all City employees, including permanent, temporary, full-time, part-time, casual, volunteers, students, members of Council and members of Council appointed committees, as appropriate and except where excluded otherwise, subject to the terms and conditions of applicable collective agreements; and,
- (f) ***That the City Clerk be directed to report to the Governance Review Sub-Committee with recommendations for amendments to the Council Code of Conduct and the Code of Conduct for local Boards and Council mandated Committees to ensure Member compliance with the Corporate Vaccination Policy and how sanctions may be applied to members of Council who do not comply.***

This matter was put forward at the special Council meeting of January 12, 2022 for consideration.

(i) GENERAL INFORMATION / OTHER BUSINESS (Item 13)

(i) Amendments to the Outstanding Business List (Item 13.1)

The following amendments to the General Issues Committee's Outstanding Business List were approved:

(1) Items to be Removed (Item 13.1.a.)

(aa) Potential Solutions to the Chedoke Creek Matter

(Addressed on this agenda as Item 10.6 - Report PW19008(n))

(bb) Mayor's Task Force on Economic Recovery

(Addressed as item 7.1 on today's agenda - Report PED22005)

The General Issues Committee recessed for 20 minutes until 1:15 p.m.

(j) PRIVATE & CONFIDENTIAL (Item 14)

(i) Closed Session Minutes – December 10, 2021

(a) The Closed Session Minutes of the December 10, 2021 General Issues Committee meeting were approved, as presented; and,

(b) That the Closed Session Minutes of the December 10, 2021 General Issues Committee meeting shall remain confidential.

Committee moved into Closed Session respecting Item 14.2, pursuant to Section 9.1, Sub-sections (d), (e) and (f) of the City's Procedural By-law 21-021 and Section 239(2), Sub-sections (d), (e) and (k) of the *Ontario Municipal Act, 2001*, as amended, as the subject matter pertains to labour relations or employee negotiations; litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and, advice that

is subject to solicitor-client privilege, including communications necessary for that purpose.

(k) ADJOURNMENT (Item 14)

There being no further business, the General Issues Committee adjourned at 4:51 p.m.

Respectfully submitted,

Brad Clark, Deputy Mayor
Chair, General Issues Committee

Stephanie Paparella
Legislative Coordinator,
Office of the City Clerk

**ANCASTER VILLAGE
BUSINESS IMPROVEMENT AREA (BIA)
PROPOSED 2022 OPERATING BUDGET**

Revenue	
BIA Levy	\$100,450
Total Revenues	\$100,450
Expenses	
BIA Contingency	\$5,000
Admin Services	\$40,000
Aesthetics	\$9,000
Marketing	\$31,450
Events	\$15,000
Total Expenses	\$100,450

**WATERDOWN
BUSINESS IMPROVEMENT AREA (BIA)
PROPOSED 2022 OPERATING BUDGET**

Revenue	
BIA Levy	\$260,000
Property Tax Adjustments	-\$15,500
Vendor Fees	\$15,000
Event Revenues	\$6,500
Grants	\$6,000
Transfer from Surplus	\$42,100
Other (ticket sales, fees, City contributions)	\$1,000
Marketing Reserve Contribution	\$10,000
HST Refund	\$15,000
Total Revenues	\$340,100
Expenses	
Admin & Operations	\$155,370
Beautification	\$81,500
Farmers' Market	\$28,980
Events & Promotions	\$22,500
Marketing & Advertising	\$30,750
Member Engagement	\$2,500
HST Paid	\$15,000
Non-Refundable 22% of PST	\$3,500
Total Expenses	\$340,100

**DOWNTOWN HAMILTON
BUSINESS IMPROVEMENT AREA (BIA)
PROPOSED 2022 OPERATING BUDGET**

Revenue	
BIA Levy	\$400,000
Other Income	\$65,000
Total Revenues	\$465,000
Expenses	
<i>Office Expenses</i>	
Professional Fees	\$6,000
Telephone	\$5,000
Levy Appeals	\$20,000
Rent	\$46,000
Meetings	\$7,500
Memberships	\$1,000
Salaries/Benefits	\$180,000
Office Expenses	\$0
Insurance	\$12,000
Amortization	\$12,000
Other – Bank Charges/Bad Debts	\$500
<i>Special Events/Promotions</i>	
Events & Promotions	\$125,000
<i>Beautification</i>	
Beautification	\$50,000
Total Expenses	\$465,000

**WESTDALE VILLAGE
BUSINESS IMPROVEMENT AREA (BIA)
PROPOSED 2022 OPERATING BUDGET**

Revenue	
BIA Levy	\$125,000
Total Revenues	\$125,000
Expenses	
Staffing	\$33,000
Special Events	\$34,000
Marketing	\$33,000
Office Expenses	\$1,000
Beautification	\$18,000
Casual Labour	\$2,000
Contingency	\$4,000
Total Expenses	\$125,000

**STONEY CREEK
BUSINESS IMPROVEMENT AREA (BIA)
PROPOSED 2022 OPERATING BUDGET**

Revenue	
BIA Levy	\$49,000
Opening Bank Balance	\$8,588
HST Refund	\$5,200
Vendors	\$7,000
Sponsorships/Grants	\$3,000
City Enrichment Fund (est.)	\$3,000
Grants	\$9,000
Associate Memberships	\$500
Total Revenues	\$85,288
Expenses	
<i>Streetscape</i>	
Banner Installation	\$3,750
Planters	\$1,500
Christmas Wreath Installation	\$4,500
<i>Promotion</i>	
Web Page Hosting	\$500
Santa Claus Parade	\$500
<i>Administration</i>	
Executive Director	\$23,300
Student	\$2,000
Meeting Expenses	\$400
Office Supplies	\$350
Liability Insurance	\$2,000
OBIAA Membership	\$250
Bank Charges	\$60
Audit Fees	\$1,475
<i>Events</i>	
Strawberry/Folkfest	\$9,000
Pumpkin Fest	\$9,000
Stoney Creek Sparkles	\$3,000
Jazz in the Creek	\$5,000
Market	\$3,000
Kringle in the Creek	\$3,000
<i>Reserve Fund</i>	\$12,703
Total Expenses	\$85,288



AUDIT, FINANCE AND ADMINISTRATION COMMITTEE REPORT 22-001

**9:30 a.m.
January 13, 2022
Council Chambers
Hamilton City Hall**

Present: Councillors M. Pearson (Chair), B. Clark, R. Powers, A. VanderBeek, and M. Wilson

Absent: Councillors L. Ferguson, B. Johnson - Personal

THE AUDIT, FINANCE & ADMINISTRATION COMMITTEE PRESENTS REPORT 22-001 AND RESPECTFULLY RECOMMENDS:

- 1. Hamilton Waterfront Trust – 2020 Annual Briefing by Werner Plessl, Executive Director (Item 8.1)**
 - (a) That a representative from the Hamilton Waterfront Trust be requested to attend the Audit, Finance & Administration Committee as soon as possible to present the 2020 Items required by the Deed of Trust, as follows:
 - (i) Hamilton Waterfront Trust Annual Audited Financial Statements;
 - (ii) Hamilton Waterfront Trust Strategic and/or Business Plans and any changes thereto;
 - (iii) Hamilton Waterfront Trust ten (10) year Capital Plan; and,
 - (iv) any changes to the Hamilton Waterfront Trust organizational structure; and,
 - (b) That the 2021 Items required by the Deed of Trust also be presented within (90) days of the end of fiscal year for 2021, the April 7, 2022 Audit, Finance & Administration Meeting.

2. CONSENT ITEMS (Item 7.1)

That the following Consent Items, be received:

- (a) Post Pandemic Virtual Trial Support (LS22003 / FCS22001) (City Wide) (Item 7.2)
- (b) 2021 City of Hamilton External Audit Plan (FCS22005) (City Wide) (Item 7.3)

- (c) 1099 King Street East, Hamilton – Water and Wastewater / Storm Account Debit Adjustment (FCS22006) (Ward 5) (Item 7.4)

3. Citizen Committee Report - Women and Gender Equity Committee - Reinstating the COVID-19 Encampment Protocol (Item 10.1)

- (a) That the Citizen Committee Report from the Women and Gender Equity Committee respecting Reinstating the COVID-19 Encampment Protocol, be received; and,
- (b) That the Chair and/or representation from the Women and Gender Equity Committee be invited to attend a future meeting Audit, Finance & Administration Committee or the Emergency & Community Services Committee to present on the Citizen Committee Report from the Women and Gender Equity Committee respecting Reinstating the COVID-19 Encampment Protocol.

FOR INFORMATION:

(a) CHANGES TO THE AGENDA (Item 2)

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

8. PRESENTATIONS

- 8.1 Hamilton Waterfront Trust – 2020 Annual Briefing by Werner Plessl, Executive Director

This Item was WITHDRAWN and will be placed on a future Audit, Finance and Administration Committee Agenda.

For further disposition of this item, refer to Item 1.

The agenda for the January 13, 2022 Audit, Finance and Administration Committee meeting was approved, as amended.

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

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

(i) December 9, 2021 (Item 4.1)

Councillor Powers advised the Committee Clerk that his Ward was recorded incorrectly in the December 9, 2021 minutes.

That the Minutes of the December 9, 2021 meeting of the Audit, Finance and Administration Committee be approved, **as amended**.

(d) CONSENT ITEMS (Item 7)

(i) Women and Gender Equity Committee Minutes - October 28, 2022 (Item 7.1)

The Women and Gender Equity Committee Minutes of October 28, 2022 were received.

(e) GENERAL INFORMATION / OTHER BUSINESS (Item 13)

(i) Amendments to the Outstanding Business List:

The following amendment to the Audit, Finance & Administration Committee's Outstanding Business List, were approved:

(a) Item Requiring A New Due Date:

OBL Item: 20-M

Creative Enterprise Facilities Property Tax Sub-Class

Added: December 9, 2020 at GIC

Original Due Date: Q3 2021

New Requested Due Date: Q4 2022 (Waiting response from the Province)

(f) 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 Minutes – December 9, 2021 (Item 14.1)

(a) The Closed Session Minutes of the December 9, 2021 Audit, Finance and Administration Committee meeting, were approved as presented; and,

(b) The Closed Session Minutes of the December 9, 2021 Audit, Finance and Administration Committee meeting, remain confidential.

(g) ADJOURNMENT (Item 15)

There being no further business, the Audit, Finance and Administration Committee adjourned at 10:32 a.m.

Respectfully submitted,

Councillor Pearson, Chair
Audit, Finance & Administration
Committee

Angela McRae
Legislative Coordinator
Office of the City Clerk



EMERGENCY & COMMUNITY SERVICES COMMITTEE REPORT 22-001

1:30 p.m.

Thursday, January 13, 2022

Council Chambers

Hamilton City Hall

71 Main Street West

Present: Councillors B. Clark (Chair), T. Jackson, S. Merulla, N. Nann, and E. Pauls

Regrets: Councillor T. Whitehead – Personal

THE EMERGENCY AND COMMUNITY SERVICES COMMITTEE PRESENTS REPORT 22-001 AND RESPECTFULLY RECOMMENDS:

1. Hamilton-Wentworth District School Board and City of Hamilton Reciprocal Use Agreement (HSC22002) (City Wide) (Item 7.1)

- (a) That the City of Hamilton enter into a new Reciprocal Use Agreement with the Hamilton-Wentworth District School Board with essential terms and conditions as listed in Appendix “A” to Report 22-001; and,
- (b) That the General Manager of the Healthy and Safe Communities Department be authorized and directed to execute the Reciprocal Use Agreement, together with any renewals of the Agreement and all necessary documents to implement subsection (a) above, in a form satisfactory to the City Solicitor.

2. Various Advisory Committee Minutes (Added Items 7.2-7.4)

That the following Advisory Committee Minutes, be received:

- (i) Seniors Advisory Committee, November 5, 2021 (Added Item 7.2);
- (ii) LGBTQ Advisory Committee, November 16, 2021 (Added Item 7.3); and
- (iii) Seniors Advisory Committee, December 3, 2021 (Added Item 7.4)

3. Red Hill Family Centre Annual Licensing Inspection (HSC22003) (Ward 5) (Item 10.1)

That Report HSC22003, respecting Red Hill Family Centre Annual Licensing Inspection, be received.

4. Updates to the Emergency Plan (HSC22001) (City Wide) (Item 10.2)

- (a) That the updated City of Hamilton Emergency Management Program By-law, attached as Appendix “B” to Report HSC22001, be passed; and,
- (b) That the City of Hamilton Emergency Management Program By-law 21-015 be repealed.

5. Funding Support for the 2022 Let’s Get Walking Workshops (Added Item 10.3)

That up to \$500 be allocated from the 2022 approved budget funds for the Seniors Advisory Committee to support the 2022 Let’s Get Walking workshops.

6. Comprehensive, Human-rights Based, Health-focused Housing Solutions for Residents Living Encamped across Hamilton (Item 11.1)

WHEREAS, the reality of unhoused residents living in encampments is a persistent reality across the City of Hamilton;

WHEREAS, these encampments have become increasingly visible throughout the pandemic;

WHEREAS, the number of unhoused residents who have been living encamped in Hamilton ranges between 80 to 140 people;

WHEREAS, encampments will persist until the City of Hamilton develops and implements a strategy to eliminate homelessness that addresses the unique health needs experienced by those who are encamped;

WHEREAS, the City’s Housing & Homelessness Strategy is rooted in a solution-focused, person-centred approach and recognizes that best practices for solutions are the result of direct participation of those with lived experience of being unhoused;

WHEREAS, the largest gap in addressing the unique needs of many of those residents who have no other option than to live encamped rests in the lack of comprehensive, coordinated housing and health-based resources with a

disproportionate impact on unhoused indigenous people, those unhoused residents living with disabilities, and those unhoused residents of other equity-seeking group that continue to face culture, structural and systemic barriers in accessing appropriate supportive housing; and

WHEREAS, an enforcement led response to the existence of encampments on city property does not solve homelessness, nor result in healing.

THEREFORE, BE IT RESOLVED:

- (a) That City staff be directed to host solution-focused planning session(s) made up of representatives from the health sector, housing service providers, organizations that provide frontline support to the unhoused, people with lived experiences of being unhoused and living in encampments, and other community stakeholders be convened to identify comprehensive, human-rights based, health-focused housing solutions to directly address the needs of those 80 to 140 unhoused residents living encamped in Hamilton;
- (b) That any costs associated in hosting and facilitating the planning session(s) be covered through the existing Housing Services budget and conducted by a third-party facilitator; and
- (c) That staff report back the recommendations of these planning session(s) for Council's consideration to the Emergency Community Services Committee.

FOR INFORMATION:

(a) APPROVAL OF AGENDA (Item 2)

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

7. CONSENT ITEMS

- 7.2. Seniors Advisory Committee Minutes - November 5, 2021
- 7.3. LGBTQ Advisory Committee Minutes - November 16, 2021
- 7.4. Seniors Advisory Committee Minutes - December 3, 2021

10. DISCUSSION ITEMS

- 10.3. Citizen Committee Report - Seniors Advisory Committee - Funding Support for the 2022 Let's Get Walking Workshops

12. NOTICES OF MOTION

12.1. Relocation of Garbage Dumpsters on the Property of 45 Montcalm Drive, Hamilton, Ward 8 Area Rating Funded

The agenda for the January 13, 2022 Emergency and Community Services Committee meeting were approved, as amended.

(b) DECLARATIONS OF INTEREST (Item 3)

There were no Declarations of Interest.

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

(i) December 9, 2021 (Item 4.1)

The Minutes of the December 9, 2021 meeting of the Emergency and Community Services Committee, were approved, as presented.

(d) PRESENTATIONS / STAFF PRESENTATIONS (Item 8)

(i) Seniors Advisory Committee 2021 Annual Report (Item 8.1)

Penelope Petrie, Seniors Advisory Committee, addressed the Committee, respecting LGBTQ Advisory Committee 2021 Annual Report with the aid of a presentation.

The presentation from Penelope Petrie, Seniors Advisory Committee, respecting Seniors Advisory Committee 2021 Annual Report, was received.

(ii) Hamilton Veterans Committee 2021 Annual Report (Item 8.2)

Michael Rehill, Hamilton Veterans Committee, addressed the Committee, respecting Hamilton Veterans Committee 2021 Annual Report with the aid of a presentation.

The presentation from Michael Rehill, Hamilton Veterans Committee 2021 Annual Report, was received.

(iii) Housing and Homelessness Advisory Committee 2021 Annual Report (Item 8.3)

Julia Verbitsky, Housing and Homelessness Advisory Committee addressed the Committee, respecting Housing and Homelessness Advisory Committee 2021 Annual Report with the aid of a presentation.

The presentation from Julia Verbitsky, Housing and Homelessness Advisory Committee, respecting Housing and Homelessness Advisory Committee 2021 Annual Report, was received.

(e) NOTICES OF MOTION (Item 12)

(i) Relocation of Garbage Dumpsters on the Property of 45 Montcalm Drive, Hamilton, Ward 8 Area Rating Funded (Added Item 12.1)

Councillor Jackson introduced the following Notice of Motion:

WHEREAS, CityHousing Hamilton owns the property located at 45 Montcalm Drive - a 76-unit multi-residential townhouse complex built in 1970;

WHEREAS, the three garbage dumpsters on the property are currently located at the front of the property near the city roadway;

WHEREAS, the current location of the garbage dumpsters has encouraged frequent misuse and has increased the amount of waste and associated waste management costs for CityHousing Hamilton; and,

WHEREAS, CityHousing Hamilton has committed and begun to work in consultation with the City of Hamilton's Waste Management Division to propose and assess strategies for waste diversion and viable options for the relocation of the garbage dumpsters to the back of the property.

THEREFORE, BE IT RESOLVED:

- (a) That the cost of \$20,387.50 for engineering design work required to relocate the garbage dumpsters be funded from the Ward 8 Area Rating Reserve No. 108058; and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

(f) ADJOURNMENT (Item 15)

There being no further business, the Emergency and Community Services Committee adjourned at 3:03 p.m.

Respectfully submitted,

Councillor B. Clark
Chair, Emergency and Community Services
Committee

Loren Kolar
Legislative Coordinator
Office of the City Clerk

Hamilton-Wentworth District School Board and City of Hamilton Reciprocal Use Agreement: Proposed Terms

Scope

- Purpose of the Reciprocal Use Agreement is to equalize the cost of using certain City facilities (indoor pools, indoor ice pads, and outdoor sports fields) and HWDSB gymnasias and limit financial transactions between the City and HWDSB;
- Agreement does not apply to facilities not specifically included;
- Exclusions where a Site-Specific Agreement governs;
- Agreement does not govern the actual use of the facilities (or terms of use). Use is are governed by the permit which is issued by one party to the other.

Term

- Initial Term of five years to expire May 31, 2026;
- Four subsequent renewals of the Agreement on mutual consent of the parties, each for five years.

Scheduling Deadlines

- By May 1 of each year- each party to submit a list of dates/times when its facilities are available for use of a reciprocal facility by the other party;
- By June 1 of each year- each party to submit a list of dates/times it would like to request use of a reciprocal facility;
- By January 1 of each year- City to submit a list of dates/times it would like to request use of a reciprocal facility during the summer months;
- Ongoing requests can be made by each party and are subject to availability of the facility in question;
- Permit issuance for approved booking commences on July 1 of each year.

Applicable Fees

- By HWDSB for Gym - "Community, hourly rate (non- subsidized)" established by the School Board;
- By City for
 - Indoor Pools - "Commercial/Non-Resident" hourly rate – established under the User Fees and Charges By-law;
 - Indoor Ice Pads - "Non-prime time" or "Prime Time Non-Subsidized" hourly rate- established under the User Fees and Charges By-law dependent on time booked;
 - Sports Fields -"Hourly" rate (non-subsidized) - established under the User Fees and Charges By-law;
- Additional caretaker fee for HWDSB facilities and for extra staffing for City facilities as applicable are in addition to above noted fees;
- Under the Agreement rates charged by both parties are "frozen" so as to not increase more than 5% year over year during the Initial Term or during any Renewal Term, however rates "reset" at the beginning of each Renewal Term exercised to reflect current fees;
- Any additional costs are determined at time of booking.

Reconciliation Process

- Costs reconciled by both Parties on a quarterly basis;
- Annual final reconciliation will occur in January for the previous calendar year;
- Where costs are not equalized at annual reconciliation, each party can carry over max of 10% of value to following year;
- Credits for closures resulting from unforeseen events are not carried over;
- Reconciliation of costs for extra fees (caretaker or City staffing fees) and overages beyond 10% are paid via invoice by January 15 for the previous year;
- Final reconciliation to occur within 30 days following termination.

Indemnity and Insurance

- Mutual indemnity and insurance requirements.



GENERAL ISSUES COMMITTEE REPORT 22-003

9:30 a.m.

Monday, January 17, 2022

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

Present: Mayor F. Eisenberger, Deputy Mayor B. Clark (Chair)
Councillors M. Wilson, N. Nann, J. Farr, R. Powers, T. Jackson,
E. Pauls, J.P. Danko, M. Pearson, L. Ferguson, A. VanderBeek,
J. Partridge

Absent: Councillors S. Merulla, T. Whitehead – Personal
Councillor B. Johnson – Other City Business

THE GENERAL ISSUES COMMITTEE PRESENTS REPORT 22-003, AND RESPECTFULLY RECOMMENDS:

1. **Code of Conduct for Boards and Committees - Integrity Commissioner Work Plan (FCS21081(a)) (City Wide) (Item 8.1)**
 - (a) That Report FCS21081(a), respecting the Code of Conduct for Boards and Committees - Integrity Commissioner Work Plan, be REFERRED to the January 19, 2022 meeting of Council for consideration; and,
 - (b) That the following Motion be REFERRED to the January 19, 2022 meeting of Council for consideration:
 - (a) That Report FCS21081(a), respecting the Code of Conduct for Boards and Committees - Integrity Commissioner Work Plan, be REFERRED back to staff for a participatory model of consultation and education that is designed to enable input and feedback from local boards and committees to help finalize a revised Code of Conduct, with a report back to the General Issues Committee; and,
 - (b) That an upset limit of \$30,000 for the consultation and education process on the Code of Conduct, to be funded through the Tax Stabilization Reserve account 110046, be approved.

FOR INFORMATION:

(a) APPROVAL OF AGENDA (Item 1)

The Committee Clerk advised that there were no changes to the agenda.

The agenda for January 17, 2022 special General Issues Committee meeting was approved, as presented.

(b) DECLARATIONS OF INTEREST (Item 2)

There were no declarations of interest.

(c) STAFF PRESENTATIONS (Item 8)

(i) Code Conduct for Boards and Committees - Integrity Commissioner Work Plan (FCS21081(a)) (City Wide) (Item 8.1)

Jeff Abrams and Janice Atwood-Petkovski, Co-Principals of Principles Integrity, provided a PowerPoint presentation respecting Report FCS21081(a) - Code Conduct for Boards and Committees - Integrity Commissioner Work Plan, and answered questions of Committee.

The presentation, respecting Report FCS21081(a) - Code Conduct for Boards and Committees - Integrity Commissioner Work Plan, was received.

Consideration of Report FCS21081(a), respecting the Code of Conduct for Boards and Committees - Integrity Commissioner Work Plan was DEFERRED until after the delegates have been heard.

(d) PUBLIC HEARINGS / DELEGATIONS (Item 9)

(i) Rebecca Banky (Chair) and Cameron Kroetsch, LGBTQ Advisory Committee, respecting Changes to the Code of Conduct as it relates to Advisory Committees (Item 9.1)

Rebecca Banky (Chair) and Cameron Kroetsch, LGBTQ Advisory Committee, addressed Committee respecting changes to the Code of Conduct, as it relates to Advisory Committees.

Rebecca Banky (Chair) and Cameron Kroetsch, LGBTQ Advisory Committee, were permitted an additional 10 minutes, beyond the 5-minute

time limit, to complete their delegation respecting changes to the Code of Conduct, as it relates to Advisory Committees.

The delegation by Rebecca Banky (Chair) and Cameron Kroetsch, LGBTQ Advisory Committee, respecting changes to the Code of Conduct, as it relates to Advisory Committees, was received.

For disposition of this matter, please refer to Item 1.

(e) ADJOURNMENT (Item 15)

There being no further business, the General Issues Committee adjourned at 12:30 p.m.

Respectfully submitted,

Lloyd Ferguson, Deputy Mayor
Chair, General Issues Committee

Stephanie Paparella
Legislative Coordinator,
Office of the City Clerk



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO:	Mayor and Members Planning Committee
COMMITTEE DATE:	January 11, 2022
SUBJECT/REPORT NO:	Municipal Comprehensive Review / Official Plan Review – Proposed Amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan (PED21067(a)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Delia McPhail (905) 546-2424 Ext. 6663
SUBMITTED BY:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
SIGNATURE:	

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*;

OUR Vision: To be the best place to raise a child and age successfully.

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.

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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.

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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

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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

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).

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)

OPA	Topic Areas	Timing
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"> • Firm Urban Boundary and removal of Urban Boundary Expansion policies (implementation of Council direction); • Growth Management (Forecasts, Targets); • Cultural Heritage; • Employment (including implementation of Employment Land Review recommendations); • Infrastructure; • Climate-Related; • Housing; • Transportation; • Neighbourhoods – Residential Densities; and, • Glossary. <p>RHOPA: RHOP matters related to implementation of Council direction:</p> <ul style="list-style-type: none"> • RHOP policy update regarding the removal / redesignation of Agriculture / Rural lands to implement Council direction of No Urban Boundary Expansion: • Removal of Special Policy Area – B from Volume 3 text and mapping. 	<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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OPA	Topic Areas	Timing
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"> • Agricultural System Mapping refinements; • Natural Heritage Mapping refinements; • Prime Agriculture and Open Space Policy updates; and, • Complementary RHOP updates, as per UHOP updates above. 	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"> • Parks and Recreation, Urban Design, Waste Management, Neighbourhoods, etc.; • Updates tied to the Residential Zoning Project and implementation of No Urban Boundary Expansion growth strategy, including updates to Secondary Plans; and, • May be combined with Major Transit Station Area (MTSA) OPA depending on timing of Light Rail Transit work. 	Q2 2023
Phase 4: MTSA UHOPA	<ul style="list-style-type: none"> • Delineation of all Major Transit Station Areas (MTSAs); • Density Targets – MTSAs along Priority Transit Corridor (B-Line); and, • Possibility of Inclusionary Zoning policies. 	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.

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 co-ordinate 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

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.

Topic Area	Key Changes to Provincial Policies
Growth Management	<ul style="list-style-type: none">• Updated references to Our Future Hamilton community vision and GRIDS 2 10 Directions;• Updated population and employment growth targets as per Growth Plan Schedule 3;• Addition of a new policy to address Growth Plan policy 2.2.8.4 which permits adjustments to the

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Topic Area	Key Changes to Provincial Policies
Growth Management (continued)	<ul style="list-style-type: none"> urban boundary provided there is no net increase in land area within the urban boundary, only at the time of a municipal comprehensive review; • 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; • Updated annual intensification target to 80%; and, • Updated density targets (employment areas, designated greenfield areas, urban growth centre, sub-regional and community nodes).
Employment	<ul style="list-style-type: none"> • Provincially Significant Employment Zone policies and associated mapping; • Identification of minimum Employment Density targets; • Compatibility policies between employment and sensitive land uses; • Policies to encourage intensification of employment areas; and, • Reduction in minimum size threshold for 'Major Office' to 4,000 sq m (from 10,000 sq m).
Cultural Heritage	<ul style="list-style-type: none"> • Inclusion of land acknowledgement within UHOP; • Engagement with Indigenous communities, when identifying, protecting and managing cultural heritage and archaeological resources; and, • Spiritual aspect of cultural heritage landscapes.
Provincial Plans	<ul style="list-style-type: none"> • Updated references to PPS, 2020 and Niagara Escarpment Plan; and, • Growth Plan, 2019, as Amended, added.
Housing	<ul style="list-style-type: none"> • Housing policies and targets for rental and affordable housing to be consistent with City's Housing and Homelessness Action Plan; and, • Intensification criteria needed to address access to public service facilities, access to active transportation. • Multiple dwellings to provide a mix of unit sizes (e.g., number of bedrooms).
Climate-Related	<ul style="list-style-type: none"> • Preparing for the impacts of a changing climate; • Assessment of infrastructure risks, vulnerabilities, and impacts of extreme weather; • Reducing greenhouse gas emissions;

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Topic Area	Key Changes to Provincial Policies
Climate-Related (continued)	<ul style="list-style-type: none"> • Energy conservation of municipally owned facilities; • Low impact development techniques; • Hazardous Forest Types for Wildland Fires; and, • Updated targets for Greenhouse Gas Emission reductions.
Urban Structure	<ul style="list-style-type: none"> • Introduction of Major Transit Station Areas as new Urban Structure element (further MTSA policy updates to be added through future amendment); • Intensification, redevelopment and compact form encouraged throughout the urban area in accordance with appropriate development standards to implement No Urban Boundary Expansion growth model; • Added permission for multiple dwellings to a maximum of six units within low density residential areas; and, • Clarity that maximum density permissions for residential uses in Neighbourhoods designation are for the purpose of Secondary Plans / Master Plans only.
Infrastructure	<ul style="list-style-type: none"> • New green infrastructure policies; • Optimizing existing infrastructure and community services/facilities and promoting their adaptive reuse; and, • Prohibition of extension of municipal water and wastewater services to certain lands within the NEP.
Transportation	<ul style="list-style-type: none"> • Active transportation encompassing more modes; and, • Complete streets approach to safety of all users.
Glossary	<ul style="list-style-type: none"> • Definitions and legislative references updated; • New definitions to be added include (amongst others): <ul style="list-style-type: none"> - Agri-food network; - Complete streets; - Green infrastructure; - Hazardous forest types; - Impacts of a changing climate; - Low impact development, and, - Priority transit corridor.

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.

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.

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.

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(l). 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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Action / Item	Date
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.

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

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 20 of 20

- 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

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.1.1
- A.1.2
- A.1.3
- A.1.4
- A.1.6
- A.2.1
- A.2.3
- A.2.3.1
- A.2.3.2 (New)
- A.2.3.2 (Existing)
- A.2.3.3.1 (Existing)
- A.2.3.3.2
- A.2.3.3.3 (Existing)
- A.2.3.3.4 (Existing)
- A.2.3.3.5 (New)
- A.2.4
- A.2.5.1
- A.2.5.2
- A.2.5.5

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.2.1.1
- B.2.2.2 (Existing)
- B.2.2.3 (Existing)
- B.2.2.4 (Existing)
- B.2.3 Heading (Existing)
- B.2.3.1
- B.2.3.2
- B.2.3.3
- B.2.1.4.4
- B.2.4.1.2
- B.2.4.1.2
- B.2.4.1.3
- B.2.4.2.1
- B.3.0
- B.3.1
- B.3.1.2
- B.3.1.15
- B.3.2.1.7
- B.3.2.2
- B.3.2.2.1
- B.3.2.4.1
- B.3.2.4.2
- B.3.2.4.7
- B.3.2.4.8
- B.3.2.4.9
- B.3.2.4.10
- B.3.3.1.6
- B.3.3.2.5
- B.3.3.2.8
- B.3.3.2.9
- B.3.3.2.10
- B.3.3.9.6
- B.3.3.10.8
- B.3.4
- B.3.4.1.3
- B.3.4.2.1 j) (New)
- B.3.4.2.7
- B.3.4.2.8
- B.3.4.2.9
- B.3.4.2.10
- B.3.4.2.14 (Existing)
- B.3.4.2.14 (New)
- B.3.4.4.2 (New)
- B.3.4.4.5
- B.3.4.4.6
- B.3.4.4.9
- B.3.4.4.10
- B.3.4.5.2
- B.3.4.5.5
- B.3.5.2.2 (New)
- B.3.5.2.5
- B.3.5.2.12
- B.3.5.2.13
- B.3.5.2.14 (New)
- B.3.5.2.16
- B.3.5.3.10
- B.3.5.6.1
- B.3.6.2
- B.3.6.2.2
- B.3.6.2.4
- B.3.6.2.6
- B.3.6.2.7
- B.3.6.5.9
- B.3.6.5.16 (New)
- B.3.6.5.17 (New)
- B.3.6.5.18 (New)
- B.3.7
- B.3.7.1
- B.3.7.2
- B.3.7.3 (New)
- B.3.7.3 (Existing)
- B.3.7.4 (Existing)
- B.3.7.7
- B.3.7.8 (New)

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.1.11
- C.1.3.1
- C.1.4
- C.1.4.1 (New)
- C.2.5.1
- C.2.8.3 (New)
- C.2.11.5 (New)
- C.2.13.4 (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.4.2.7
- C.4.2.8
- C.4.2.9 (New)
- C.4.2.9 (Existing)
- C.4.2.10
- C.4.2.15
- C.4.2.16
- C.4.3
- C.4.3.3
- 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.4.4.7
- C.4.4.8
- C.4.4.9
- C.4.4.10
- C.4.4.11
- C.4.4.12
- C.4.4.13 (New)
- C.4.4.13 (Existing)
- C.4.4.15
- 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.5.0
- C.5.3.3 (New)
- C.5.3.9
- C.5.3.10 (New)
- C.5.3.11
- C.5.3.17 (New)
- C.5.4.1 (New)
- C.5.4.9 (New)
- C.5.4.10 (New)
- 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.6.7.18.1
 - B.6.7.18.8
 - B.7.4.18.8
 - B.3.7.13 g)
 - B.6.7.18.4
 - B.6.718.X (New)

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 Polices 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-"Y" (New)
- UHN-"Z" (New)
- UHN-"XX" (New)
- UHC-"X" (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 ____th day of ____, 2022.

**The
City of Hamilton**

F. Eisenberger
MAYOR

A. Holland
CITY CLERK

Appendix “A” – Volume 1: Chapter A – Introduction

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>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 Vision 2020 Our Future Hamilton, that builds on Vision 2020, has been shared by citizens, businesses, community groups, organizations and our local government since 1992 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 Vision 2020 Our Future Hamilton and the City’s Strategic Plan. ... This Plan and the policies contained herein implement many of the principles expressed by in Vision 2020 Our Future Hamilton 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 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>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.1.1 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 Hamilton’s Future – A Time for Change Over the next 30 years By 2051, the City is expected to grow to achieve a population of 660,000820,000 and 300,000360,000 jobs. The shape, look and feel of the City will change - influenced not only by physical growth but by economic, and demographic and climate</p>	<p>A.1.2 Hamilton’s Future – A Time for Change 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,</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>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, the impacts of a changing climate, 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 impacts of a changing climate 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 impacts of a changing climate 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 impacts of a changing climate.</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 the amenities and reasonable housing prices relative to other cities in the region. However, many of our residents are commuting commute to jobs outside Hamilton. One of the</p>	<p>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 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</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>City's key priorities is to increase employment opportunities within our boundaries. Another challenge is that our strong social service network serves populations both within and outside the City who require assistance and reside both within and outside the City.</p>	<p>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 over the next 30 years to 2051. It's 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"> is one of the primary implementation arms of Vision 2020 Implements Our Future Hamilton and the City's Strategic Plan; is a legal document whose origin is derived from the <u>Planning Act, R.S.O., 1990 c. P.13</u>; 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 Greenbelt Niagara Escarpment Plan]; and, 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), and the Social Development Strategy, the Corporate Energy and Sustainability Policy and the Community Climate Change Action Plan. <p>The Urban Hamilton Official Plan applies to lands within the <i>urban area</i>.</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> <ul style="list-style-type: none"> Implements Our Future Hamilton and the City's Strategic Plan; is a legal document whose origin is derived from the <u>Planning Act, R.S.O., 1990 c. P.13</u>; 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, 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. <p>The Urban Hamilton Official Plan applies to lands within the <i>urban area</i>.</p>
<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 Vision 2020 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"> compact and healthy urban communities that provide opportunities to live, work, play, and learn; a strong rural community protected by firm urban boundaries; environmental systems – land, air and water – that are protected and enhanced; balanced transportation networks that offer 	<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"> compact and healthy urban communities that provide opportunities to live, work, play, and learn; a strong rural community protected by firm urban boundaries; environmental systems – land, air and water – that are protected and enhanced; balanced transportation networks that offer

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<p>choice so people can walk, cycle, take transit, or drive, and recognize the importance of goods movement to our local economy;</p> <ul style="list-style-type: none"> • reducing Greenhouse Gas (GHG) emissions and adapting to the <i>impacts of a changing climate</i>; • a growing, strong, prosperous and diverse economy; • a wide range and healthy supply of housing options for current and future residents; • planning for a City that is equitable and inclusive, and which meets the evolving needs of Hamilton’s diverse population; • financial stability; and, • strategic and wise use of infrastructure services and existing built environment. 	<p>choice so people can walk, cycle, take transit, or drive, and recognize the importance of goods movement to our local economy;</p> <ul style="list-style-type: none"> • reducing Greenhouse Gas (GHG) emissions and adapting to the <i>impacts of a changing climate</i>; • a growing, strong, prosperous and diverse economy; • a wide range and healthy supply of housing options for current and future residents; • planning for a City that is equitable and inclusive, and which meets the evolving needs of Hamilton’s diverse population; • financial stability; and, strategic and wise use of infrastructure services and existing built environment.
<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"> • 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. <p>...</p> <ul style="list-style-type: none"> • 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. 	<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"> • 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. <p>...</p> <ul style="list-style-type: none"> • 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.
<p>A.2.1 Vision 2020 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. 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</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</p>

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<p>Grey highlighted strikethrough text = text to be deleted</p> <p>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. 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>Hamilton's Vision 2020 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 decisions.</p> <p>Action – Sustainable community goals, strategies and targets are achieved by committing resources and acting decisively.</p> <p>Access – 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>Accountability – Community leaders measure and report on progress in achieving the Vision.</p> <p>Adaptability – We learn from the past and take action to create positive change.</p> <p>Our Future Hamilton – Community Priorities Community Engagement and Participation – Our Future Hamilton is a collaborative place where...</p> <ul style="list-style-type: none"> • People work together and make a positive impact on the community. • Citizens are consulted and involved in making the decisions that impact them. • A passion and sense of pride for the city exists among residents, driving volunteerism and community-based initiatives. <p>Economic Prosperity & Growth – Our Future</p>	<p>Bolded text = text to be added</p> <p>reflects the values and aspirations of the nearly 55,000 residents who participated in the visioning process.</p> <p>Our Future Hamilton – Community Priorities Community Engagement and Participation – Our Future Hamilton is a collaborative place where...</p> <ul style="list-style-type: none"> • People work together and make a positive impact on the community. • Citizens are consulted and involved in making the decisions that impact them. • A passion and sense of pride for the city exists among residents, driving volunteerism and community-based initiatives. <p>Economic Prosperity & Growth – Our Future Hamilton is an ambitious place where...</p> <ul style="list-style-type: none"> • People successfully provide for themselves and their families and have opportunities to grow and develop. • Post-secondary institutions and businesses collaborate with the City, contributing to the success of our economy. • Residents can work in the city in one of the increasing number of quality, well-paying local jobs. • A prosperous and diverse local and regional economy benefits all residents. <p>Healthy & Safe Communities – Our Future Hamilton is a caring place where...</p> <ul style="list-style-type: none"> • People lead happy lives in safe neighbourhoods and friendly communities. • We all have access to the services and supports we need to be healthy and active. • Our city is safe and inviting, and people continue to work together to take care of and support each other. <p>Clean & Green – Our Future Hamilton is an environmentally sustainable place where...</p> <ul style="list-style-type: none"> • A flourishing natural environment enriches the quality of life for community members. • Organizations take a leadership role and operate in a sustainable manner. • Everyone has a deep understanding and respect for the natural environment and its important contribution to our lives. <p>Built Environment & Infrastructure – Our Future Hamilton is a people friendly place where...</p> <ul style="list-style-type: none"> • The quality of life, well-being and enjoyment of its residents influences design and planning • It is easy to get around our city and

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<p>Grey highlighted strikethrough text = text to be deleted</p> <p>thriving local arts scene.</p> <ul style="list-style-type: none"> • All of our downtown areas are bustling centres of economic and community activity. • People of all backgrounds, ages and abilities call Hamilton home and have access to the support and opportunities they need to succeed. <p>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.</p> <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, and have informed the development options and growth policy concepts provided in the 10-year update to this Official Plan.</p> <p>Nine Ten Directions to Guide Development:</p> <p>Direction #1 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.</p> <p>Direction #2 Concentrate new development within existing built-up areas and within a firm urban boundary. 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 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.</p> <p>Direction #4 Design neighbourhoods to improve access to</p>	<p>Bolded text = text to be added</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>Grey highlighted strikethrough text = text to be deleted</p> <p>community life. Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape.</p> <p>Direction #5</p> <p>Retain and attract jobs in Hamilton's strength areas and in targeted new sectors. Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and spirituality.</p> <p>Direction #6</p> <p>Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter regional transportation connections. 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</p> <p>Maximize the use of existing buildings, infrastructure and vacant or abandoned land. 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</p> <p>Protect ecological systems and improve air, land and water quality. Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.</p> <p>Direction #9</p> <p>Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and settlements. 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</p> <p>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>	<p>Bolded text = text to be added</p>
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<p>The Province of Ontario's A Places-to Grow: Growth Plan for the Greater Golden Horseshoe (2006-2019) (Growth Plan), as amended, sets out a vision to 2031-2051 for how and how much growth should occur in the Greater Golden Horseshoe (GGH). This area is expected to grow by 3.7-4.6 million people by 2031-2051 with Hamilton projecting to take a 1.7-5.1% share of the GGH growth.</p>	<p>The Province of Ontario's A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), 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.</p>																												
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<p>Downtown Urban Growth Centre Density Target A.2.3.3.4.1 Hamilton's <i>Downtown Urban Growth Centre</i> shall be has been planned to achieve a minimum gross density of 250500 people and jobs per hectare by 20352051. 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>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.</p>																	
<p>Greenfield Density Target A.2.3.3.3 <i>Greenfield areas</i> shall be planned to achieve an overall minimum density of 50 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, employment areas, and cemeteries. 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.</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 plan to achieve a minimum of 40 The City shall plan to achieve a minimum of 4080% of all residential <i>development</i> occurring annually within its <i>built-up area</i> by 2015. A total of 26,50088,280 units are to be accommodated</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</p>																

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<p>within the <i>built-up area</i> between 20012021 and 20312051. The <i>built-up area</i> for Hamilton is identified on Appendix G.</p>	<p>2051. The <i>built-up area</i> for Hamilton is identified on Appendix G.</p>																				
<p>Insert new Policy A.2.3.3.5, as follows: 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" data-bbox="191 730 776 1066"> <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> <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	<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" data-bbox="857 730 1344 1066"> <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> <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.2.4 Growth Management - Hamilton 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. The City will be required to accommodate 109,880 new housing units within the existing Urban Area, of which 88,280 will be within the built-up area and 21,600 will be within the greenfield area. An additional 440 housing units will be developed through limited infill within Rural Hamilton.</p>	<p>A.2.4 Growth Management - Hamilton 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 <i>Rural Hamilton</i>. The City will be required to accommodate 109,880 new housing 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>																				

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<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>A.2.5.1 Provincial Policy Statement The Provincial Policy Statement, 2005 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>. ... 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.2.5.1 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>. ... 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 2005 2017) 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 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; and protecting and enhancing our natural resources including land, air and water; and planning for more resilient</p>	<p>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</p>

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<p>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 to the Growth Plan for the Greater Golden Horseshoe.</p>	<p>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 to the Growth Plan for the Greater Golden Horseshoe.</p>

Appendix “B” – Volume 1: Chapter B – Communities

Proposed Change	Proposed New / Revised Policy
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<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, supported 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"> • Health and safety in our communities is essential. Policies ensure that our communities are safe and healthy, mitigate and adapt to the impacts of a changing climate, 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. 	<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"> • 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.
<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 2030 year supply of designated urban land and are intended to accommodate the majority all of the City's projected urban 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>
<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</i> 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</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>

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<p>the Urban Area, and a limited amount of infill development within Rural Hamilton.</p> <p>Delete existing policy B.2.2.2 in its entirety and replace with new policy, as follows. 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. B.2.2.2 Notwithstanding Policy B.2.2.1, adjustments to the urban boundary may be permitted through a municipal comprehensive review provided: a) there is no net increase in land within the urban area; b) the adjustment would support the City’s ability to meet intensification and redevelopment targets provided in Section A.2.3 – Growth Management – Provincial; 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; d) the lands are not located within the Greenbelt Area and, e) there is sufficient reserve infrastructure capacity to service the lands.</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: a) there is no net increase in land within the <i>urban area</i>; 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; 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; d) the lands are not located within the <i>Greenbelt Area</i> and, 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. 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.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</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>

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<p>management policies and designations. More specifically, a municipally initiated comprehensive review 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 urban boundary expansion, which includes an assessment of occupied and vacant urban land, brownfield availability, greenfield densities, and intensification 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 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;</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> <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;</p>	

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<p>and, 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. 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>	
<p>Delete Policy B.2.2.4 in its entirety. B.2.2.5 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.</p>	
<p>Delete Section B.2.3 Heading in its entirety. B.2.3 Future Airport Employment Growth District</p>	
<p>Delete Policy B.2.3.1 in its entirety. 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)].</p>	
<p>Delete Policy B.2.3.2 in its entirety. 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)]</p>	

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<p>Delete Policy B.2.3.3 in its entirety. 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)].</p>	
<p>B.2.1.4.4 Residential intensification shall be encouraged throughout the entire <i>built-up area as shown on Appendix G</i> in accordance with the policies of Chapter E – Urban Systems and Designations and Chapter F- Implementation</p>	<p>B.2.1.4.4 Residential intensification 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>
<p>B.2.4.1.2 The City's primary intensification strategic growth areas shall be the <i>Urban Nodes, and 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.2.4.1.2 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 residential intensification 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: a) The <i>Downtown Urban Growth Centre</i> shall be planned to accommodate approximately 2030% of the intensification target. 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 residential intensification target. c) 4030% of the residential intensification 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.2.4.1.3 The residential intensification 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: d) The <i>Downtown Urban Growth Centre</i> shall be planned to accommodate approximately 30% of the intensification target. 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 residential intensification target. c) 30% of the residential intensification 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>

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<p>B.2.4.1.4 <i>Residential intensification</i> developments within the built-up area shall be evaluated based on the following criteria:</p> <p>a) a balanced evaluation of the criteria in b) through g) I), as follows;</p> <p>b) the relationship of the proposal proposed development to existing neighbourhood character so that it maintains, and where possible, enhances and builds upon desirable established patterns and built form;</p> <p>c) the development's 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 development's contribution of the proposed development to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;</p> <p>f) infrastructure and transportation existing and planned water, wastewater and stormwater capacity; and,</p> <p>g) the incorporation and utilization of green infrastructure 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>g) I) the ability of the development to comply compliance of the proposed development with all other applicable policies.</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 I), 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> <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>
<p>B.2.4.2.1 <i>Residential intensification</i> within the built-up area 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.2.4.2.1 <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.</p>

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<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, complete communities also improve air quality and reduce greenhouse gas emissions that contribute to, and worsen, the impacts of a changing climate.</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. <i>Therefore, complete communities also improve air quality and reduce greenhouse gas emissions that contribute to, and worsen, the impacts of climate change.</i></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, and having abundant open spaces, good air quality and a stable climate.</p> <p>...</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 Vision 2020 Our Future Hamilton, the City's Strategic Plan, the Economic Development Strategy Action Plan and the Growth Plan for the Greater Golden Horseshoe.</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 indirectly intended to strengthen Hamilton's economic competitiveness, prosperity and resilience as envisaged by <i>Our Future Hamilton</i>, the City's Strategic Plan, the Economic Development <i>Action Plan</i> and the Growth Plan for the Greater Golden Horseshoe.</p>
<p>B.3.1.2 Employment Lands Areas</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 shovel market-ready employment lands sites though various initiatives;</p> <p>c) complete the Airport Employment Growth District Secondary Plan, associated Class Environmental Assessments, financial analysis</p>	<p>B.3.1.2 Employment Areas</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</p>

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<p>and any other required studies; and, d) endeavour to provide for and plan for a range of lot sizes throughout the designated eEmployment lands Areas.</p>	<p>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.3.1.15 The City shall support and participate in multi-sectoral collaborations and initiatives that focus on improving Hamilton's economy economic, environmental, and social resiliency.</p>	<p>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.</p>
<p>Insert new Policy B.3.2.1.7, as follows: 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.</p>	<p>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>.</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 2031 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 affordable to low and moderate income households 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 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 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</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>

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met.									
Update Table B.3.2.1 – Housing Targets – Ownership, 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 Ownership Housing (market rate not affordable)	1071 948	40 42.3 %	New and resale homes	Housing market	New Ownership Housing (market rate)	1071	40%	New and resale homes	Housing market
New Ownership Housing Affordable to Low & Moderate Income Households (includes housing with supports)	1606 1291	60 57.7 %	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 2239	100%			Total New Ownership Housing	2677	100%		

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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)	396 252	40%	New rental housing, both <i>primary</i> and secondary market (rented condos, second dwelling units)	<i>Primary rental housing development, conversion to rental residential, secondary rental market (rented condos, second dwelling units)</i>	New Rental Housing (market rate)	396	40%	New rental housing, both <i>primary</i> and secondary market (rented condos, second dwelling units)	<i>Primary rental housing development, conversion to rental residential, secondary rental market (rented condos, second dwelling units)</i>
New Rental Housing Affordable to Moderate Income Households (includes housing with supports)	198 125	20%	New rental housing, both <i>primary</i> and secondary market (rented condos, second dwelling units) between	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 average	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)	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

Proposed Change					Proposed New / Revised Policy				
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			ge market rent and 20% below average market rent					between average market rent and 20% below average market rent	
New Rental Housing Affordable to Low Income Households (includes housing with supports)	396 252	40%	New primary rental housing, more than 20% below average market rent	Same as above but requires rent-gear-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-gear-to-income housing assistance (e.g. rent supplement, housing allowance), as well as support services
Total New Rental	990 629	100%			Total New Rental	990	100%		
<p>B.3.2.4.1 The 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 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,</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>				

Proposed Change	Proposed New / Revised Policy
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<p>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 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 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. 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-g geared-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-g geared-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.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.</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.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.</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.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.</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.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 urban area; 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.3.2.4.10 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, including the impacts of a changing climate.</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 and supports active, healthy lifestyles that reduce greenhouse gas emissions.</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, and 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.3.3.2.5 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 environmental sustainability 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 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</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,</p>

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<p>water management ponds, green roofs, and vegetated swales, and other low impact development techniques and green infrastructure; d) encouraging the use of Leadership in Energy and Environmental Design (LEED), R-2000 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 and redevelopment</i>; 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 adaptive reuse and encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon; and, f) encouraging energy efficiency in neighbourhood design and <i>development</i> as set out in Section B.3.7.1.</p>	<p>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 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 and redevelopment</i>; 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</i> encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon; 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: a) creating high quality, safe streetscapes, parks, and open spaces that encourage social interaction, physical activity and <i>active transportation</i>;</p>	<p>B.3.3.2.9 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: 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: a) adequate and accessible space for pedestrians, bicycles active transportation, as well as transit, other vehicles, and utilities; ... 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.3.3.2.10 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, bicycles active transportation, as well as transit, other vehicles, and utilities; ... 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: a) connecting sidewalks, open space and trails to transit stops and shelters;</p>	<p>B.3.3.9.6 Transit access shall be enhanced by: a) connecting sidewalks, open space and trails to transit stops and shelters;</p>

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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 green infrastructure 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.
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, or Indigenous 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. ...
Add new policy goal to Section B.3.4.1 – Policy Goals and re-number subsequent policy goals. B.3.4.1.3 Encourage meaningful engagement with indigenous communities regarding cultural heritage and archaeological resources, in consultation with the Province.	B.3.4.1.3 Encourage meaningful engagement with indigenous communities regarding cultural heritage and <i>archaeological resources</i> , in consultation with the Province.
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 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.3.4.2.1 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.3.4.2.7 The City shall ensure these non-designated and non-registered <i>cultural heritage properties</i> are identified, evaluated, and appropriately protected from harm conserved 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 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> .

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<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> and set out in Policy B.3.4.2.9.</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>
<p>Cultural Heritage Evaluation Criteria B.3.4.2.9 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: 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; 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; c) architectural, engineering, landscape design, physical, craft, or artistic value; d) scenic amenity with associated views and vistas that provide a recognizable sense of position or place; e) contextual value in defining the historical, visual, scenic, physical, and functional character of an area; and, f) landmark value. 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>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 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.</p>	<p>N/A</p>

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<p>B.3.4.2.113 Where <i>cultural heritage resources</i> are to be affected, the City may impose conditions of approval on any planning application Planning Act, R.S.O., 1990 c. P.13 application to ensure their continued protection prior to site alteration or soil disturbance. 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>	<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>
<p>B.3.4.2.14 Prior to site alteration or soil disturbance relating to a Planning Act, R.S.O., 1990 c. P.13 application, any required cultural heritage impact assessment 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 cultural heritage resources based on prevailing conditions and circumstances within the City.</p>	<p>B.3.4.2.14 Prior to <i>site alteration or 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.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.3.4.4.2 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 or 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 dialogue engagement with First Nations Indigenous communities and their interests.</p>	<p>B.3.4.4.6 Prior to <i>site alteration or 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>

Proposed Change	Proposed New / Revised Policy
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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 Native Indigenous archaeological sites;	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;
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 Cemeteries Funeral, Burial and Cremation Services Act 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.	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.
B.3.4.4.1011 Where a marked or unmarked cemetery or burial place is found, the nearest First Nation Indigenous community shall be notified.	B.3.4.4.11 Where a marked or unmarked cemetery or burial place is found, the nearest First Nation Indigenous community shall be notified.
B.3.4.5.2 The City shall encourage the retention and conservation of significant <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.	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.
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; and, 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.	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.

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Insert new Policy B.3.5.2.2 and renumber subsequent policies accordingly. B.3.5.2.2 The City will consider opportunities for optimizing the use of existing community facilities and their adaptive re-use wherever feasible.	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.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.	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.
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; and, b) be encouraged to include public art as part of overall site and/or building design; 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.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; 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, <i>renewable energy systems and/or alternative energy systems, including district energy</i> , in accordance with Policy B.3.7.2, where feasible.
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> .
Insert new Policy B.3.5.2.14, as follows: 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.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.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; and,	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;

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<p>e) the feasibility of providing a range of parkland spaces for all residents within a safe walking distance; and, ef site characteristics (slope, natural features, frontage in a public road) as defined by the Landscape Manual for Parks and Open Space Development Guide, adopted by Council.</p>	<p>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 defined by the Parks and Open Space Development Guide, adopted by Council.</p>
<p>Insert new Policy B.3.5.3.20: 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>	<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>
<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 walking and cycling active transportation.</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 active transportation, 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 climate impacts the impacts of a changing climate 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>

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<p>B.3.6.2.2 The City shall partner and work with other levels of governments, other municipalities, academics, community groups, and as well as local industries and businesses to develop: a) actions that directly or indirectly improve air quality by reducing reduce air pollutants and greenhouse gases; improve air quality, reduce and respond to the impacts of climate change in the City and, b) a Hamilton Air Quality and Climate Change 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.</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 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>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>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 Air Quality and Climate Change Strategic Plan Task Force Report.</p>	<p>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.</p>
<p>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, its goals and targets, and to increase awareness of air quality and climate change.</p>	<p>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.</p>
<p>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 impacts of a changing climate, 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. ...</p>	<p>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</p>

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<p>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 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.</p>	<p>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.</p>
<p>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</i> and <i>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.</p>	<p>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</i> and <i>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.</p>
<p>Insert new Policy B.3.6.5.16, as follows: 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.</p>	<p>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.</p>
<p>Insert new Policy B.3.6.5.17, as follows: 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.</p>	<p>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>.</p>
<p>Insert new Policy B.3.6.5.18, as follows: 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.</p>	<p>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>.</p>
<p>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, green infrastructure, and increasing the supply of energy through <i>renewable energy systems</i> and <i>alternative</i></p>	<p>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</i></p>

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<p>energy systems, 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.</p>	<p>energy systems, 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.</p>
<p>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 remove land use barriers to improve accessibility for persons with disabilities and older persons and support public transit and <i>active transportation</i>;</p>	<p>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 remove land use barriers to improve accessibility for persons with disabilities and older persons and support public transit and <i>active transportation</i>;</p>
<p>B.3.7.2 The City shall support prepare for the impacts of a changing climate by encouraging energy efficient and environmental designed development and redevelopment 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; j) water and storm water conservation/management practices and low impact development techniques, such as green roofs, water recycling systems, urban storm water swales, etc.; jk) promoting building conservation and adaptive reuse; kl) encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon; lm) pilot projects and <i>community energy plans</i> as appropriate; and,</p>	<p>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; j) water and storm water conservation/management practices and <i>low impact development techniques</i>, 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></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>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>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.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.</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>B.3.7.34 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 Energy Policy 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.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>Increased Energy Supply B.3.7.45 The City shall promote increasing the supply of energy and in particular, the supply of sustainable energy by: a) permitting energy generation facilities to meet existing and planned needs, including district energy, renewable energy systems and alternative energy systems, 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, 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, and in accordance with the Green Energy and Green</p>	<p>Increased Energy Supply B.3.7.4 The City shall promote increasing the supply of energy and in particular, the supply of sustainable energy by: 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, 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>

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<p>Economy Act, 2009.</p>	
<p>Delete Policy B.3.7.7 in its entirety. B.3.7.7 Renewable energy undertakings are exempted from Planning Act, R.S.O., 1990 c. P.13 approvals in accordance with Schedule K of the Green Energy and Green Economy Act, 2009. These undertakings shall be subject to the Green Energy and Green Economy Act, 2009 and other provincial approvals.</p>	
<p>Insert new Policy B.3.7.8. Other Energy and Environmental Matters B.3.7.8 Development, redevelopment and site alteration 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.</p>	<p>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.</p>

Appendix “C” – Volume 1: Chapter C – City Wide Systems and Designations

Proposed Change	Proposed New / Revised Policy
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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.1.0 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 Fruitland -Winona Urban Secondary Plan Area 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: ...
C.1.3.1 In the case of discrepancy between the Parkway Belt West Plan and this Plan, the most restrictive policies shall apply 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: 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 Places to Grow Act, 2005, 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.	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: 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.	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.

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C.2.5.1 Generally, permitted uses in Core Areas shall include: ... k) infrastructure projects, in accordance with Section C.5.0 – Infrastructure, provided negative impacts on these features have been avoided or minimized and to the extent feasible mitigated, as demonstrated through an Environmental Impact Statement.	C.2.5.1 Generally, permitted uses in Core Areas shall include: ... k) infrastructure projects, in accordance with Section C.5.0 – Infrastructure, provided <i>negative impacts</i> on these features have been avoided or minimized and to the extent feasible mitigated, as demonstrated through an Environmental Impact Statement.
Insert new Policy C.2.8.3, as follows: C.2.8.3 The City shall consider the Great Lakes Strategy, the targets and goals of the Great Lakes Protection Act, 2015, and any applicable Great Lakes agreements as part of watershed planning and coastal or waterfront planning initiatives.	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.
Insert new Policy C.2.11.5, as follows: 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 Urban Area, 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.
Insert new Policy C.2.13.4, as follows: C.2.13.4 The City shall protect, improve or restore the quality and quantity of water by evaluating and preparing for the impacts of a changing climate 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.
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 the City shall plan for an integrated transportation network contributing to complete communities through the policies of this Plan, provincial policies, and requirements of the Planning Act, R.S.O., 1990 c. P.13. Accordingly, the integrated transportation network shall support and implement the urban structure including mixed use nodes, Urban Corridors, Major Activity Centres, Neighbourhoods and Employment areas. The integrated transportation policies will help in	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 <i>Planning Act, R.S.O., 1990 c. P.13</i> . 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

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<p>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 network is a key component of <i>complete communities</i> (inclusive of complete streets) – 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 and, 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 traffic other modes of transportation operating on the streets, improving health and quality of life. <i>Transportation demand management</i> (TDM) 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>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 network is a key component of <i>complete communities</i> (inclusive of complete streets) – 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. <i>Transportation demand management</i> (TDM) 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, sustainable and integrated transportation network which includes all modes of transportation such as <i>active transportation</i>, transit, automobiles, goods movement vehicles, rail, air, and marine, and emerging modes of transportation and technology.</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>

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<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>	<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>
<p>C.4.1.3 Facilitate investment in major goods movement facilities and corridors and employment areas 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 expansion of expanded routes and increased GO Transit service in the Hamilton area, proposals for rapid higher order transit 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 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>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: 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.4.1.8 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 and optimization 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. 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>	<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>

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<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 facilities; 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 for to support shared mobility such as 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>C.4.2.78 City has been identified as part of the Greater Toronto and Hamilton Area (GTHA) in The Big Move. 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. 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>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: C.4.2.9 Transit planning and investments shall be aligned with, and supporting, the priority transit corridor identified on Schedule E – Urban Structure and/or Appendix B – Major Transportation Facilities and Routes.</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 major transit trip <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</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</p>

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<p>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; 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, 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>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 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.4.2.911 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 active transportation 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.4.2.1012 Development of major transit trip generators shall provide safe, accessible and convenient pedestrian and cycling environments and access 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.4.2.12 <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.4.2.1517 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 rapid higher order transit 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 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 ongoing Niagara to Greater Toronto Area (NGTA) corridor planning Greater Golden Horseshoe Transportation Plan and Environmental Assessment study and the Ontario-Quebec Continental Gateway and Trade Corridor Study.</p> <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>	<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 and any, other non-motorized modes 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 <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>

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<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 promoted 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 on-street bike routes 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 and signage, 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>C.4.3.4 Within the designated right-of-way, the design of complete streets 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> <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 traffic 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 vehicular vehicles traffic;</p> <p>e) distinctly separating vehicular, pedestrian and cycling traffic 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>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.</p>	<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 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>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.</p>

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Insert new Policy C.4.3.6, as follows: 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.	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.
C.4.4 Public Transit Network Public transit entities under municipal jurisdiction include conventional, specialized and rapid transit higher order transit 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 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.	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.
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 demand mode split targets stipulated identified in the Transportation Master Plan in accordance with Section F.3.1.8 – Transportation Master Plan.	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.
Insert new Policy C.4.4.2 and renumber subsequent policies accordingly. C.4.4.2 The City shall provide a transit service that is planned and managed for the safety of all system users.	C.4.4.2 The City shall provide a transit service that is planned and managed for the safety of all system users.
C.4.4.23 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 Employment Areas;	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

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d) new urban communities where there is a sufficient density and mix of land uses to support transit service.	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.
C.4.4.56.1 Further to the forgoing policy, once rapid higher order transit is implemented, conventional bus transit shall continue to serve areas outside of identified rapid higher order transit corridors, provide local service within the corridor where appropriate, and provide feeder service to rapid higher order transit. Until rapid higher order transit 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</i> transit is implemented, conventional bus transit shall continue to serve areas outside of identified <i>higher order</i> transit corridors, provide local service within the corridor where appropriate, and provide feeder service to <i>higher order</i> transit. Until <i>higher order</i> transit 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 rapid higher order transit 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</i> transit or other transportation modes.
Rapid Higher Order Transit (Section Title)	Higher Order Transit (Section Title)
C.4.4.89 The City shall evaluate the potential to establish rapid higher order transit within the Primary and Secondary Corridors identified on Schedule E – Urban Structure, and the corridors identified as Potential Rapid Higher Order Transit Lines on Appendix B – Major Transportation Facilities and Routes.	C.4.4.9 The City shall evaluate the potential to establish <i>higher order</i> transit 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 Rapid Higher order 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 rapid higher order transit network shall consist of an interconnecting network of existing and planned rights-of-way along corridors in which a rapid higher order transit facility may be located.	C.4.4.10 <i>Higher order</i> 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 <i>higher order</i> transit network shall consist of an interconnecting network of existing and planned rights-of-way along corridors in which a <i>higher order</i> transit facility may be located.
C.4.4.910.1 Rapid Higher order 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 development of a full rapid higher order transit network.	C.4.4.10.1 <i>Higher order</i> 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 development of a full <i>higher order</i> transit network.

Proposed Change	Proposed New / Revised Policy
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C.4.4. 10 11 The City may require commuter pick-up/drop-off and park-and-ride facilities to enhance accessibility to rapid higher order 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 rapid higher order 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.	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 12 Rapid Higher order 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.
Insert new Policy C.4.4.13 and renumber subsequent policies accordingly. 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 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 14 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 15 Access to the GO Transit network at GO Transit stations shall be promoted through provision of adequate conventional and specialized transit, rapid higher order 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> .
Delete Policy C.4.4.15 in its entirety. 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.	

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<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 complete streets approach to ensure the needs and safety of all road users are considered and appropriately accommodated.</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>, complete streets 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 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.4.6.5 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>

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>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 priority transit corridors, rapid higher order transit 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 lanes</i> and/or stations in accordance with Section C.4.5.7. ...</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 major goods movement network facilities and corridors 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 major goods movement facilities and corridors. 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 major goods movement network facilities and corridors 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 Major goods movement facilities and corridors 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.4.6.2 <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>

Proposed Change	Proposed New / Revised Policy
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C.4.6.3 The City shall encourage prioritize the investment and development of major goods movement facilities and corridors , 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.	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.
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.	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.
C.4.7.1.1 The City shall encourage <i>heavy rail</i> connections to rapid higher order transit 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.
Add new preamble to section C.5: 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 impacts of a changing climate 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.	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.

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>Add new Policy C.5.3.3 and renumber subsequent policies accordingly. 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>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. 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.</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 subsequent policies accordingly. 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: 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 impacts of a changing climate 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>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: 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>C.5.3.1112 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>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>

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>Insert new Policy C.5.3.17, as follows: 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>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. 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 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>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 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>

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>Insert new Policy C.5.4.9, as follows: 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 green infrastructure, 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>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. C.5.4.10 Before consideration is given to developing new infrastructure, the City should optimize the use of existing infrastructure and consider their adaptive re-use wherever feasible.</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. C.5.5.6 The City’s waste management system shall facilitate, encourage and promote reduction, re-use, composting, and recycling objectives.</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>
<p>Insert new Policy C.5.5.9 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.</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: C.5.6 Green Infrastructure Increasing the amount of green infrastructure in the City is a cost-effective, resilient approach to reducing the impacts of a changing climate and provides a range of environmental, social and economic benefits.</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>

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>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:</p> <p>a) the incorporation of <i>low impact development</i> techniques, such as:</p> <p>i) rainwater harvesting, rain gardens, and bioswales;</p> <p>ii) permeable pavements; and,</p> <p>iii) green roofs.</p> <p>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;</p> <p>c) land conservation efforts in coordination with the local Conservation Authorities.</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:</p> <p>a) the incorporation of <i>low impact development</i> techniques, such as:</p> <p>i) rainwater harvesting, rain gardens, and bioswales;</p> <p>ii) permeable pavements; and,</p> <p>iii) green roofs.</p> <p>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;</p> <p>c) land conservation efforts in coordination with the local Conservation Authorities.</p>
<p>C.5.7 Infrastructure Corridors</p>	<p>5.7 Infrastructure Corridors</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 rights-of-way for <i>major goods movement facilities and corridors, higher order transit, active transportation, transmission of electric power, etc., where appropriate.</i></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 rights-of-way for <i>major goods movement facilities and corridors, higher order transit, active transportation, transmission of electric power, etc., where appropriate.</i></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 within Core Areas and Linkages, 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>	<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 within Core Areas and Linkages, 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

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
E.1.0 c) Develop Accommodate growth through the development of compact, mixed use urban environments that support existing or planned transit, including higher order transit, and active transportation.	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 residential intensification throughout the urban area with and focused attention to development in the strategic growth areas of the Urban Nodes, and Urban Corridors and Major Transit Station Areas.	E.1.0 g) Promote and support appropriate residential intensification throughout the urban area with focused attention to development in the <i>strategic growth areas</i> of the <i>Urban Nodes, Urban Corridors</i> and <i>Major Transit Station Areas</i> .
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 are stable, not static.	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) Urban Nodes, and Urban corridors and delineated Major Transit Station Areas are shall be the focus of intensification 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 existing and planned transit, including higher order transit.	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 In order to most efficiently use land and resources, the City has developed an Hamilton's urban structure, is identified on Schedule E – Urban Structure, and that 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. E.2.2.1 c) Major Transit Station Areas;	E.2.2.1 c) <i>Major Transit Station Areas;</i>
Insert new Policy E.2.2.5, as follows: E.2.2.5 The Urban Nodes, Urban Corridors, and delineated Major Transit Station Areas referenced in Policy E.2.2.1 are strategic growth areas and intensification and higher-density mixed uses in a transit-supportive and compact built form shall be encouraged and promoted in these areas.	E.2.2.5 The <i>Urban Nodes, Urban Corridors,</i> and delineated <i>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.

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>Insert new Policy E.2.2.6, as follows: E.2.2.6 Intensification, redevelopment and compact form will be encouraged generally throughout the built-up area in accordance with appropriate development standards.</p>	<p>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.</p>
<p>E.2.3.1.4 The <i>Downtown Urban Growth Centre</i> shall function as a major employment centre for the City. Major office space for business, professional, and government offices services 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. Major <i>office space</i> 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 higher highest aggregate density within the City with a minimum overall target density of 250 500 persons and jobs per hectare. The Downtown Urban Growth Centre may evolve over time to a higher density without an amendment to this Plan. 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.</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 Downtown Urban Growth Centre will accommodate a Approximately 30% of the City-wide residential intensification over the time period of this Plan which equates to a range of 5,000 to 6,000 approximately 30,000 new dwelling units will be accommodated within the Downtown Urban Growth Centre.</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 transit higher order transit 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 have some of the higher densities within the City with be planned to achieve a target density of 100 to 150 to 200 persons and jobs per hectare measured 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>

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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 rapid higher order transit 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 Community Nodes shall be linked to the <i>higher order transit</i> system through connecting conventional transit or by rapid higher order transit , 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 measured across each node .	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, some through the preparation of a Secondary plan, a lower density target for a Community Nodes may be established where the Secondary Plan process determines it is developed as lower intensity nodes appropriate to be based on 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 due to transportation constraints and the existing character of the adjacent neighbourhoods, 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. b) Intensification shall not be permitted in the Waterdown Community Node until infrastructure and transportation constraints have been alleviated.	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 Priority transit corridor, P primary C corridors and S secondary C 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.

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<p>Insert new Section E.2.5 and renumber subsequent Sections accordingly. E.2.5 Major Transit Station Areas</p>	<p>E.2.5 Major Transit Station Areas</p>
<p>Insert new Policy E.2.5.1, as follows: 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.</p>	<p>E.2.5.1 A Major Transit Station Area 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.</p>
<p>Insert new Policy E.2.5.2, as follows: 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.</p>	<p>E.2.5.2 Major Transit Station Areas, 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: 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.</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: 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.</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 major goods movement facilities and corridors 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.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: 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</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</p>

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collector roads or arterial roads.	collector roads or arterial roads.
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.
E.3.5.2 Uses permitted in medium density residential areas shall include all forms of multiple dwellings except street townhouses.	E.3.5.2 Uses permitted in medium density residential areas shall include all forms of <i>multiple dwellings</i> .
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 existing at the date of adoption of this Plan.	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 Local commercial uses may be permitted on the ground floor of buildings containing <i>multiple dwellings</i> , subject to provided the provisions of Section E.3.8 – Local Commercial are satisfied.	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.
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.	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.
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) unduly overshadow, or block light on adjacent sensitive land uses, the public realm and outdoor private amenity areas; 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	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

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<p>heights; and, c) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.</p>	<p>back of heights; and, 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, 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 permitted <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, b) greater than 100 units per hectare and not greater than 200 units per hectare in all other Neighbourhoods designation areas. 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.</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 permitted <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, b) greater than 100 units per hectare and not greater than 200 units per hectare in all other Neighbourhoods designation areas.</p>
<p>Insert new Policy E.3.6.7 and renumber subsequent policies. 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>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>E.3.6.78 <i>Development</i> within the high density residential category shall be evaluated on the basis of the following criteria: b) High profile Multiple dwellings 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</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) <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 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</p>

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<p>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 sensitive land uses, 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 higher than six 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>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 plans or other studies.</p>
<p>E.4.5.11 All offices within the Mixed Use - High Density designation shall not exceed 10,000 4,000 square metres of gross floor area for each free standing building.</p>	<p>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.</p>
<p>E.4.6.8 Additional height up to a total of eight 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.</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: 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.</p>
<p>E.4.6.14 All offices within the Mixed Use - Medium Density designation shall not exceed 10,000 4,000 square metres of gross floor area for each free standing building.</p>	<p>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.</p>

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<p>E.5.1.11 Facilitate the movement of goods in Employment Areas through efficient access to major goods movement facilities and corridors, an integrated goods movement network which includes efficient access to provincial highways, the City's road network, rail, John C. Munro International Airport, and the Port of Hamilton Oshawa Port Authority, where such facilities exist and are feasible and appropriate for moving goods.</p>	<p>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.</p>
<p>Insert new Policy E.5.1.16, as follows: 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.</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: 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.</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: 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.</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>; and, b) residential uses; and, c) other sensitive land uses that are not ancillary to the primary employment uses.</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>

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<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:</p> <p>i) The City shall have regard for provincial guidelines concerning land use compatibility between industrial facilities and <i>sensitive land uses</i>, and in mitigating the potential adverse impacts not addressed by the guidelines.</p> <p>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 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 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"> 1. there is an identified need for the proposed use; 2. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations; 3. <i>adverse effects</i> to the proposed <i>sensitive land use</i> are minimized and mitigated; and, 4. potential impacts to industrial, manufacturing or other uses are minimized and mitigated. 	<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:</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 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"> 1. there is an identified need for the proposed use; 2. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations; 3. <i>adverse effects</i> to the proposed <i>sensitive land use</i> are minimized and mitigated; and, 4. potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

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<p>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 – 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: g) Freight-intensive land uses shall be located in areas well served by major highways, airports, rail facilities and marine facilities.</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: 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: l) Employment Areas identified as provincially significant employment zones 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>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: m) Conversion of any lands in the Employment Area designations to permit non-employment uses, including major retail uses, shall only be undertaken as part of a Municipally Initiated Comprehensive Review in accordance with Policy F.1.1.13.</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 uses</i>, shall only be undertaken as part of a <i>Municipally Initiated Comprehensive Review</i> in accordance with Policy F.1.1.13.</p>
<p>Insert new Policy E.5.2.8, as follows: Density 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.</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 (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 Targets and Policy A.2.3.3.5 Employment Area Density Targets.</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>

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<p>E.5.4.5 Offices within the Employment Area – Business Park designation shall comply with the following criteria:</p> <p>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. Offices are prestige business park uses and shall generally be located along the exterior of employment areas at intersections of arterial or collector roads.</p> <p>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.</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 10,000 4,000 square metres per free standing building and shall only be permitted where prestige uses for a business park are permitted by Policy E.5.4.7 c).</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>E.5.4.5 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>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 10,000 4,000 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 4,000 square metres per free standing building.</p>
<p>Insert new Policy E.5.7, as follows: E.5.7 Provincially Significant Employment Zones Provincially Significant Employment Zones are identified on Schedule “X” – Provincially Significant Employment Zones.</p>	<p>E.5.7 Provincially Significant Employment Zones</p> <p><i>Provincially Significant Employment Zones are identified on Schedule H – Provincially Significant Employment Zones.</i></p>

Appendix “E” – Volume 1: Chapter F – Implementation

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
F.1.1.10 c) the amount of employment and/or non-employment land to meet the projected needs for up to the 20 year 2051 planning time horizon; or,	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,
Insert new Policy F.1.1.13, as follows: F.1.1.13 Conversion of any lands designed as Employment Area to permit non-employment uses may only be considered through a Municipally Initiated Comprehensive Review 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.	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.
Insert new Policy F.1.17.8, as follows: F.1.17.8 The City will engage with Indigenous communities and coordinate on land use planning matters.	F.1.17.8 The City will engage with Indigenous communities and coordinate on land use planning matters.
That Table F.1.19.1: Other Information and Materials be amended by adding the following row under Section 4 – Environmental: aa) Wildland Fire Assessment	aa) Wildland Fire Assessment
F.3.1.3.1 The City recognizes there are <i>areas of archaeological potential and 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. To assist land owners and to provide for appropriate development, the City shall prepare an archaeology management plan.	F.3.1.3.1 The City recognizes there are <i>areas of archaeological potential and 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.
F.3.1.3.2 Delete Policy in its entirety. 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.	

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>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 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 particularly during extreme weather events;</p> <p>c) minimizing the disruption of pre-existing natural drainage patterns, wherever possible; and,</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 low impact development and green infrastructure;</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>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>F.3.1.8 Water, Wastewater and Stormwater Master Plan</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>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>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>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>	<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>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Insert new Policy F.3.1.8.3, as follows: 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.3.1.8.3 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 and Climate Change Mitigation and Adaptation	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 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 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: 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.	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: 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	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: 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.	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: 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	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

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Insert new Policy F.3.4.5.4, as follows: 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.	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.
Revise section heading: F.3.5 Land Supply and Development Activity	F.3.5 Land Supply and Development Activity
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 20 30 year time horizon. The monitoring shall include annual reporting on the following: a) the residential intensification rate; b) achievement the planned density of the designated greenfield area density; c) the planned density of the urban growth centre and other urban nodes; target and intensification targets, including, 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; and, g) employment land absorption; and, h) housing affordability.	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.
Insert new Policy F.3.5.2, as follows: 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.	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.
Insert new Section F.3.7 – State of the Infrastructure Report and Public Works and renumber subsequent policies accordingly. F.3.7 State of the Infrastructure Report and Public Works	F.3.7 State of the Infrastructure Report and Public Works

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>Insert new Policy F.3.7.1, as follows: F.3.7.1 The City will assess <i>infrastructure</i> risks and vulnerabilities, including those caused by the impacts of a changing climate, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.</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

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>Active Transportation: 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). 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>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"> a) impairment of the quality of the natural environment for any use that can be made of it; b) injury or damage to property or plant or animal life; c) harm or material discomfort to any person; d) an adverse effect on the health of any person; e) impairment of the safety of any person; f) rendering any property or plant or animal life unfit for human use; g) loss of enjoyment of normal use of property; and, h) interference with normal conduct of business. (PPS, 200520) 	<p>Adverse Effects: as defined in the <u>Environmental Protection Act</u>, means one or more of:</p> <ul style="list-style-type: none"> i) impairment of the quality of the natural environment for any use that can be made of it; j) injury or damage to property or plant or animal life; k) harm or material discomfort to any person; l) an adverse effect on the health of any person; m) impairment of the safety of any person; n) rendering any property or plant or animal life unfit for human use; o) loss of enjoyment of normal use of property; and, p) interference with normal conduct of business. (PPS, 2020)
<p>Affordable: means:</p> <ul style="list-style-type: none"> a) in the case of ownership housing, the least expensive of: <ul style="list-style-type: none"> 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 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, b) in the case of rental housing, the least expensive of: <ul style="list-style-type: none"> i) a unit for which the rent does not 	<p>Affordable: means:</p> <ul style="list-style-type: none"> a) in the case of ownership housing, the least expensive of: <ul style="list-style-type: none"> 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 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, b) in the case of rental housing, the least expensive of:

Proposed Change	Proposed New / Revised Policy
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<p>exceed 30 percent of gross annual household income for <i>low and moderate income households</i>; or</p> <p>ii) a unit for which the rent is at or below the average market rent of a unit in the City of Hamilton (PPS, 200520²⁰ amended); and,</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>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</p> <p>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,</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 interconnected 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. (PPS, 2020)</p>
<p>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 Green Energy and Green Economy Act, 2009. means</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>

Proposed Change	Proposed New / Revised Policy
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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).	
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, 2005 17).	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).
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, 2005 20).	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).
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, 2005 20 , amended).	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).
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, 2005 20).	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).

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>Built Heritage Resources: means one or more significant 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 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.</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>
<p>Coastal Wetland: 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 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 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 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. 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, 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 <i>active transportation</i>, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage <i>active transportation</i>. (Growth Plan, 2019, as amended).</p>

Proposed Change	Proposed New / Revised Policy
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<p>Complete Communities: 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).</p> <p>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>	<p>Complete Communities: Places such as mixed-use neighbourhoods or other areas within cities, towns, and <i>urban areas</i> 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 <i>community facilities/services</i>. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts (Growth Plan, 2019, as amended, amended).</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, 200517).</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 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</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</p>

Proposed Change	Proposed New / Revised Policy
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<p>approaches can be included in these plans and assessments or statement (PPS, 200520, amended).</p>	<p>alternative development approaches can be included in these plans and assessments (PPS, 2020, amended).</p>
<p>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 Ontario Heritage Act; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value (PPS, 2005).</p> <p>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. Cultural heritage landscapes 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).</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>
<p>Built Boundary: The limits of the developed urban area as defined by the Minister of Public Infrastructure Renewal in accordance with Policy 2.2.3.5 in consultation with affected municipalities for the purpose of measuring the minimum intensification target in this Plan. (Growth Plan, 2006 19, as amended).</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>

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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 2.2.4 2.2.3 of the Province's Growth Plan for the Greater Golden Horseshoe (2006 19, as amended).	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).
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, 2005 20).	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).
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 (PPS, 2005 Greenbelt Plan, 2017).	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).
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).	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).
Employment Area (formerly referred to as Industrial Areas): 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 20).	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).

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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 20).	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)
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 20).	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).
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 20).	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).
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 20).	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).
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: 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. b) Along river, stream and small inland lake systems, the flooding hazard limit is the greater of: 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	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: 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. b) Along river, stream and small inland lake systems, the flooding hazard limit is the greater of: 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

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<p>the general area;</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, 200520)</p>	<p>have potentially occurred over watersheds in the general area;</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, 2020)</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, 200520).</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>
<p>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).</p>	<p>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).</p>
<p>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, 200520).</p>	<p>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).</p>

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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 2031 51 .	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.
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.	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 covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits (PPS, 2005 20).	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 covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits (PPS, 2020).

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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, 200520).	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).
Heritage Attributes: means the principal features, characteristics, context and appearance that contribute to the cultural heritage significance of a protected heritage property (PPS, 2005). means the principal features or elements that contribute to a protected heritage property’s 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 protected heritage property)(PPS, 2020).	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).
Higher Order Transit/Rapid 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, 200619, as amended).	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).
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, 200520).	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).
Add definition of Impacts of a Changing Climate to Chapter G – Glossary.	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).

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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, stormwater management systems, waste management systems, electric power generation and transmission, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities (PPS, 200520).</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"> a) redevelopment, including the reuse of brownfield sites; b) the <i>development</i> of vacant and/or underutilized lots within previously developed areas; c) <i>infill development</i>; and d) the expansion or conversion of existing buildings. (PPS, 200520) 	<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"> a) redevelopment, including the reuse of brownfield sites; b) the <i>development</i> of vacant and/or underutilized lots within previously developed areas; c) <i>infill development</i>; and d) the expansion or conversion of existing buildings. (PPS, 2020)
<p>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).</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, 200517).</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>

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<p>Key Natural Heritage Features: means the following:</p> <ul style="list-style-type: none"> a) <i>Significant habitat of endangered and threatened species;</i> b) <i>Fish habitat;</i> c) <i>Wetlands;</i> d) <i>Life Science Areas of Natural and Scientific Interest (ANSIs)</i> e) <i>Significant valleylands;</i> f) <i>Significant wildlife habitat;</i> g) <i>Sand barrens, savannahs, and tallgrass prairies;</i> h) Significant woodlands; and i) <i>Alvars</i> <p>(Greenbelt Plan, 2017)</p>	<p>Key Natural Heritage Features: means the following:</p> <ul style="list-style-type: none"> a) <i>Significant habitat of endangered and threatened species;</i> b) <i>Fish habitat;</i> c) <i>Wetlands;</i> d) <i>Life Science Areas of Natural and Scientific Interest (ANSIs)</i> e) <i>Significant valleylands;</i> f) <i>Significant wildlife habitat;</i> g) <i>Sand barrens, savannahs, and tallgrass prairies;</i> h) <i>Significant woodlands;</i> and i) <i>Alvars</i> <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, 200517).</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 and Forestry using evaluation procedures established by that Ministry, as amended from time to time (Greenbelt Plan, 200517).</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"> 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, 200520, amended) 	<p>Low and Moderate Income Households: means:</p> <ul style="list-style-type: none"> 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, 2020, amended).

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<p>Add definition of Low Impact Development to Chapter G – Glossary.</p>	<p>Low Impact Development: 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>

Proposed Change	Proposed New / Revised Policy
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Add definition of Major Goods Movement Facilities and Corridors to Chapter G – Glossary.	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).
Major Office: Major office is generally defined as freestanding office buildings of 10,000 4,000 m ² or greater or with 500 200 jobs or more (Growth Plan, 2006 19, as amended).	Major Office: Major office is generally defined as freestanding office buildings of 4,000 m ² or greater or with 200 jobs or more (Growth Plan, 2019, as amended).
Major Transit Station Area: The area including and around any existing or planned higher order transit station within an 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 500 to 800 m radius of a transit station, representing about a 10-minute walk (Growth Plan, 2006 19, as amended, amended).	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).
Major Transit Trip Generator: 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). 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).	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).
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 20).	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).

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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, as amended).	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).
Multiple Dwelling: means a building or part thereof containing three five or more dwelling units but shall not include a street townhouse dwelling . Examples of such dwellings include block townhouse dwellings, stacked townhouse dwellings, street townhouse dwellings fronting onto a condominium road , and apartment dwellings.	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.
Municipally Initiated Comprehensive Review: means a plan, undertaken by the City, which comprehensively applies the policies and schedules of the 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.	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.
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 17).	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).
Negative Impacts: means a) In regard to water, degradation to the <i>quality or quantity of surface or ground water, key hydrologic features or vulnerable areas, and their related hydrologic functions</i> , due to single, multiple or successive development or site alteration activities; 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, 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	Negative Impacts: means a) In regard to water, degradation to the <i>quality or quantity of surface or ground water, key hydrologic features or vulnerable areas, and their related hydrologic functions</i> , due to single, multiple or successive development or site alteration activities; 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, 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>

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<p>identified due to single, multiple, or successive <i>development or site alteration</i> activities. (Growth Plan, 2019, as amended)</p>	<p>for which an area is identified due to single, multiple, or successive <i>development or site alteration</i> activities. (Growth Plan, 2019, as amended)</p>
<p>Planned Corridors: means corridors, or future corridors which are required to meet projected needs, and are identified through provincial plans, or 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 which are required to meet projected needs (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 real 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>; 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 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, 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>

Proposed Change	Proposed New / Revised Policy
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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 associated with hydrologic function such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended soilssolids, temperature, bacteria, nutrients and hazardous contaminants, and hydrological al regime (PPS, 200520).</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>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 light rail transit and/or bus rapid transit (adapted from Metrolinx, 2008).</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, 200520).</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>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 <u>Green Energy and Green Economy Act, 2009</u>. 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>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>

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>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> <ul style="list-style-type: none"> a) redevelopment, including the redevelopment of brownfield sites; b) the <i>development</i> of vacant or underutilized lots within previously developed areas; c) <i>infill development</i>; d) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and, e) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, secondary suites secondary dwelling units, secondary dwelling units – detached and rooming houses. (PPS, 2005, 20, amended, amended) 	<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> <ul style="list-style-type: none"> a) redevelopment, including the redevelopment of brownfield sites; b) the <i>development</i> of vacant or underutilized lots within previously developed areas; c) <i>infill development</i>; d) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and, 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>Savannah: means land (not including land that is being used for agricultural purposes or no longer exhibits <i>savannah</i> characteristics) that:</p> <ul style="list-style-type: none"> 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; b) has from 25 per cent to 60 per cent tree cover; c) has mineral soils; and, 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, 17) 	<p>Savannah: means land (not including land that is being used for agricultural purposes or no longer exhibits <i>savannah</i> characteristics) that:</p> <ul style="list-style-type: none"> 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; b) has from 25 per cent to 60 per cent tree cover; c) has mineral soils; and, 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>Seepage Areas and Springs: means sites of emergence of groundwater where the water table is present at the ground surface (Greenbelt Plan, 2005, 17).</p>	<p>means sites of emergence of groundwater where the water table is present at the ground surface (Greenbelt Plan, 2017).</p>

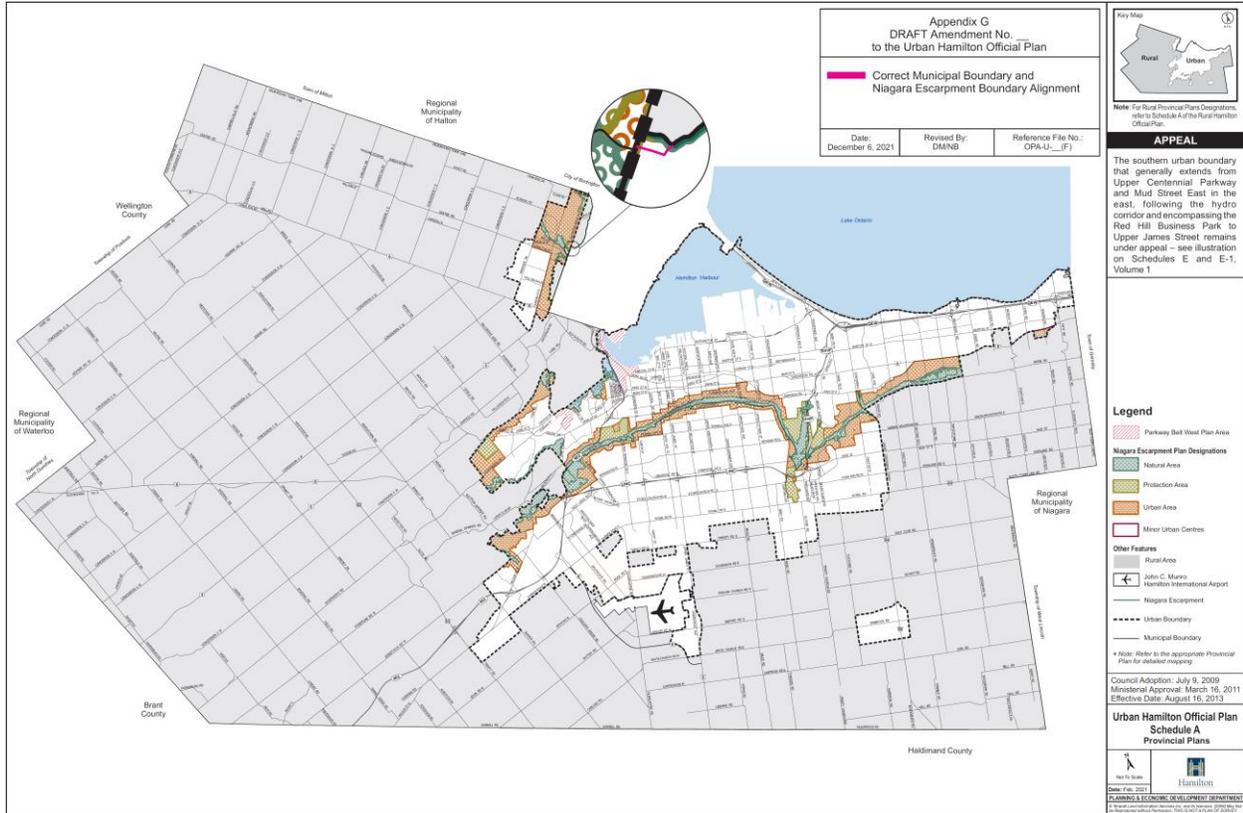
Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Sensitive: in regard to surface water feature and ground water feature, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants (PPS, 200520).	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).
Significant: 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 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, 200520).	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).
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).	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).
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, 200520).	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).
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	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

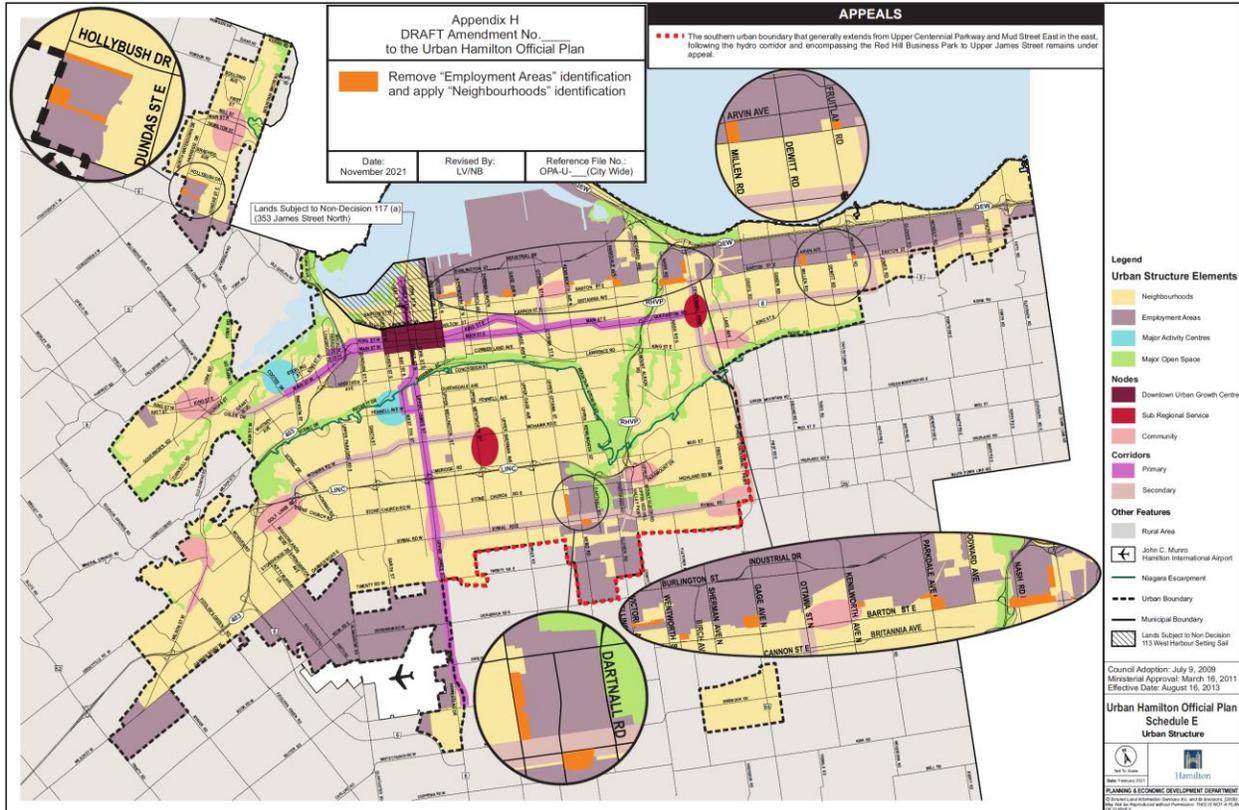
Proposed Change	Proposed New / Revised Policy
<p>development or site alteration is properly evaluated and identified.</p>	<p>affected by or contiguous to any proposed development or site alteration is properly evaluated and identified.</p>
<p>Significant Valleylands: means a natural area that occurs 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>
<p>Significant Wetlands: means an area identified as provincially significant by the Province Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time (PPS, 200520).</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, 200520)</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, 2005, amended20).</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 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, 200520).</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>

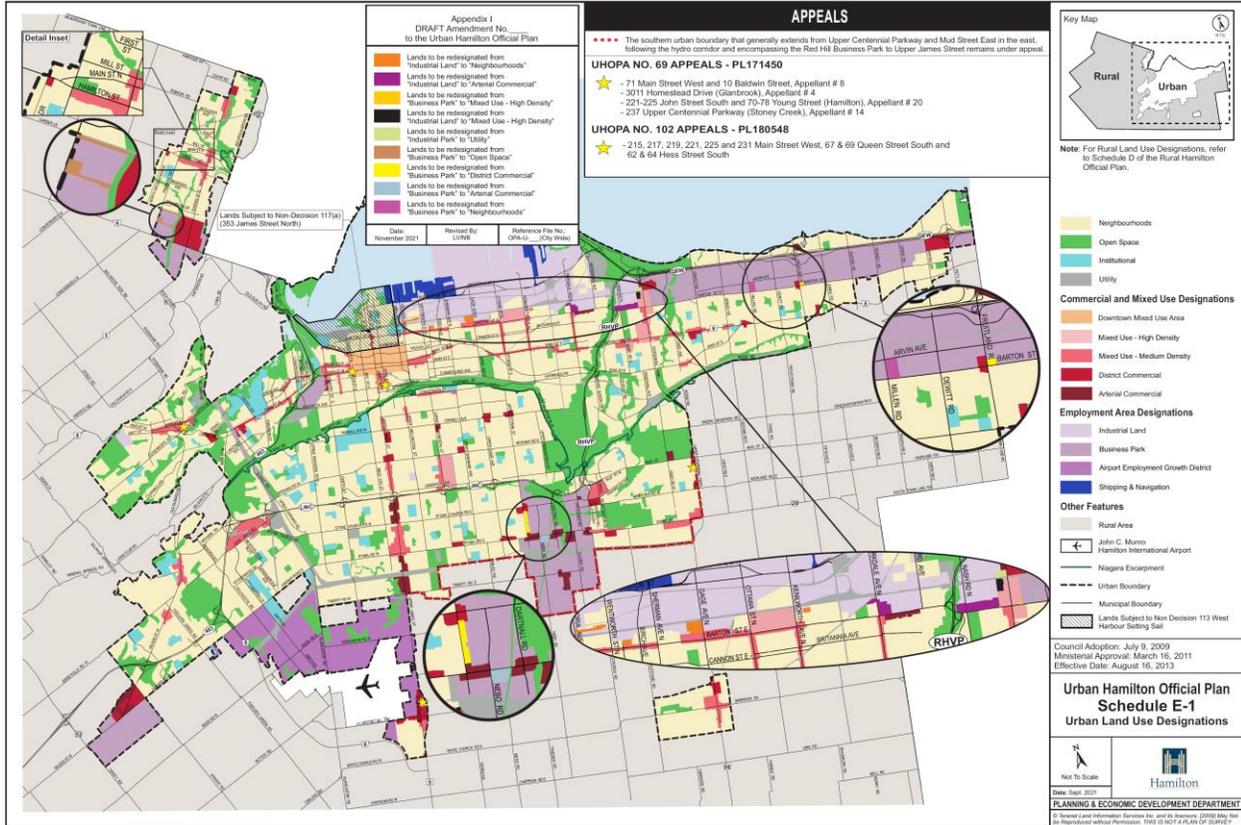
Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p>Bolded text = text to be added</p>
<p>Add definition of Strategic Growth Areas to Chapter G – Glossary.</p>	<p>Strategic Growth Areas: Within <i>urban areas</i>, nodes, corridors, and other 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 <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 frequent transit service or <i>higher order transit</i> corridors may also be identified as <i>strategic growth areas</i> (Growth Plan, 2019, as amended, amended).</p>
<p>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, 200520).</p>	<p>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).</p>
<p>Tallgrass Prairies: means land (not including land that is being used for agricultural purposes or no longer exhibits <i>tallgrass prairie</i> characteristics) that:</p> <ul style="list-style-type: none"> 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, 200517) 	<p>Tallgrass Prairies: means land (not including land that is being used for agricultural purposes or no longer exhibits <i>tallgrass prairie</i> characteristics) that:</p> <ul style="list-style-type: none"> 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)

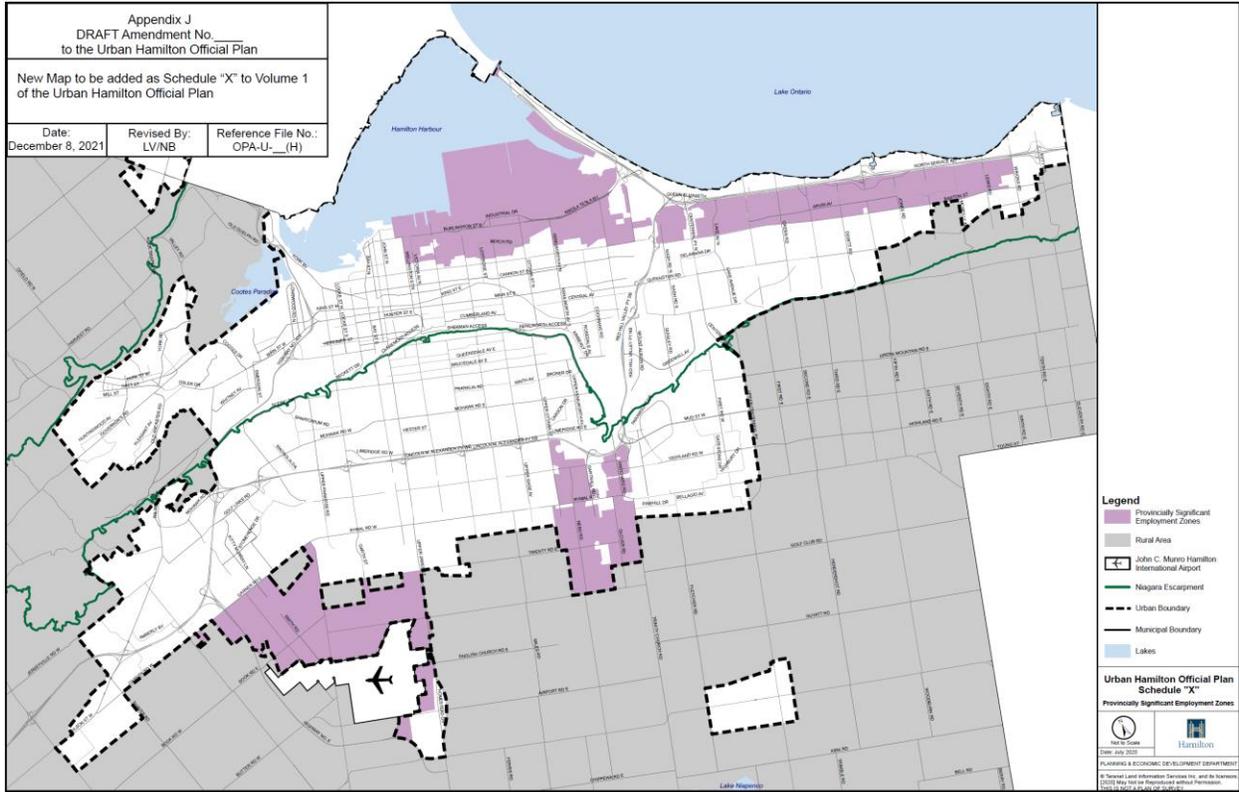
Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p>Bolded text = text to be added</p>
<p>Transit-Supportive: Makes transit viable and improves the quality of the experience of using transit. When used in reference to development, it often 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, 200619, as amended).</p>	<p>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).</p>
<p>Transportation Demand Management: 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). 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).</p>	<p>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).</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 terminals facilities, harbours, airports, marine facilities, and associated facilities such as storage and maintenance (PPS, 200520).</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, 200520).</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>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
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.	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.
Waste Management System: means sites and facilities to accommodate solid waste from one or more municipalities and includes landfill sites , recycling facilities, transfer stations, processing sites and disposal sites hazardous waste depot (PPS, 2005 20).	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).
Watershed: means an area that is drained by a river and its tributaries (PPS, 2020) .	Watershed: means an area that is drained by a river and its tributaries (PPS, 2020).
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 20)	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)
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).









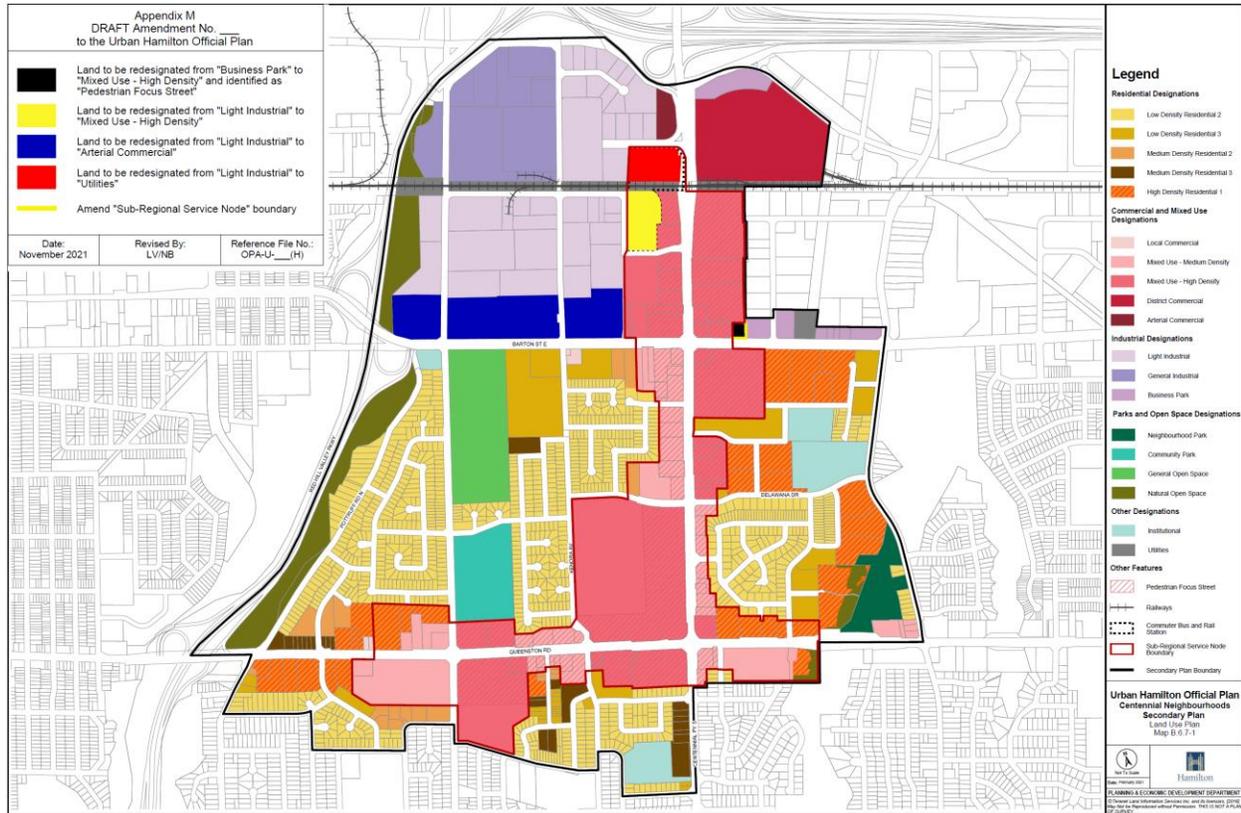


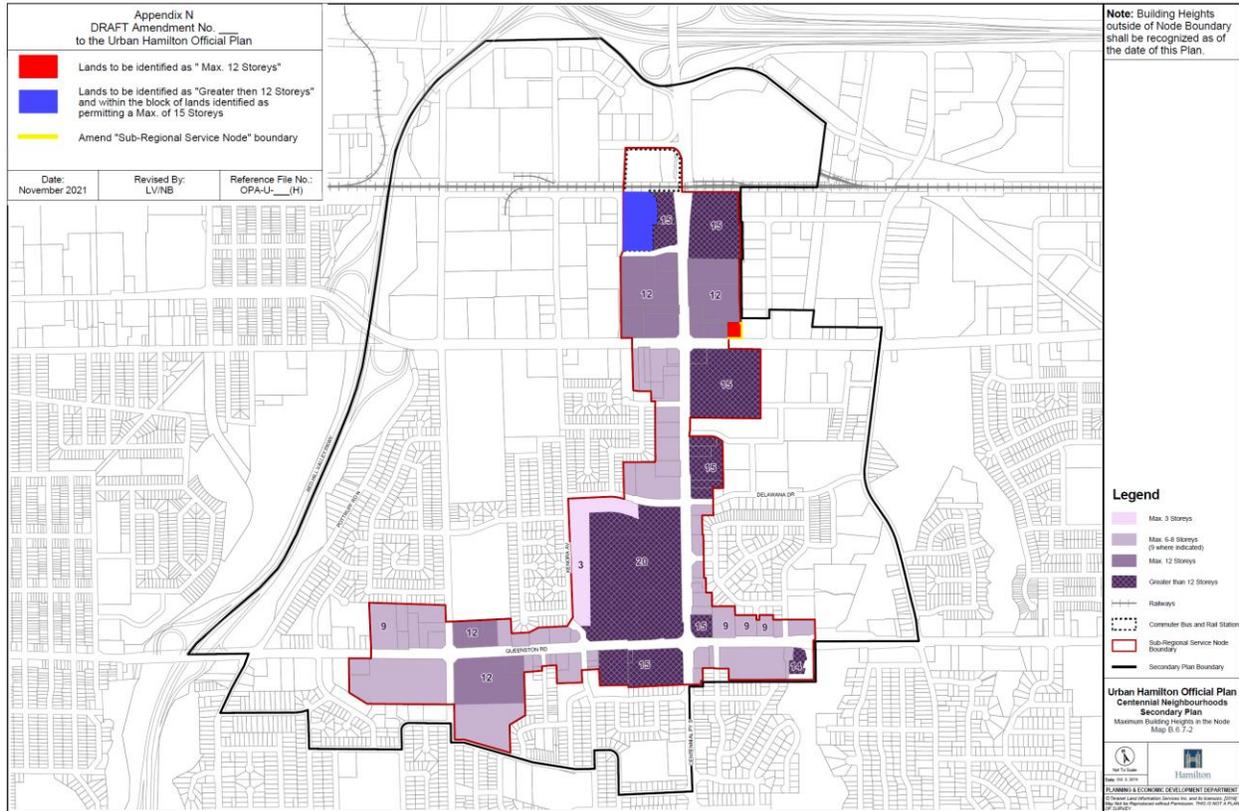
Appendix “L” – Volume 2: Chapter B – Secondary Plans

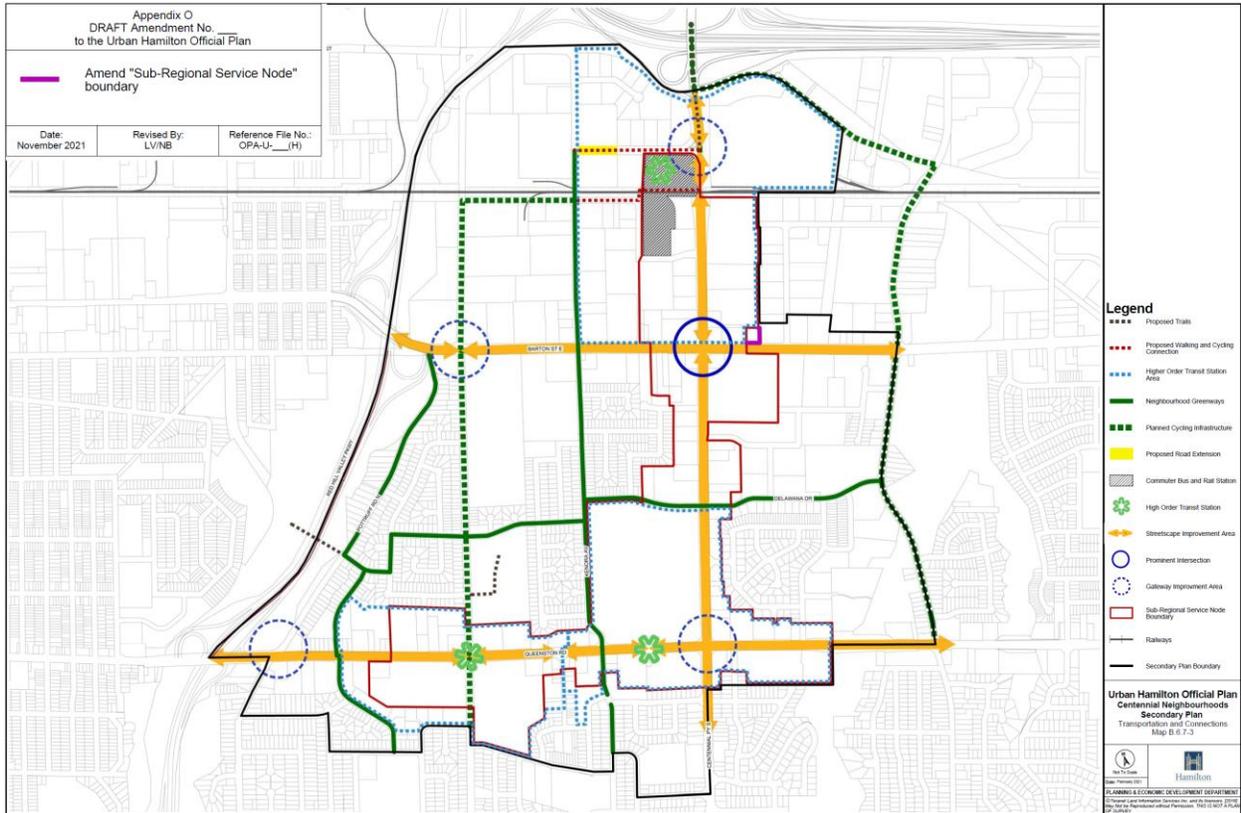
Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
B.6.4.3.1 e) Free-standing office buildings shall have less than 4,000 10,000 square metres of gross floor area.	B.6.4.3.1 e) Free-standing office buildings shall have less than 4,000 square metres of gross floor area.
Delete Policy B.6.7.13 g) in its entirety. 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.	
B.6.7.18.1 Site Specific Policy – Area A (395 and 397 Centennial Parkway North, 25 Arrowsmith Road and 185 Bancroft Street) For the lands located at 395 and 397 Centennial Parkway North, 25 Arrowsmith Road and 185 Bancroft Street , designated Light Industrial 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: ... g) Any future Official Plan Amendment and comprehensive redevelopment application for any mixed land uses, including sensitive land uses, developed as part of the higher order transit 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.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: ... 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.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: 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;	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: 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;

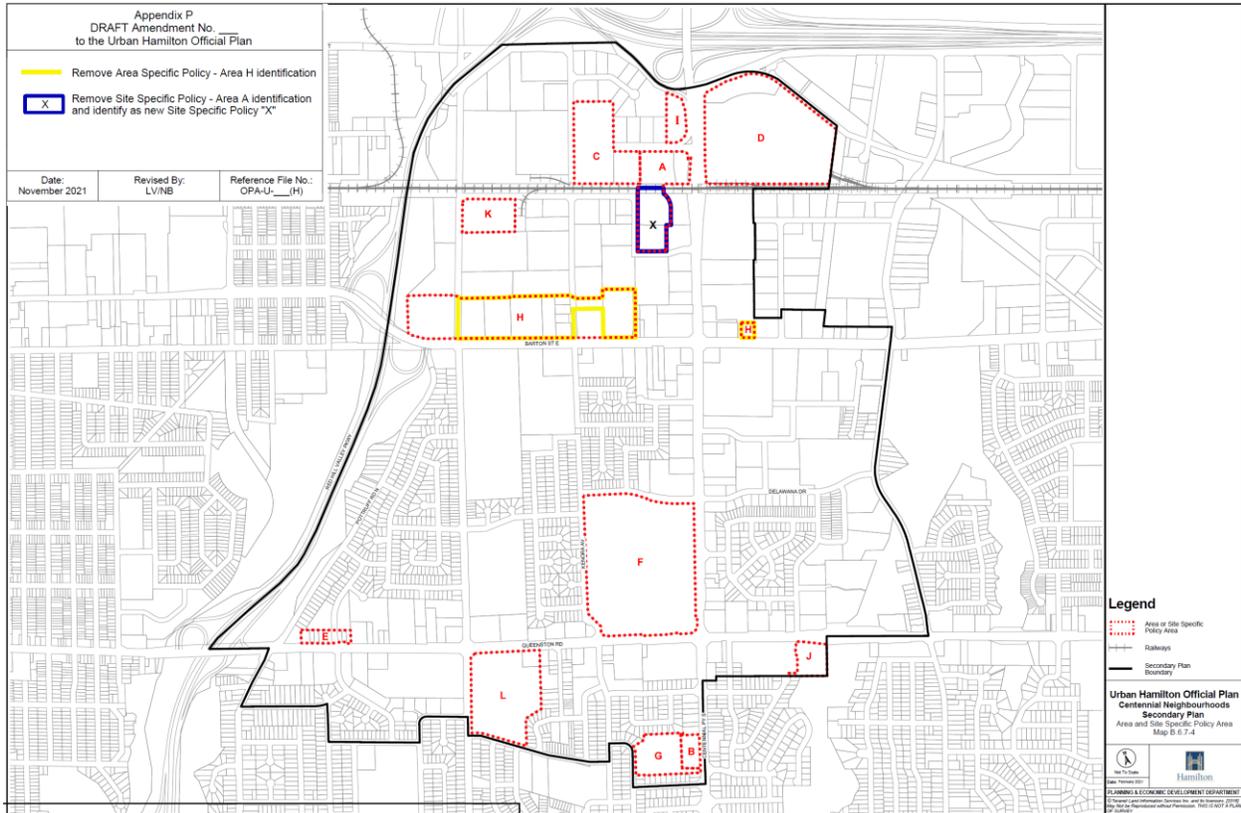
Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p>Bolded text = text to be added</p>
<p>B.6.7.18.8 Area Specific Policy – Area H (north side of 2255 and 2371 Barton Street East) For the lands located on the north side of at 2255 and 2371 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: notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands. a) the existing function of the lands; b) the proximity of the lands to major transportation routes; c) opportunities to introduce transitional land uses along the edge of the industrial area; and, d) consideration of the potential need for arterial commercial lands City wide.</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.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.6.7.7.4 – 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 higher order transit station on Map B.6.7-3.</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.6.7.7.4 - 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 higher order transit station on Map B.6.7-3.</p>
<p>Delete Policy B.7.4.18.8 in its entirety. Area Special Policy – Area H B.7.4.18.8 For the lands located at: i) Glover Road, Barton Street, Concession 1, dividing Lots 11 and 12 and Highway No. 8; ii) 970 Barton Street; and, iii) 1361 Barton Street; 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:</p>	

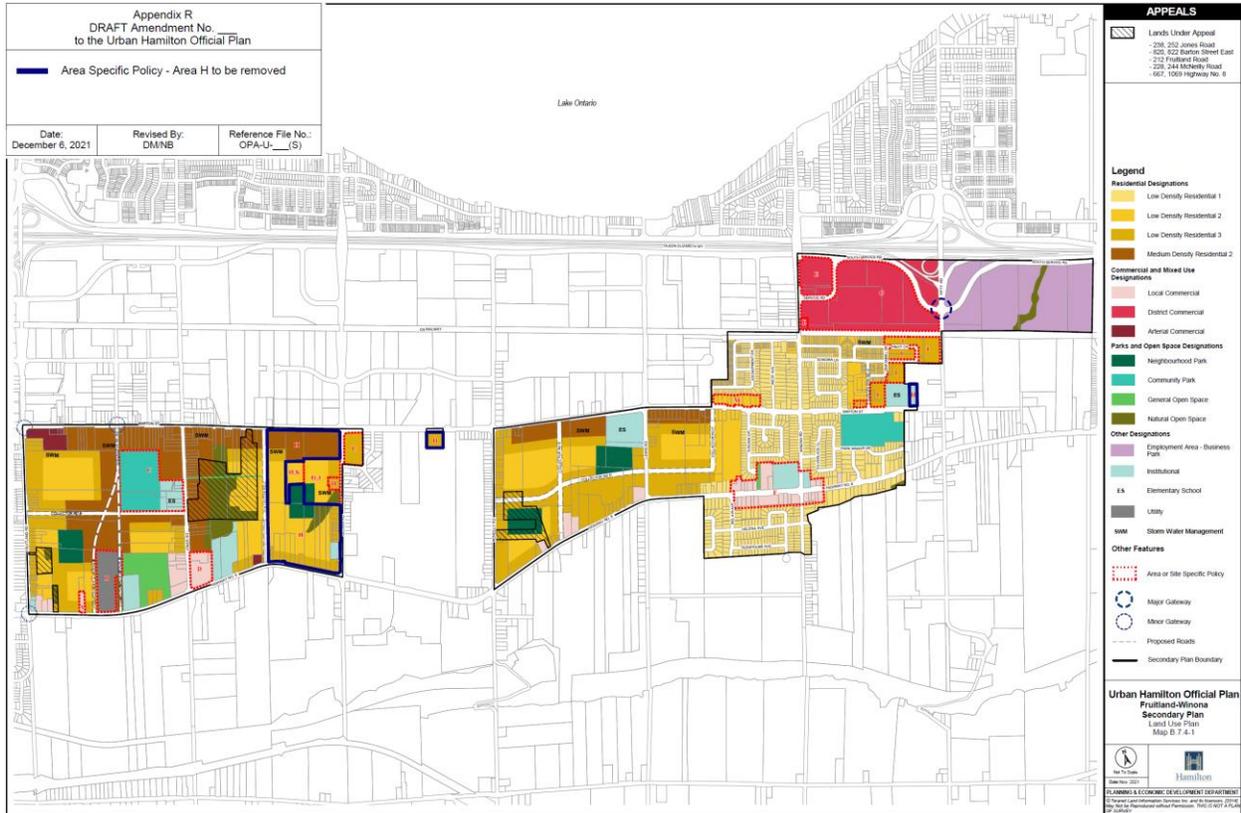
Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p>Bolded text = text to be added</p>
<p>a) Sections and policies of the Greenbelt Plan, including Section 5.2.1, permit the implementation of the urban land use designations and policies of this Plan, as described in Chapter F – Implementation of Volume 1.</p>	











Appendix “S” – Volume 3: Chapter B – Urban Area Specific Policies

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Add new Hamilton Area Specific Policy, as follows: 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 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.</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 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.</p>
<p>Add new Hamilton Area Site Specific Policy, as follows: UH-“Y” Lands located at 268-276 Sanford Avenue North and 13-23 Westinghouse Avenue 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.</p>	<p>UH-“Y” Lands located at 268-276 Sanford Avenue North and 13-23 Westinghouse Avenue 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.</p>
<p>Add new Hamilton Area Specific Policy, as follows: UH-“Z” Lands located at 39-67 Lloyd Street, including 43 Lloyd Street, and 224 Gage Avenue North 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.</p>	<p>UH-“Z” Lands located at 39-67 Lloyd Street, including 43 Lloyd Street, and 224 Gage Avenue North 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.</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>Add new Hamilton Area Specific Policy, as follows: 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, sensitive land uses 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>	<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>

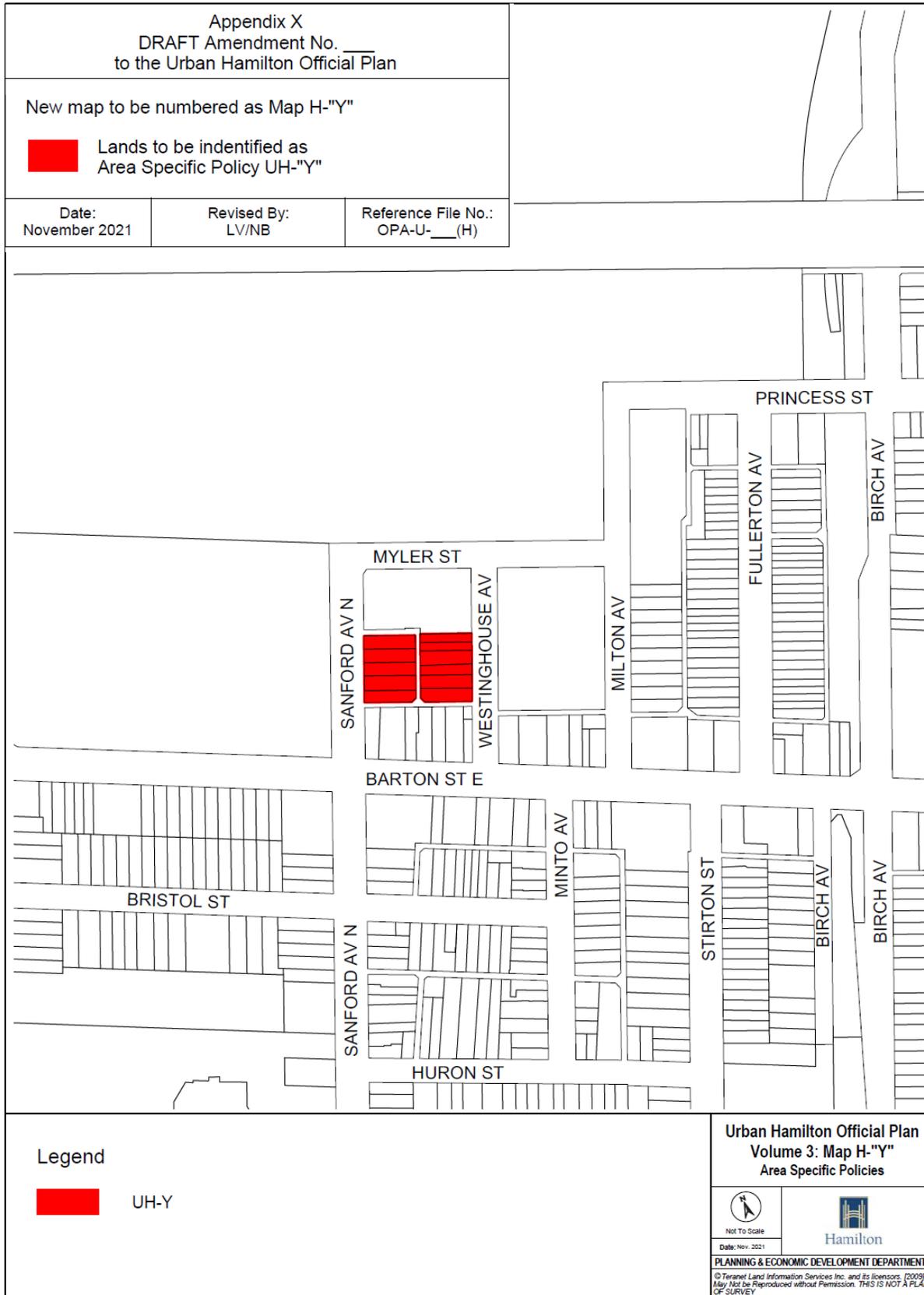
Appendix “T” – Volume 3: Chapter C – Urban Site Specific Policies

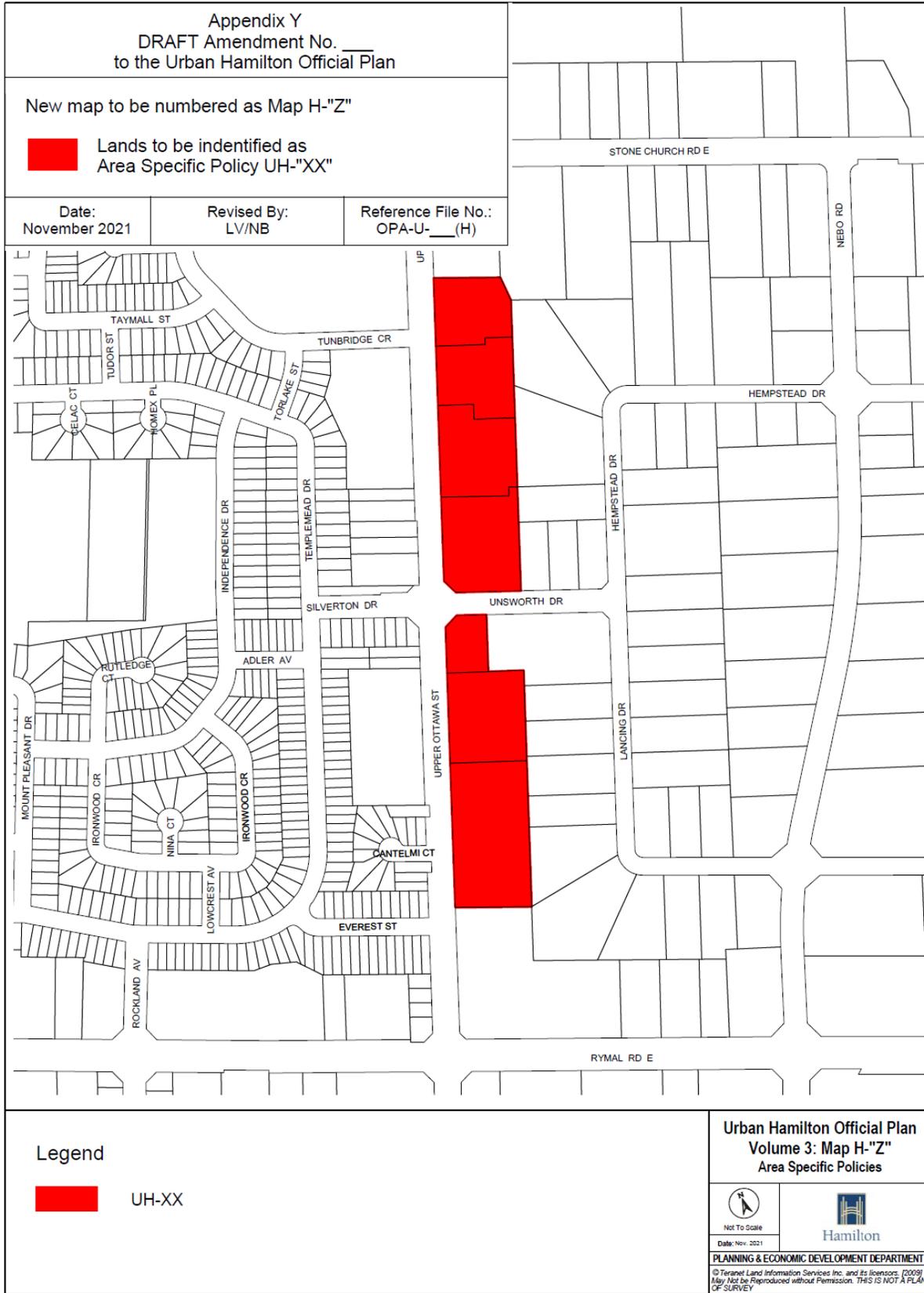
Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Add new Hamilton Site Specific Policy, as follows: UHN-“X” Lands located at 85 Division Street and 77-79 Merchison Avenue, former City of Hamilton 1.0 In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, at the development stage, any future redevelopment of the parcels with sensitive land uses 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>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: 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, Land Use Compatibility Study, and any other required 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>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: 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>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>

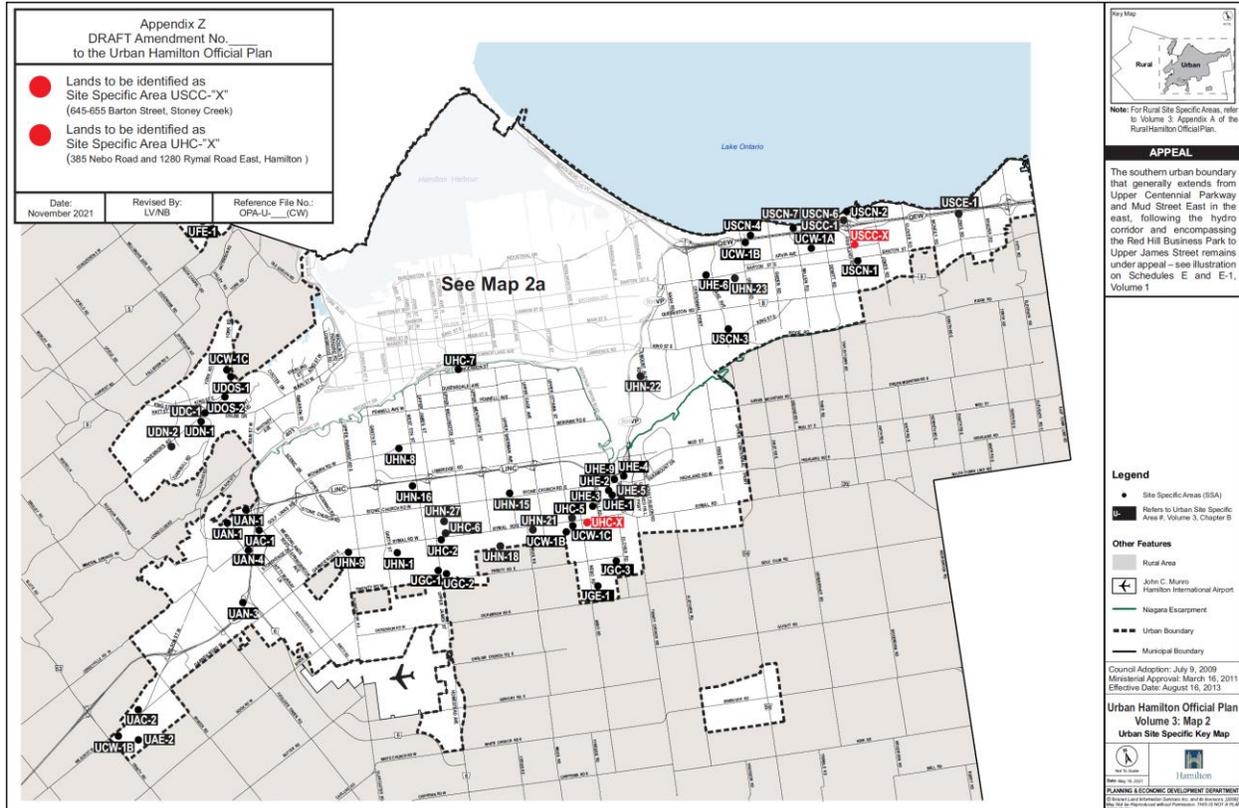
Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Add new Hamilton Site Specific Policy, as follows: UHN-“XX” Lands located at 121 Shaw Street, former City of Hamilton 1.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the gross floor area of the existing individual office building on the lands shall be permitted to exceed 500 square metres.</p>	<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>
<p>Add new Hamilton Site Specific Policy, as follows: 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>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: 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>	<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>

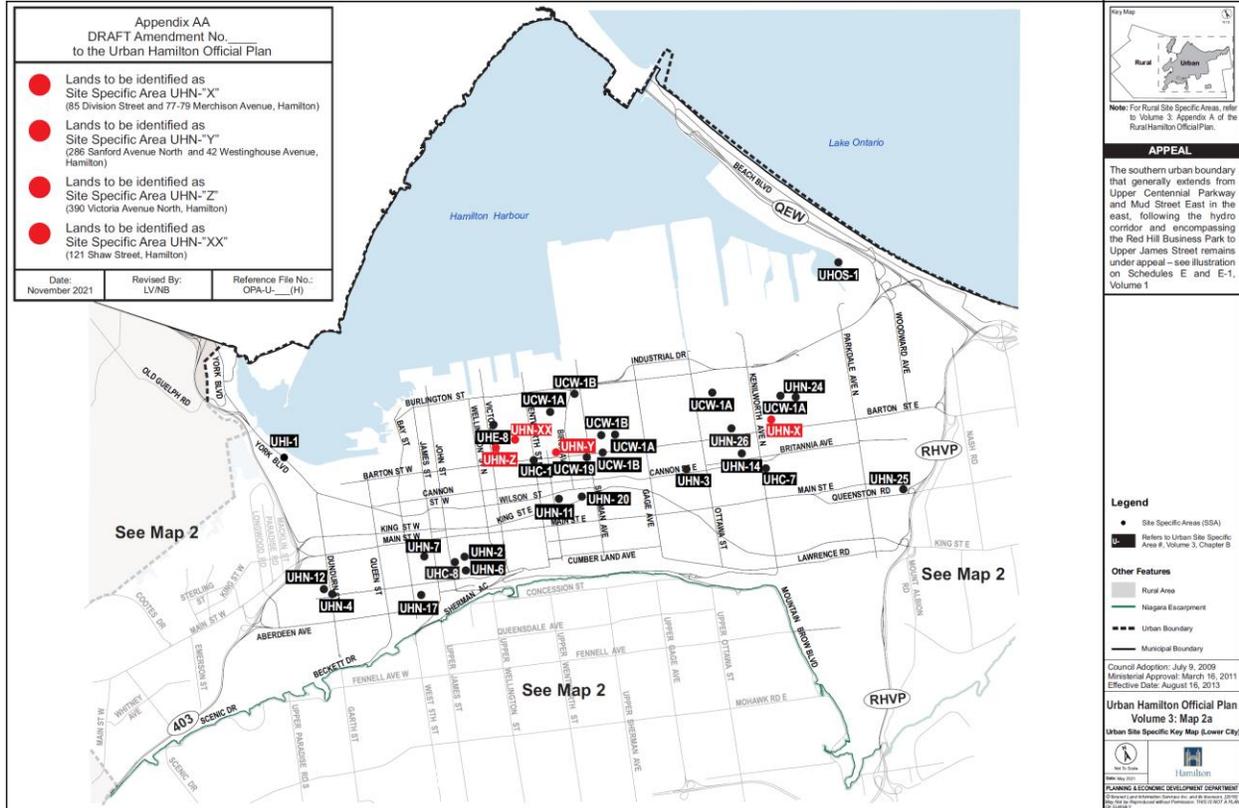












PROPOSED Rural Hamilton Official Plan Amendment No. X

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 ____th of _____, 2022.

**The
City of Hamilton**

F. Eisenberger
MAYOR

A. Holland
CITY CLERK

Appendix “A” – Volume 1: Chapter B – Communities

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>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 Rural Hamilton and added to the Urban Area; Policies pertaining to the urban boundary are not included in this Plan; 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

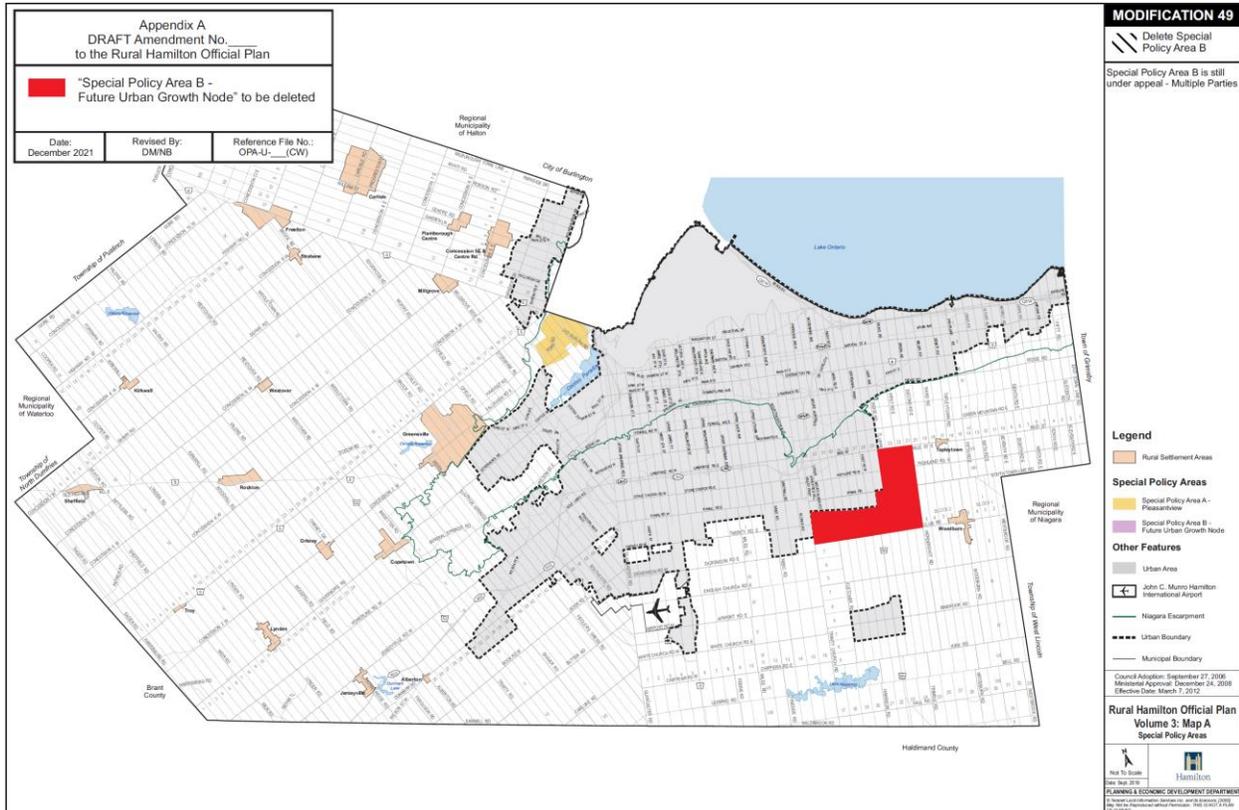
Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Add new policy D.3.2.1 and renumber subsequent policies accordingly: D.3.2.1 Lands designated Specialty Crop shall not be redesignated for <i>non-agricultural uses</i>.	D.3.2.1 Lands designated Specialty Crop shall not be redesignated for <i>non-agricultural uses</i> .
Add new policy D.4.2.1 and renumber subsequent policies accordingly: D.4.2.1 Lands designated Rural shall not be redesignated for uses not permitted by the policies of this Plan.	D.4.2.1 Lands designated Rural shall not be redesignated for uses not permitted by the policies of this Plan.

Appendix “C” – Volume 3: Chapter A – Rural Special Policy Areas

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>Delete Special Policy Area B in its entirety.</p> <p>A.2.0 SPA B – FUTURE URBAN GROWTH DISTRICT</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>2.1 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.</p> <p>2.2 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.</p> <p>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</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>supply and infrastructure requirements, and developing community growth management policies and designations. More specifically, the background studies shall include the following:</p> <ul style="list-style-type: none"> 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, land use densities and intensification opportunities; b) A sub-watershed plan, including management objectives for storm water infrastructure; c) Environmental Impact Statements pertaining to the Natural Heritage System as required by applicable Official Plan and provincial policies; 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; e) Completion of a financing policy for urban services and other community infrastructure; 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; 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 h) Other studies and policies which the City deems necessary for the development of SPA B as a sustainable transit-oriented urban community. <p>2.3 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> <ul style="list-style-type: none"> a) Sub-watershed plans and Secondary Plan policies/designations related to the protection and/or management of natural heritage 	

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>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> <p>e) An urban development staging, phasing or implementation strategy in keeping with City wide Master Plan priorities and Secondary Plan objectives.</p> <p>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 2.3.</p> <p>2.5 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
Volume 1, Chapter A – Introduction				
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 Vision 2020 Our Future Hamilton, that builds on Vision 2020, has been shared by citizens, businesses, community groups, organizations and our local government since 1992 2017.</p> <p>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 Vision 2020 Our Future Hamilton and the City’s Strategic Plan. ... This Plan and the policies contained herein implement many of the principles expressed by in Vision 2020 Our Future Hamilton 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.</p> <p>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>✓ 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>Over the next 30 years By 2051, the City is expected to grow to achieve a population of 660,000 820,000 and 300,000 360,000</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>✓ Matter of Interest</p> <p>Growth Plan</p>	<p>Updated population and job forecasts to 2051.</p>

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 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, the impacts of a changing climate, 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 the amenities and reasonable housing prices relative to other cities in the region. However, many of our residents are commuting 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 both within and outside</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	

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	the City who require assistance and reside both within and outside the City.			
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 over the next 30 years to 2051. It's 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"> is one of the primary implementation arms of Vision 2020 implements Our Future Hamilton and the City's Strategic Plan; is a legal document whose origin is derived from the <u>Planning Act, R.S.O., 1990 c. P.13</u>; 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 Greenbelt Niagara Escarpment Plan]; and, 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), and the Social Development Strategy, the Corporate Energy and Sustainability Policy and the Community Climate Change Action Plan. 	<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"> implements Our Future Hamilton and the City's Strategic Plan; is a legal document whose origin is derived from the <u>Planning Act, R.S.O., 1990 c. P.13</u>; 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, 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. <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>

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	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 Vision 2020 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"> • compact and healthy urban communities that provide opportunities to live, work, play, and learn; • a strong rural community protected by firm urban boundaries; • environmental systems – land, air and water – that are protected and enhanced; • 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; • reducing Greenhouse Gas (GHG) emissions and adapting to the impacts of a changing climate; • a growing, strong, prosperous and diverse economy; • a wide range and healthy supply of housing options for current and future residents; • planning for a City that is equitable and inclusive, and which meets the 	<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"> • compact and healthy urban communities that provide opportunities to live, work, play, and learn; • a strong rural community protected by firm urban boundaries; • environmental systems – land, air and water – that are protected and enhanced; • 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; • reducing Greenhouse Gas (GHG) emissions and adapting to the impacts of a changing climate; • a growing, strong, prosperous and diverse economy; • a wide range and healthy supply of housing options for current and future residents; • planning for a City that is equitable and inclusive, and which meets the evolving needs of Hamilton’s diverse population; 	<p>√ 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>

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>evolving needs of Hamilton’s diverse population</p> <ul style="list-style-type: none"> • financial stability; and, • strategic and wise use of infrastructure services and existing built environment. 	<ul style="list-style-type: none"> • financial stability; and, • strategic and wise use of infrastructure services and existing built environment. 		

DRAFT

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"> • 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. • ... • 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. 	<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"> • 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. • ... • 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. 	<p>√ 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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A.2.1	<p>A.2.1 Vision 2020 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. 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. 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. Hamilton’s Vision 2020 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,</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"> • People work together and make a positive impact on the community. • Citizens are consulted and involved in making the decisions that impact them. • A passion and sense of pride for the city exists among residents, driving volunteerism and community-based initiatives. <p>Economic Prosperity & Growth – Our Future Hamilton is an ambitious place where...</p> <ul style="list-style-type: none"> • People successfully provide for themselves and their families and have opportunities to grow and develop. • Post-secondary institutions and businesses collaborate with the City, contributing to the success of our economy. 	<p>√ Matter of Interest</p>	<p>Referencing City’s current policy document and revised GRIDS 2 10 Directions!</p>

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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>Action – Sustainable community goals, strategies and targets are achieved by committing resources and acting decisively.</p> <p>Access – 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>Accountability – Community leaders measure and report on progress in achieving the Vision.</p> <p>Adaptability – We learn from the past and take action to create positive change.</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"> • People work together and make a positive impact on the community. • Citizens are consulted and involved in making the decisions that impact them. • A passion and sense of pride for the city exists among residents, driving volunteerism and community-based initiatives. 	<ul style="list-style-type: none"> • Residents can work in the city in one of the increasing number of quality, well-paying local jobs. • A prosperous and diverse local and regional economy benefits all residents. <p>Healthy & Safe Communities – Our Future Hamilton is a caring place where...</p> <ul style="list-style-type: none"> • People lead happy lives in safe neighbourhoods and friendly communities. • We all have access to the services and supports we need to be healthy and active. • Our city is safe and inviting, and people continue to work together to take care of and support each other. <p>Clean & Green – Our Future Hamilton is an environmentally sustainable place where...</p> <ul style="list-style-type: none"> • A flourishing natural environment enriches the quality of life for community members. • Organizations take a leadership role and operate in a sustainable manner. • Everyone has a deep understanding and respect for the natural environment and its important contribution to our lives. <p>Built Environment & Infrastructure – Our Future Hamilton is a people friendly place where...</p> <ul style="list-style-type: none"> • The quality of life, well-being and enjoyment of its residents influences design and planning • It is easy to get around our city and Hamilton's transportation systems are well-connected regionally. 		

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	<p>Economic Prosperity & Growth – Our Future Hamilton is an ambitious place where...</p> <ul style="list-style-type: none"> • People successfully provide for themselves and their families and have opportunities to grow and develop. • Post-secondary institutions and businesses collaborate with the City, contributing to the success of our economy. • Residents can work in the city in one of the increasing number of quality, well-paying local jobs. • A prosperous and diverse local and regional economy benefits all residents. <p>Healthy & Safe Communities – Our Future Hamilton is a caring place where...</p> <ul style="list-style-type: none"> • People lead happy lives in safe neighbourhoods and friendly communities. • We all have access to the services and supports we need to be healthy and active. • Our city is safe and inviting, and people continue to work together to take care of and support each other. <p>Clean & Green – Our Future Hamilton is an environmentally sustainable place where...</p> <ul style="list-style-type: none"> • A flourishing natural environment enriches the quality of life for community members. 	<ul style="list-style-type: none"> • Hamilton is connected to its rich history through architecture. • Public spaces are well maintained and vibrant, with greenspace and attractions for residents and visitors. • Neighbourhoods have a variety of homes and amenities. <p>Culture & Diversity – Our Future Hamilton is a vibrant place where...</p> <ul style="list-style-type: none"> • People of all ages, backgrounds and abilities are accepted and celebrated. • There is always something to do in Hamilton, with a year-round calendar of events and a thriving local arts scene. • All of our downtown areas are bustling centres of economic and community activity. • People of all backgrounds, ages and abilities call Hamilton home and have access to the support and opportunities they need to succeed. <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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	<ul style="list-style-type: none"> • Organizations take a leadership role and operate in a sustainable manner. • Everyone has a deep understanding and respect for the natural environment and its important contribution to our lives. <p>Built Environment & Infrastructure – Our Future Hamilton is a people friendly place where...</p> <ul style="list-style-type: none"> • The quality of life, well-being and enjoyment of its residents influences design and planning • It is easy to get around our city and Hamilton’s transportation systems are well-connected regionally. • Hamilton is connected to its rich history through architecture. • Public spaces are well maintained and vibrant, with greenspace and attractions for residents and visitors. • Neighbourhoods have a variety of homes and amenities. <p>Culture & Diversity – Our Future Hamilton is a vibrant place where...</p> <ul style="list-style-type: none"> • People of all ages, backgrounds and abilities are accepted and celebrated. • There is always something to do in Hamilton, with a year-round calendar of events and a thriving local arts scene. • All of our downtown areas are bustling centres of economic and community activity. • People of all backgrounds, ages and abilities call Hamilton home and have 	<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>access to the support and opportunities they need to succeed.</p> <p>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.</p> <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>Nine Ten Directions to Guide Development:</p> <p>Direction #1 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.</p> <p>Direction #2 Concentrate new development within existing built up areas and within a firm urban boundary. Encourage a compatible mix of uses in neighbourhoods,</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 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.</p> <p>Direction #4 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.</p> <p>Direction #5 Retain and attract jobs in Hamilton's strength areas and in targeted new sectors. Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and spirituality.</p> <p>Direction #6 Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections. Retain and</p>			

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	support arts and culture as an important part of community identity.																															
A.2.3	A.2.3 Growth Management – Provincial The Province of Ontario’s <i>A Places to Grow: Growth Plan for the Greater Golden Horseshoe (20062019) (Growth Plan)</i> , as amended , sets out a vision to 2034 2051 for how and how much growth should occur in the Greater Golden Horseshoe (GGH). This area is expected to grow by 3.74 4.6 million people by 2034 2051 with Hamilton projecting to take a 4.7 5.1 % share of the GGH growth .	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 2051with 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	A.2.3.1 Population Forecasts – City Wide Hamilton’s 2034 2051 population forecasts are as follows: Table A.1 – Population Forecasts, 2004-20342021-2051 <table border="1"> <thead> <tr> <th>Year</th> <th>Population</th> </tr> </thead> <tbody> <tr> <td>2004</td> <td>510,000</td> </tr> <tr> <td>2011</td> <td>540,000</td> </tr> <tr> <td>2021</td> <td>590584,000</td> </tr> <tr> <td>2031</td> <td>660652,000</td> </tr> <tr> <td>2041</td> <td>733,000</td> </tr> <tr> <td>2051</td> <td>820,000</td> </tr> <tr> <td>Change 20042021 - 2034 2051</td> <td>150236,000</td> </tr> </tbody> </table> Source: Growth Plan for the Greater Golden Horseshoe – Schedule 3-Hemson Consulting Ltd. based on Statistics	Year	Population	2004	510,000	2011	540,000	2021	590 584,000	2031	660 652,000	2041	733,000	2051	820,000	Change 2004 2021 - 2034 2051	150 236,000	A.2.3.1 Population Forecasts – City Wide Hamilton’s 2051 population forecasts are as follows: Table A.1 – Population Forecasts, 2021-2051 <table border="1"> <thead> <tr> <th>Year</th> <th>Population</th> </tr> </thead> <tbody> <tr> <td>2021</td> <td>584,000</td> </tr> <tr> <td>2031</td> <td>652,000</td> </tr> <tr> <td>2041</td> <td>733,000</td> </tr> <tr> <td>2051</td> <td>820,000</td> </tr> <tr> <td>Change 2021 - 2051</td> <td>236,000</td> </tr> </tbody> </table> Source: Hemson Consulting Ltd. based on Statistics Canada Census data and Growth Plan Schedule 3 forecasts for 2051.	Year	Population	2021	584,000	2031	652,000	2041	733,000	2051	820,000	Change 2021 - 2051	236,000	√ PPS Policy 1.2.5 Growth Plan Forecasts	Updated population forecasts to 2051.
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A.2.3.2 (New)	<p>Insert new Policy A.2.3.2 and renumber subsequent policies.</p> <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>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>Change 2021 - 2051</td> <td>110,300</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	Households	2021	222,500	2031	258,100	2041	295,200	2051	332,800	Change 2021 - 2051	110,300	<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>Change 2021 - 2051</td> <td>110,300</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	Change 2021 - 2051	110,300	<p>√ PPS Policy 1.2.5 Growth Plan Forecasts</p>	<p>Updated household forecasts to 2051.</p>
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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 Forecasts¹</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Total¹</th> </tr> </thead> <tbody> <tr> <td>2021-2001</td> <td>238,000 210,000</td> </tr> <tr> <td>2031-2011</td> <td>271,000 230,000</td> </tr> <tr> <td>2041-2021</td> <td>310,000 270,000</td> </tr> <tr> <td>2051-2031</td> <td>357,000 300,000</td> </tr> <tr> <td>Change 2021 – 2051 2001 – 2031</td> <td>119,000 90,000</td> </tr> </tbody> </table> <p>Source: ¹Growth Plan for the Greater Golden Horseshoe – number rounded up Greater Golden Horseshoe: Growth Forecasts to 2051 by Hemson Consulting Ltd., 2020</p>	Year	Total ¹	2021-2001	238,000 210,000	2031-2011	271,000 230,000	2041-2021	310,000 270,000	2051-2031	357,000 300,000	Change 2021 – 2051 2001 – 2031	119,000 90,000	<p>A.2.3.3 Hamilton’s employment forecasts for 2021-2051 are as follows: Table A.2. Employment Forecasts¹</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Total¹</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: ¹Greater Golden Horseshoe: Growth Forecasts to 2051 by Hemson Consulting Ltd., 2020</p>	Year	Total ¹	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 has been planned to achieve a minimum gross density of 250 500 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)	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.		√ Matter of Interest	
A.2.3.3.3 (Existing)	Greenfield Density Target A.2.3.3.3 Greenfield areas shall be planned to achieve an overall minimum density of 50 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, employment areas, and cemeteries. 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.	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 Hamilton is required to The City shall plan to achieve a minimum of 40 80 % of all residential <i>development</i> occurring annually within its <i>built-up area</i> by 2015 . A total of 26,508 88,280 units are to be accommodated within the <i>built-up area</i> between 2004 2021 and 2034 2051 . 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 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. The City will be required to accommodate 109,880 new housing units within the existing Urban Area, of	A.2.4 Growth Management - Hamilton 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. 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>		
Volume 1, Chapter B – Communities				
B.2.1.1	<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 2030 year supply of designated urban land and are intended to accommodate the majority all of the City’s projected urban 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>		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.2.2.21 The exact limits of the lands to be included as part of the <i>urban boundary</i> expansion shall be determined as part of a <i>municipally initiated comprehensive review</i> and secondary plan. The City’s urban boundary is firm and expansion to</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.

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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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>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.</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>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>√</p> <p>Growth Plan Policy 2.2.8.4</p>	<p>Implementation of Growth Plan policy 2.2.8.4.</p>

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	<p>d) the lands are not located within the <i>Greenbelt Area</i> and, 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.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>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.</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>

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	<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</i> expansion, 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>			

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.

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	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,			
B.2.3	Delete Section B.2.3 Heading in its entirety. B.2.3 Future Airport Employment Growth District			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. 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 municipally initiated comprehensive review 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 urban boundary 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)].			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

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	<p>B.2.3.2 Upon completion of the secondary plan, including the phasing of development for the future Airport Employment Growth District, the City shall initiate an Official Plan amendment:</p> <p>a) to include specific lands within the urban boundary;</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>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)].</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 intensification strategic growth areas shall be the Urban Nodes, and Urban Corridors and Major Transit Station Areas as illustrated on Schedule E – Urban Structure and as</p>	<p>B.2.4.1.2 The City's primary <i>strategic growth</i> areas 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</p>	√ Growth Plan definition	New definition of Strategic Growth Areas replaces previous Intensification Areas.

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	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 2030% 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) 4030% 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.2.4.1.3 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>√ 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 Vision 2020 Our Future Hamilton, 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>√ 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

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	Development Strategy Action Plan 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.
Volume 1, Chapter F – Implementation				
F.3.5	Revise section heading: Land Supply and Development Activity	Land Supply and Development Activity		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 20 30 year time horizon. The monitoring shall include annual reporting on the following: a) the residential intensification rate; b) achievement the planned density of the designated greenfield area density; c) the planned density of the urban growth centre and other urban nodes; target and intensification targets, including, 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; and, g) employment land absorption; and,	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.

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	h) housing affordability.			
F.3.5.2 (New)	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.	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																		
Volume 1, Chapter A – Introduction																						
A.2.3.3.5 (New)	<p>Insert new Policy A.2.3.3.5, as follows:</p> <p>Employment Area Density Targets</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>Table A.3. Employment Area Densities</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> <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	<p>Employment Area Density Targets</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>Table A.3. Employment Area Densities</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																					
Industrial Land	21.0																					
Business Park	38.0																					
Airport Employment Growth District	30.0																					
Shipping and Navigation	21.0																					
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		
Volume 1, Chapter B – Communities					
B.3.1.2	<p>Employment Lands Areas</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 shovel market-ready employment lands 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 e Employment lands Areas.</p>	<p>Employment Areas</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>	
Volume 1, Chapter E – Urban Systems and Designations					
E.2.7.7	<p><i>Employment Areas</i> shall be planned and designed to maximize access to major goods movement facilities and corridors 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><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>	

E.4.5.11	All offices within the Mixed Use - High Density designation shall not exceed 10,000 4,000 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 10,000 4,000 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 efficient access to major goods movement facilities and corridors , an integrated goods movement network which includes efficient access to provincial highways, the City's road network, rail, John C. Munro International Airport, and the Port of Hamilton Oshawa Port Authority , 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)	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.	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

		and are served by existing or planned transit.		intensification of certain employment areas.
E.5.1.17 (New)	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.	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)	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>.	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> ; and , 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.

	<p>c) other <i>sensitive land uses</i> that are not ancillary to the primary employment uses.</p>	<p>c) other <i>sensitive land uses</i> that are not ancillary to the primary employment uses.</p>		
<p>E.5.2.7.1 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>, and in mitigating the potential adverse impacts not addressed by the guidelines. 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.</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 the following are demonstrated in accordance with provincial guidelines, standards and procedures:</p> <p style="padding-left: 40px;">1. there is an identified need for the proposed use;</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 style="text-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>

	<ol style="list-style-type: none"> 2. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations; 3. <i>adverse effects</i> to the proposed <i>sensitive land use</i> are minimized and mitigated; and, 4. potential impacts to industrial, manufacturing or other uses are minimized and mitigated. 	<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"> 1. there is an identified need for the proposed use; 2. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations; 3. <i>adverse effects</i> to the proposed <i>sensitive land use</i> are minimized and mitigated; and, 4. potential impacts to industrial, manufacturing or other uses are minimized and mitigated. 		
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	

	<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>– 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) & 1.8.1 d)</p>	
E.5.2.7.1 l) (New)	<p>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.</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>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>	<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, & 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>Density</p> <p>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.</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>

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 Targets and Policy A.2.3.3.3-5– Employment Area Density Targets .	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>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. 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, 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.</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 and shall only be permitted</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>

	<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 4,000 10,000 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 4,000 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>Provincially Significant Employment Zones</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>The Minister may identify provincially significant employment zones 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>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>
Volume 1, Chapter F – Implementation				
F.1.1.10	<p>c) the amount of employment and/or non-employment land to meet the projected needs for up to the 20-year 2051 planning time 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>

F.1.1.13 (New)	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.	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.
Volume 2, Chapter B – Hamilton Secondary Plans				
B.6.4 West Hamilton Innovation District				
B.6.4.3.1	e) Free -standing office buildings shall have less than 4,000 10,000 -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.6.7 Centennial Neighbourhoods				
B.6.7.13 g)	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.			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, 25 Arrowsmith Road and 185 Bancroft Street) For the lands located at 395 and 397 Centennial Parkway North, 25 Arrowsmith Road and 185 Bancroft Street , designated Light Industrial Utilities 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

<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>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</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>Neighbourhoods - Area and Site Specific Policy Areas, be re-located elsewhere and decommissioned.</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>		
<p>B.6.7.18.4</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>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>Yes</p> <p>Reference to Major office definition</p>	<p>Major office definition update needs to be referenced</p>

<p>B.6.7.18.8</p>	<p>Area Specific Policy – Area H (north side of 2255 and 2371 Barton Street East)</p> <p>For the lands located 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: 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>a) the existing function of the lands;</p> <p>b) the proximity of the lands to major transportation routes;</p> <p>e) opportunities to introduce transitional land uses along the edge of the industrial area; and,</p> <p>d) consideration of the potential need for arterial commercial lands City wide.</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>		<p>Implementing recommendation of Employment Land Review</p>
<p>6.7.18.X (New)</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> <p>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</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>		<p>Implementing recommendation of Employment Land Review</p>

	and Rail Station , identified as a <i>higher order transit station</i> 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 station</i> on Map B.6.7-3.		
Volume 3 – Chapter B – Hamilton Area Site Specific Policies				
UH-“X” (New)	<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
UH-“Y” (New)	<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

<p>UH-“Z” (New)</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>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>UH-“XX”</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, <i>sensitive land uses</i> 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>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>Volume 3 – Chapter C – Urban Site Specific Policies</p>				
<p>UHN-“X” (New)</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 <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</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>

	<p>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>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.</p>		
<p>UHN-“Y” (New)</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 <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.</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>	<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>		<p>Implementing recommendation of Employment Land Review</p>
<p>UHN-“Z” (New)</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 <i>sensitive land uses</i> shall be prohibited.</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>		<p>Implementing recommendation of Employment Land Review</p>
<p>UHN-“XX” (New)</p>	<p>Lands located at 121 Shaw Street, former City of Hamilton</p>	<p>Lands located at 121 Shaw Street, former City of Hamilton</p>		<p>Implementing recommendation</p>

	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.	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
UHC-“X” (New)	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.	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
USCC-“X” (New)	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.	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
Volume 1, Chapter A – Introduction				
A.1.1	<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>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>	<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>	<p>√ Matter of Interest</p>	<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>

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. ...		
Volume 1, Chapter B – Communities				
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, or Indigenous 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.3.4.1.3 Encourage meaningful engagement with indigenous communities regarding cultural heritage and archaeological resources, in consultation with the Province.	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.

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	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.	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 protected from harm conserved 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 Funeral, Burial and Cremation Services Cemeteries Act .	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 align="center">√</p> 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> .	<p align="center">√</p> 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 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>	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	<p align="center">√</p> 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 can be removed from the Urban Hamilton Official Plan.

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>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>	Policy B.3.4.2.8 and that is consistent with the provincial criteria.		The <u>Ontario Heritage Act</u> provides the City with the authority to refine the criteria defined by the Province.
B.3.4.2.10	<p>Delete Policy B.3.4.2.10 in its entirety and re-number subsequent policies.</p> <p>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</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.

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	B.3.4.2.14 13 Where <i>cultural heritage resources</i> are to be affected, the City may impose conditions of approval on any planning application Planning Act, R.S.O., 1990 c. P.13 application to ensure their continued protection prior to site alteration or soil disturbance . 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.	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.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.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	

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	conditions and circumstances within the City.			
B.3.4.4.2 (New)	<p>Insert new Policy B.3.4.4.2 and renumber subsequent policies accordingly.</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>	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>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 dialogue engagement with First Nations Indigenous communities 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 7 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>	

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	c) undisturbed or rare Native Indigenous archaeological sites;	c) undisturbed or rare <i>Indigenous</i> archaeological sites;		
B.3.4.4.9 (Existing)	B.3.4.4.9 10 Where a marked or unmarked cemetery or burial place is encountered during any archaeological assessment or excavation activity, the provisions of the Cemeteries Act Funeral, Burial and Cremation Services Act 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.	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 11 Where a marked or unmarked cemetery or burial place is found, the nearest First Nation Indigenous community shall be notified.	B.3.4.4.11 Where a marked or unmarked cemetery or burial place is found, the nearest First Nation Indigenous community shall be notified.		
B.3.4.5.2	3.4.5.2 The City shall encourage the retention and conservation of significant <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.

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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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; and, 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.	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.
Volume 1, Chapter F – Implementation				
F.1.17.8 (New)	Insert new Policy F.1.17.8, as follows: F.1.17.8 The City will engage with Indigenous communities and coordinate on land use planning matters.	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. The Archaeology Management Plan shall outline the City’s roles and responsibilities to guide the	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.

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<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. To assist land owners and to provide for appropriate development, the City shall prepare an archaeology management plan.</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. 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.</p>			Cultural Heritage Topic Area

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
Volume 1, Chapter A – Introduction				
A.2.5.1	<p>A.2.5.1 Provincial Policy Statement The Provincial Policy Statement, 2005 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>	<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>	<p>√ Matter of Interest</p>	<p>Reference should be made to PPS, 2020.</p>

A.2.5.2	A.2.5.2 The Niagara Escarpment Plan ... The objectives and policies of the Niagara Escarpment Plan (1985, last amended 2005 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 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; and 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	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).

	must conform to the Growth Plan for the Greater Golden Horseshoe.	to the Growth Plan for the Greater Golden Horseshoe.		
Volume 1, Chapter C – City Wide Systems and Designations				
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.	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 Fruitland-Winona Urban Secondary Plan Area 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 apply 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)	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	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.

	achieve a high quality of life for residents.	communities achieve a high quality of life for residents.		
C.1.4.1	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.	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.
Volume 2, Chapter B – Stoney Creek Secondary Plans				
B.7.4.18.8	<p>Delete Policy B.7.4.18.8 in its entirety.</p> <p>Area Special Policy – Area H B.7.4.18.8 For the lands located at: i) Glover Road, Barton Street, Concession 1, dividing Lots 11 and 12 and Highway No. 8; ii) 970 Barton Street; and, iii) 1361 Barton Street; 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.</p>		√ 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
Volume 1, Chapter B – Communities				
B.2.4.1.1	<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	<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 within the built-up area shall be evaluated based on the following criteria: a) a balanced evaluation of the criteria in b) through g) I I), as follows; b) the relationship of the proposal proposed development 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 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;	<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

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conform?	Comment
	<p>e) the development's contribution of the proposed development to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;</p> <p>f) infrastructure and transportation existing and planned water, wastewater and stormwater capacity ;and,</p> <p>g) the incorporation and utilization of green infrastructure 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>g) l) the ability of the development to comply compliance of the proposed development 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 the built-up area and on 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 2034 2051 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

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> . 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.	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	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 <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.	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:	Target Type	Target # of Units Annually	% of Total Annual	Product to	Methods to	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)	396 252	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)		

Policy Number	Proposed Change					Proposed New Policy					Why Change is Required	
											Provincial Conform?	Comment
	<p>New Rental Housing Affordable to Moderate Income Households</p> <p>(includes housing with supports)</p>	<p>198 125</p>	<p>20%</p>	<p>New rental housing, both <i>primary</i> and secondary market (rented condos, second dwelling units)</p> <p>between average market rent and 20% below average market rent</p>	<p>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</p>	<p>New Rental Housing Affordable to Moderate Income Households</p> <p>(includes housing with supports)</p>	<p>198</p>	<p>20%</p>	<p>New rental housing, both <i>primary</i> and secondary market (rented condos, second dwelling units)</p> <p>between average market rent and 20% below average market rent</p>	<p>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</p>		

Policy Number	Proposed Change					Proposed New Policy					Why Change is Required													
											Provincial Conform?	Comment												
	<table border="1"> <tr> <td>New Rental Housing Affordable to Low Income Households (includes housing with supports)</td> <td style="text-align: center;">396 252</td> <td style="text-align: center;">40%</td> <td>New primary rental housing, more than 20% below average market rent</td> <td>Same as above but requires rent-geared-to-income housing assistance (e.g. rent supplement, housing allowance), as well as support services</td> </tr> <tr> <td>Total New Rental</td> <td style="text-align: center;">990 629</td> <td style="text-align: center;">100%</td> <td></td> <td></td> </tr> </table>	New Rental Housing Affordable to Low Income Households (includes housing with supports)	396 252	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	990 629	100%			<table border="1"> <tr> <td>New Rental Housing Affordable to Low Income Households (includes housing with supports)</td> <td style="text-align: center;">396</td> <td style="text-align: center;">40%</td> <td>New primary rental housing, more than 20% below average market rent</td> <td>Same as above but requires rent-geared-to-income housing assistance (e.g. rent supplement, housing allowance), as well as support services</td> </tr> <tr> <td>Total New Rental</td> <td style="text-align: center;">990</td> <td style="text-align: center;">100%</td> <td></td> <td></td> </tr> </table>	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	100%				
New Rental Housing Affordable to Low Income Households (includes housing with supports)	396 252	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	990 629	100%																						
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	100%																						
B.3.2.4.1	<p>B.3.2.4.1 The 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 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)													

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conform?	Comment
	<p>Homelessness Action Plan, and the Housing Targets provided in Tables B.3.2.1 and B.3.2.2 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. 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-geared-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>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-geared-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>		
B.3.2.4.8 (New)	<p>Insert new Policy B.3.2.4.8, as follows: 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>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>		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.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.</p>	<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.</p>	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.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.3.2.4.10 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>; 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
Volume 1, Chapter A - Introduction				
A.1.2	<p>Over the next 30 years By 2051, the City is expected to grow to achieve a population of 660,000 820,000 and 300,000 360,000 jobs. The shape, look and feel of the City will change - influenced not only by physical growth but by economic, and 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, the impacts of a changing climate, 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 impacts of a changing climate is an urgent</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>

	<p>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.</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>	<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, supported 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"> • Health and safety in our communities is essential. Policies ensure that our communities are safe and healthy, mitigate and adapt to the impacts of a changing climate, 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. 	<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"> • 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. 	<p>√</p> <p>PPS Policies 1.1.3.2 c) & 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>

	<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>Therefore, complete communities also improve air quality and reduce greenhouse gas emissions that contribute to, and worsen, the impacts of a changing climate.</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, and having abundant open spaces, good air quality and a stable climate.</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	

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 economy economic, environmental, and social resiliency.	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)	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.	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.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.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, including the impacts of a changing climate.	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 and supports active, healthy lifestyles that reduce greenhouse gas emissions.	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.

<p>B.3.3.2.5</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, and 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.3.3.2.5 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>√ PPS Policy 1.1.3.2 e) 1.7.1 k) Growth Plan Policy 2.2.1.4 d) iii)</p>	
<p>B.3.3.2.8</p>	<p>B.3.3.2.8 Urban design should promote environmental sustainability 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 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, and vegetated swales, and other low impact development techniques and green infrastructure;</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</p>	<p>√ Growth Plan Policy 2.2.1.4 g)</p>	<p>Addressing impacts of a changing climate through urban design.</p>

	<p>d) encouraging the use of Leadership in Energy and Environmental Design (LEED), R-2000 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 adaptive reuse and encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon; 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 social interaction, 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>	

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 social interaction , 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, open space and trails 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> and green infrastructure 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; and, e) the feasibility of providing a range of parkland spaces for all residents within a safe walking distance; and, ef) 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.

	defined by the Landscape Manual for Parks and Open Space Development Guide , adopted by Council.	defined by the Parks and Open Space Development Guide, adopted by Council.		
B.3.5.3.20 (New)	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.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 the impacts of a changing climate 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)	

<p>B.3.6.2.2</p>	<p>B.3.6.2.2 The City shall partner and work with other levels of governments, other municipalities, academics, community groups, and as well as local industries and businesses to develop: a) actions that directly or indirectly improve air quality by reducing reduce air pollutants and greenhouse gases; improve air quality, reduce and respond to the impacts of climate change in the City and, b) a Hamilton Air Quality and Climate Change 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.3.6.2.2 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>√ Matter of Interest</p>	<p>Addressing impacts of a changing climate.</p>
<p>B.3.6.2.4</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>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>√ Growth Plan Policy 4.2.10.2 a)</p>	

B.3.6.2.6	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 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, 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, its goals and targets , 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, fire , erosion, or unexpected collapse of land. <i>Hazard lands</i> are areas particularly susceptible to the impacts of a changing climate, 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	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	

	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 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.	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.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.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 proposals</i> .	√ PPS Policy 3.1.8	Proposed new policy derived from Hazardous Forest Types for Wildland Fire Reference Manual (MNR)

B.3.6.5.17 (New)	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>	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.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>	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, green infrastructure , 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 10 – 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.

	Complete Streets, and E.2.0 – Urban Structure, support: b) <i>development</i> of mixed use urban environments that remove land use barriers to improve accessibility for persons with disabilities and older persons and 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 remove land use barriers to improve accessibility for persons with disabilities and older persons and support public transit and <i>active transportation</i> ;		
B.3.7.2	B.3.7.2 The City shall support prepare for the impacts of a changing climate 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;	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.

	<p>j) water and storm water conservation/management practices such as green roofs, water recycling systems, urban storm water swales, etc.;</p> <p>jk) promoting building conservation and adaptive reuse;</p> <p>kl) encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon;</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.3.7.3 The City shall develop and update Sustainable Building and Development Guidelines to promote energy efficient <i>development</i> and <i>redevelopment</i> proposals, and implement the Guidelines through the development approvals process.</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>√ Matter of Interest</p>	<p>Reference to development of Sustainable Building and Development Guidelines.</p>
B.3.7.3 (Existing)	<p>B.3.7.3 Corporately, the City shall support energy efficiency by:</p> <p>a) complying with the Corporate Energy and Sustainability Policy, including its energy and greenhouse</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, including its energy and greenhouse</p>	<p>√ Matter of Interest</p>	<p>Updated references to City documents.</p>

	<p>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; 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>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>		
B.3.7.4	<p>Increased Energy Supply B.3.7.45 The City shall promote increasing the supply of energy and in particular, the supply of sustainable energy by: a) permitting energy generation facilities to meet existing and planned needs, including district energy, renewable energy systems and alternative energy systems, 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, 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, and in</p>	<p>Increased Energy Supply B.3.7.4 The City shall promote increasing the supply of energy and in particular, the supply of sustainable energy by: 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, 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>√ PPS Policy 1.6.11.1</p>	<p>Legislation referenced has been repealed.</p>

	accordance with the <u>Green Energy and Green Economy Act, 2009</u> .			
B.3.7.7	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.	Deleted in its entirety.		Legislation referenced has been repealed.
B.3.7.8 (New)	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.	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.

Volume 1, Chapter C – City-Wide Systems and Designations				
C.5.3.17 (New)	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>.	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) 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> .	√ 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)	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.	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	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,	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.	√ PPS Policies 1.6.2. & 1.8.1 f)	Encouraging green infrastructure.

	<p>iii) green roofs.</p> <p>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;</p> <p>c) land conservation efforts in coordination with the local Conservation Authorities.</p>	<p>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;</p> <p>c) land conservation efforts in coordination with the local Conservation Authorities.</p>		
Volume 1, Chapter F – Implementation				
Table F.1.19.1	<p>That Table F.1.19.1: Other Information and Materials be amended by adding the following row under Section 4 – Environmental:</p> <p>aa) Wildland Fire Assessment</p>	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	<p>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 this Plan, by encouraging and undertaking actions to reduce</p>	<p>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.</p>	√ Matter of Interest	Will update targets in future, as needed.

	greenhouse gas emissions towards the following locally established targets.			
F.3.4.5.2 (New)	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.	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: 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	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)	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.	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)	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	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	√ 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. Targets updates may be brought forward with the Local Context phase of the Official

	2050 – 80% reduction of 2006 emission levels	2050 – 80% reduction of 2006 emission levels		Plan Review. Additional policies may also be incorporated into this section at that time.
F.3.4.5.4 (New)	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.	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)	

DRAFT

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
Volume 1, Chapter E – Urban Systems and Designations				
E.1.0 c)	E.1.0 c) Develop Accommodate growth through the development of compact, mixed use urban environments that support existing or planned transit, including higher order transit , 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> with and focused attention to development in the strategic growth areas of the Urban Nodes, and Urban Corridors and Major Transit Station Areas .	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 will evolve over time to accommodate projected household growth, changing demographics, and respond to the changing needs of complete communities are stable, not static .	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) Urban Nodes, and Urban corridors and delineated Major Transit Station Areas are 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 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).	√ 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 existing and planned transit, including higher order transit .	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)	

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
E.2.2.1	In order to most efficiently use land and resources, the City has developed an Hamilton's urban structure, is identified on Schedule E – Urban Structure, and that includes the following structural elements:	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. E.2.2.1 c) Major Transit Station Areas;	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)	E.2.2.5 The Urban Nodes, Urban Corridors, and delineated Major Transit Station Areas referenced in Policy E.2.2.1 are strategic growth areas and intensification and higher-density mixed uses in a transit-supportive and compact built form shall be encouraged and promoted in these areas.	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.	√ 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)	E.2.2.6 Intensification, redevelopment and compact form will be encouraged generally throughout the built-up area in accordance with appropriate development standards.	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. Major office space for business, professional, and government offices services 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</i> for business, professional, and government services shall be directed to the <i>Downtown Urban Growth Centre</i> .	√ Growth Plan Policy 2.2.5.2	

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 aggregate density within the City with a minimum overall target density of 250 500 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. 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 <i>Downtown Hamilton Secondary Plan</i> . The density targets shall be evaluated based, in part, on the results of the <i>Downtown Office Strategy</i> 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 Approximately 20 30% 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 approximately 30,000 new dwelling units will be accommodated within the <i>Downtown Urban Growth Centre</i>.	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.2.3.1.4 The <i>Downtown Urban Growth Centre</i> shall be designed to accommodate all modes of transportation with a focus on transit higher order transit and <i>active transportation</i> including pedestrian and cycling trips within the Downtown and between the Downtown and the surrounding Neighbourhoods.	E.2.3.1.4 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 have some of the higher densities within the City with be planned to achieve a target density of 400 to 150 to 200 persons and jobs per hectare measured 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.

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 a 100 to 150 persons and jobs per hectare measured across each node.	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, some through the preparation of a Secondary plan, a lower density target for a Community Nodes may be established where the Secondary Plan process determines it is developed as lower intensity nodes appropriate to be based on 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 due to transportation constraints and the existing character of the adjacent neighbourhoods, 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. b) Intensification shall not be permitted in the Waterdown Community Node until infrastructure and transportation constraints have been alleviated.	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. E.2.5 Major Transit Station Areas	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)	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	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	

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)	E.2.5.2 Major Transit Station Areas , 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)	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.	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)	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.	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: 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.	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.

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 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.	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 all forms of <i>multiple dwellings</i> except street townhouses. Multiple Dwellings include street townhouse units fronting onto a condominium road.	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 existing at the date of adoption of this Plan.	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> , subject to provided the provisions of Section E.3.8 – Local Commercial are satisfied.	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.

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> 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.	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, 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.	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, for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special	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

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>Policy Areas, Infrastructure Master Plans and Community Plans, the permitted 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>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.</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>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>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>E.3.6.7 <i>Development</i> within the high density residential category shall be evaluated on the basis of the following criteria:</p> <p>b) High profile Multiple dwellings 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</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>

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, 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 sensitive land uses, 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 higher than six 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>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 eight 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 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>

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.

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
Volume 1, Chapter B – Communities				
B.3.5.2.2	Insert new Policy B.3.5.2.2 and renumber subsequent policies accordingly. 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.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 to encourage social interaction and community connectivity.	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; and, 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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	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.	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.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.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)	
Volume 1, Chapter C – City Wide Systems and Designations				
C.2.8.3	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>	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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	<i>planning</i> and coastal or waterfront planning initiatives.	<i>planning</i> and coastal or waterfront planning initiatives.		
C.2.11.5 (New)	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.	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)	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.	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: 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.	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		New preamble to Section C.5, currently missing from UHOP. Addresses importance of both traditional and green infrastructure.

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	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.	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. 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.	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.
C.5.3.9 (Existing)	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		Deleted portion of this policy being moved to a new, separate and updated policy.

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	<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. 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.</p>	<p>Sewer Use By-law, which may be periodically amended by Council.</p>		
C.5.3.10 (New)	<p>Insert new Policy C.5.3.10 and renumber subsequent policies accordingly.</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>, including increased flooding, extreme temperatures and weather events;</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>e) protection of human health and safety and the natural environment.</p>	<p>√ PPS Policies 1.6.6.1 b) 2 & 1.6.6.1 b) 4 Growth Plan Policy 3.2.6.2 c)</p>	<p>Moved and expanded from previous policy C.5.3.9.</p>

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	<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>e) protection of human health and safety and the natural environment.</p>			
C.5.3.11 (Existing)	<p>C.5.3.11 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>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 style="text-align: center;">√</p> <p>Growth Plan Policy 3.2.1.1</p>	
C.5.4.1 (New)	<p>Insert new Policy C.5.4.1 and renumber subsequent policies.</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:</p> <p>a) protecting the <i>quality and quantity of water</i> by assessing existing stormwater facilities and systems;</p> <p>b) characterizing existing environmental conditions;</p> <p>c) examining the cumulative environmental impacts of stormwater from existing and planned development, including an assessment</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:</p> <p>a) protecting the <i>quality and quantity of water</i> by assessing existing stormwater facilities and systems;</p> <p>b) characterizing existing environmental conditions;</p> <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</p>	<p style="text-align: center;">√</p> <p>Growth Plan Policy 3.2.7.1</p>	<p>Addressing green infrastructure and impacts of a changing climate.</p>

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	<p>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; 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>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>		
C.5.4.9 (New)	<p>Insert new Policy C.5.4.9 and renumber subsequent policies.</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</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</i></p>	<p>√ PPS Policies 1.6.6.7 b), c) & e)</p>	

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	<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>	<p><i>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>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>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>√ PPS Policy 1.6.3</p>	
C.5.5.6 (New)	<p>Insert new policy C.5.5.6 and renumber subsequent policies accordingly.</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>	<p>C.5.5.6 The City’s waste management system shall facilitate, encourage and promote reduction, re-use, composting, and recycling objectives.</p>	<p>√ PPS Policy 1.6.10.1</p>	
C.5.5.9 (New)	<p>Insert new Policy C.5.5.9</p>	<p>C.5.5.9 The City shall endeavour to recover the full lifecycle cost of providing</p>	<p>√ Growth Plan</p>	

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	C.5.5.9 The City shall endeavour to recover the full lifecycle cost of providing sustainable waste <i>management facilities</i> , as required by applicable municipal By-laws and provincial legislation.	sustainable <i>waste management facilities</i> , as required by applicable municipal By-laws and provincial legislation.	Policy 2.2.1.3 b)	
C.5.7 (New Section)	C.5.7 Infrastructure Corridors	5.7 Infrastructure Corridors		
C.5.7.1 (New)	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.	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)	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 been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated.	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 been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated.	√ Growth Plan Policy 3.2.5.1 d)	

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Volume 1, Chapter F – Implementation				
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, 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 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 particularly during extreme weather events;</p> <p>c) minimizing the disruption of pre-existing natural drainage patterns, wherever possible; and,</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>f) establishing planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and</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>f) establishing planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and encourage a</p>	<p style="text-align: center;">√</p> <p>Growth Plan Policies 3.2.7.1 d) & 3.2.7.2.</p>	

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	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.	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. F.3.1.8 Water, Wastewater and Stormwater Master Plan	F.3.1.8 Water, Wastewater and Stormwater Master Plan		
F.3.1.8.1	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.	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	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.	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.
F.3.1.8.3	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.3.1.8.3 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.		

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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F.3.7 (New)	<p>Insert new Section F.3.7 – State of the Infrastructure Report and Public Works and renumber subsequent policies accordingly.</p> <p>F.3.7 State of the Infrastructure Report and Public Works</p>	F.3.7 State of the Infrastructure Report and Public Works		
F.3.7.1 (New)	<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>	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 style="text-align: center;">√</p> <p>Growth Plan Policy 3.2.1.4</p>	

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	
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Volume 1, Chapter B – Communities				
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, bicycles active transportation , 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 walking and cycling active transportation .	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 active transportation, including walking, and cycling, and the use of public transit; ...</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 climate impacts the impacts of a changing climate 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>		
Volume 1, Chapter C – City Wide Systems and Designations				
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, 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>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. The resulting built environment has an impact on the overall health and well-being of citizens therefore, The 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>	<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 and, 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 traffic other modes of transportation operating 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 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>	<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, sustainable 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, and marine, and emerging modes of transportation and technology.	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, 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.4.1.2 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 investment in major goods movement facilities and corridors and employment areas 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 expansion of expanded routes and increased GO Transit service in the Hamilton area, proposals for rapid higher order transit 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 safe , convenient, fast, frequent and affordable public transportation service that adapts to a changing climate ,	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: C.4.1.8 Manage curbside activities and space allocation to maximize mobility, safety, and access for the wide variety of curb demands.	C.4.1.8 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 and optimization 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. 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.	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 facilities;</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 for to support shared mobility such as 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>C.4.2.7 City has been identified as part of the Greater Toronto and Hamilton Area (GTHA) in The Big Move. 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. 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>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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C.4.2.9 (New)	<p>Insert new Policy C.4.2.9 and renumber subsequent policies:</p> <p>C.4.2.9 Transit planning and investments shall be aligned with, and supporting, the priority transit corridor identified on Schedule E – Urban Structure and/or Appendix B – Major Transportation Facilities and Routes.</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>√ Growth Plan Policy 3.2.3.2 a)</p>	
C.4.2.8 (Existing)	<p>C.4.2.810 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>	<p>√ Growth Plan Definition Growth Plan Policy 3.2.2.3</p>	<p>Term changed in Growth Plan, 2019, as Amended.</p>

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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) complete street 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 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 active transportation 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 12 Development of major transit trip generators shall provide safe, accessible and convenient pedestrian and cycling environments and access be achieved 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 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 rapid higher order transit 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 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 ongoing Niagara to Greater Toronto Area (NGTA) corridor planning Greater Golden Horseshoe Transportation Plan and Environmental Assessment study 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 and any, other non-motorized modes 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 <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 promoted 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 on-street bike routes 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 and signage, 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>√</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 complete streets 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>√</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 traffic 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 vehicular vehicles traffic;</p> <p>e) distinctly separating vehicular, pedestrian and cycling traffic 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>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 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 style="text-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: 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.	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 rapid transit higher order transit 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.	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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	viable alternative to the automobile and achieve transportation demand mode split targets stipulated identified 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. C.4.4.2 The City shall provide a transit service that is planned and managed for the safety of all system users.	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.4.4.2 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> ; 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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		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 speed and reliability of transit service by providing transit-priority measures to lessen prioritize the movement of delays on transit vehicles caused by other traffic and traffic control signals along corridors and at intersections , where feasible.	C.4.4.4 The City shall improve the reliability of transit service by providing transit-priority measures to prioritize the movement of transit vehicles along corridors and at intersections , 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 rapid higher order transit is implemented, conventional bus transit shall continue to serve areas outside of identified rapid higher order transit corridors, provide local service within the corridor where appropriate, and provide feeder service to rapid higher order transit . Until rapid higher order transit 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 rapid higher order transit 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	Rapid Higher Order Transit	Higher Order Transit		
C.4.4.8 (Existing)	C.4.4.89 The City shall evaluate the potential to establish rapid higher order transit 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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	Corridors identified on Schedule E – Urban Structure, and the corridors identified as Potential Rapid Higher Order 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 10 Rapid Higher order 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 rapid higher order order transit network shall consist of an interconnecting network of existing and planned rights-of-way along corridors in which a rapid higher order order 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 10 .1 Rapid Higher order 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 rapid higher order order 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 11 The City may require commuter pick-up/drop-off and park-and-ride facilities to enhance accessibility to rapid higher order 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 rapid higher order order 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 <i>higher order transit</i> services at selected stations and other appropriate sites outside of the <i>Downtown Urban Growth Centre</i> .	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> services at selected stations and other appropriate sites outside of the <i>Downtown Urban Growth Centre</i> .	√ Growth Plan Policy 2.2.4.8 c)	

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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)	C.4.4.11 Rapid Higher order 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)	C.4.4.12 14 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)	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 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)	C.4.4.13 15 Access to the GO Transit network at GO Transit stations shall be promoted through provision of adequate conventional and specialized transit, rapid higher order 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. 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 GOVIA			West Harbour GO Station was established in 2015 and new Policy C.4.4.14 identifies this station, Hamilton and Confederation GO

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	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, with a <i>complete streets</i> approach to ensure the needs and safety of all road users are considered and appropriately accommodated.	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.

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> , complete streets 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 priority transit corridors , rapid higher order transit 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 major goods movement network facilities and corridors 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.

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	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 major goods movement facilities and corridors . 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 major goods movement network facilities and corridors 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 Major goods movement facilities and corridors 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.	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	C.4.6.3 The City shall encourage prioritize the investment and development of major goods movement facilities and corridors , 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.	

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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	appropriate locations such as designated Employment Areas.	appropriate locations such as designated Employment Areas.		
C.4.6.5	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.	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 rapid higher order transit 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	
Volume 1, Chapter E – Urban Systems and Designations				
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 rapid higher order transit 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 rapid higher order transit , 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.		

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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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 Priority transit corridor , 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>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.</p>	<p>Active Transportation: 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>Active Transportation: 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>Replace UHOP definition with PPS, 2020 definition.</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>Adverse effects: as defined in the Environmental Protection Act, means one or more of:</p> <ul style="list-style-type: none"> a) impairment of the quality of the natural environment for any use that can be made of it; b) injury or damage to property or plant or animal life; c) harm or material discomfort to any person; d) an adverse effect on the health of any person; e) impairment of the safety of any person; f) rendering any property or plant or animal life unfit for human use; g) loss of enjoyment of normal use of property; and h) interference with normal conduct of business. 	<p>No equivalent definition.</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"> a) impairment of the quality of the natural environment for any use that can be made of it; b) injury or damage to property or plant or animal life; c) harm or material discomfort to any person; d) an adverse effect on the health of any person; e) impairment of the safety of any person; f) rendering any property or plant or animal life unfit for human use; 	<p>Maintain UHOP definition but update reference to PPS, 2020.</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:
		g) loss of enjoyment of normal use of property; and, h) interference with normal conduct of business. (PPS, 2005)	
<p>Affordable: means</p> <p>a) in the case of ownership housing, the least expensive of:</p> <ol style="list-style-type: none"> 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 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>; <p>b) in the case of rental housing, the least expensive of:</p> <ol style="list-style-type: none"> 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 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>. 	<p>Affordable:</p> <p>a) in the case of ownership housing, the least expensive of:</p> <ol style="list-style-type: none"> 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 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; <p>b) in the case of rental housing, the least expensive of:</p> <ol style="list-style-type: none"> 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 ii. a unit for which the rent is at or below the average market rent of a unit in the regional market area. 	<p>Affordable: means:</p> <p>a) in the case of ownership housing, the least expensive of:</p> <ol style="list-style-type: none"> 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 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, <p>b) in the case of rental housing, the least expensive of:</p> <ol style="list-style-type: none"> i) a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or 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, 	<p>Maintain UHOP definition but update reference to PPS, 2020.</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>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 infrastructure; agricultural services, farm markets,</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</p>	<p>No definition in UHOP.</p>	<p>Include new definition in UHOP & RHOP consistent with Greenbelt Plan, 2017.</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>Agricultural System: 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>Agricultural System: 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.	Include definition in UHOP and RHOP consistent with PPS, 2020.
<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.</p>	<p>Alternative Energy System: 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>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>.</p>	<p>Replace UHOP definition with PPS, 2020 definition</p> <p>(existing definition references an Act that has been repealed).</p>
No equivalent definition.	No equivalent definition.	<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</p>	Maintain UHOP definition but update reference to Greenbelt Plan, 2017.

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).	
<p>Archaeological resources: 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>.</p>	<p>Archaeological resources: 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)</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, 2005).</p>	<p>Maintain UHOP definition but update reference to PPS, 2020.</p>
<p>Areas of archaeological potential: 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.</p>	<p>No equivalent definition.</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, 2005, amended).</p>	<p>Maintain UHOP definition but update reference to PPS, 2020, amended.</p> <p>Existing UHOP definition includes reference to the City's plans in determining archaeological potential.</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.</p> <p>Significant: means</p>	<p>No equivalent definition.</p>	<p>Significant Areas of Natural and Scientific Interest: 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.</p>	<p>Update UHOP definition to reference Ministry of Natural Resources and Forestry.</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 natural heritage system;</p>			
<p>Built heritage resource: 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.</p>	<p>Built Heritage Resource: 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)</p>	<p>Built Heritage Resources: 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.</p>	<p>Update UHOP definition based on revisions below from Tourism & Culture staff:</p> <p>Built Heritage Resources: 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, including an Indigenous community (PPS, 2020). These resources may be identified through inclusion in the City’s Municipal Heritage 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.</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. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);</p> <p>or</p> <p>b) any other wetland that is on a tributary to any of the above-specified</p>	<p>No equivalent definition.</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</p>	<p>Maintain UHOP definition but update reference to PPS, 2020.</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>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.</p>		<p>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)</p>	
<p>No equivalent definition.</p>	<p>Compact Built Form: 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.</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 (Growth Plan, 2006).</p>	<p>Replace UHOP definition with Growth Plan, 2019 definition. (include reference to walkable neighbourhoods description and active transportation, etc.).</p>
<p>No equivalent definition.</p>	<p>Complete Communities: 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,</p>	<p>Complete Communities: 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</p>	<p>Replace UHOP definition with Growth Plan 2019 definition. – including reference to complete communities taking different shapes depending on contexts and reference to age friendly.</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:
	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.	Complete Streets: Streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists.	No definition in UHOP.	Add new UHOP definition based on Growth Plan, 2019.
No equivalent definition.	No equivalent definition.	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).	Maintain UHOP definition but update reference to Greenbelt Plan, 2017.
Conserved: 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	Conserved: 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.	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 a conservation plan, or statement (PPS, 2005).	Update UHOP definition to reflect PPS, 2020, amended, as proposed by Culture & Tourism staff: 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

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.			and assessments. or statement (PPS, 2020, amended).
<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.</p>	<p>Cultural Heritage Landscape: 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)</p>	<p>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).</p>	<p>Replace UHOP definition with PPS, 2020 definition.</p> <p>Existing UHOP definition doesn't include 'Aboriginal community'</p>
No equivalent definition.	<p>Delineated 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.</p>	<p>Built Boundary: 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).</p>	<p>Replace UHOP definition with Growth Plan, 2019 definition.</p> <p>Existing UHOP definition refers to a Growth Plan policy that no longer exists.</p>
No equivalent definition.	<p>Urban Growth Centres: Existing or emerging downtown areas shown in Schedule 4 and as further identified by the Minister on April 2, 2008.</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 2.2.4 of the Province's</p>	<p>Maintain UHOP definition but update reference to Growth Plan, 2019 and refer to Policy 2.2.3 of the Growth Plan.</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:
		Growth Plan for the Greater Golden Horseshoe (2006).	Now policy 2.2.3 (instead of 2.2.4 in 2006 Growth Plan)
<p>Dynamic beach hazard: 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.</p>	No equivalent definition.	<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, 2005).</p>	<p>Maintain UHOP definition but update reference to 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. These may include biological, physical and socio-economic interactions.</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 <i>hydrologic functions</i> and biological, physical, chemical and socio-economic interactions. (Greenbelt)</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 (PPS, 2005).</p>	<p>Maintain UHOP definition but update reference to Greenbelt Plan, 2017.</p>
No equivalent definition.	<p>Ecological Value: 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)</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.</p>	<p>Maintain UHOP definition but add reference to Greenbelt Plan, 2017.</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>Employment area: 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.</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>Employment Area (formerly referred to as Industrial Areas): 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).</p>	<p>Maintain UHOP definition but update reference to PPS, 2020 and remove (formerly referred to as Industrial Areas).</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.</p>	<p>No equivalent definition.</p>	<p>UHOP has same definition, except references PPS, 2005.</p>	<p>Maintain UHOP definition but update reference to PPS, 2020.</p>
<p>Fish habitat: 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.</p>	<p>Fish habitat: 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)</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).</p>	<p>Maintain UHOP definition but update reference to PPS, 2020. * UHOP definition is not exactly the same (amended), but complies.</p>
<p>Flood plain: 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>.</p>	<p>No equivalent definition.</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).</p>	<p>Maintain UHOP definition but update reference to PPS, 2020.</p>
<p>Flood fringe: for <i>river, stream and small inland lake systems</i>, means the outer portion of the <i>flood plain</i></p>	<p>No equivalent definition.</p>	<p>Flood Fringe: for river, stream and small inland lake systems, means the outer portion of the <i>flood plain</i> between the</p>	<p>Maintain UHOP definition but update reference to PPS, 2020.</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>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.</p>		<p><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>	
<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>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"> 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 	<p>No equivalent definition.</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>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"> 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; 	<p>Maintain UHOP definition but update reference to PPS, 2020.</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>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>Floodway: 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>	<p>No equivalent definition.</p>	<p>Floodway: 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>Maintain UHOP definition but update reference to PPS, 2020.</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>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.</p>	<p>Green Infrastructure: 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>	<p>No definition in UHOP.</p>	<p>Add new UHOP definition that uses the PPS, 2020 definition.</p>
<p>No equivalent definition.</p>	<p>Greyfields: 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>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.</p>	<p>Maintain UHOP definition but add reference to Growth Plan, 2019.</p>
<p>Ground water feature: means water-related features in the earth’s subsurface, including recharge/discharge areas, water</p>	<p>No equivalent definition.</p>	<p>Ground Water Feature: refers to water related features in the earth’s subsurface, including recharge/discharge areas, water tables, aquifers and</p>	<p>Maintain UHOP definition but update reference to PPS, 2020.</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:
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.	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 2031.	Maintain UHOP definition but update reference to 2051.
No equivalent definition.	No equivalent definition.	Growth Related Integrated Growth Strategy (GRIDS): 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.	Update UHOP definition as follows: 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. Note: Existing UHOP definition remains under appeal.
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.	No equivalent definition.	No definition in UHOP.	Include new definition in UHOP consistent with PPS 2020 definition. There are areas of moderate and high risk in both the Urban and Rural Areas.
Hazardous lands: means property or lands that could be unsafe for development due to naturally occurring processes. Along the	Hazardous lands: Property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes	Hazardous Lands: means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the	Maintain UHOP definition but update reference to PPS, 2020.

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>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.</p>	<p>– 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)</p>	<p>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).</p>	
<p>Hazardous sites: 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).</p>	<p>No equivalent definition.</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).</p>	<p>Maintain UHOP definition but update reference to PPS, 2020.</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.</p>	<p>No equivalent definition.</p>	<p>Heritage Attributes: means the principal features, characteristics, context and appearance that contribute to the cultural heritage significance of a protected heritage property (PPS, 2005).</p>	<p>Update UHOP definition to be consistent with PPS, 2020 definition.</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:
significant views or vistas to or from a <i>protected heritage property</i>)			
No equivalent definition.	Higher Order Transit: 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.	Higher Order Transit/Rapid 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, 2006).	Update UHOP definition to reflect Growth Plan, 2019 and refer only to Higher Order Transit. Remove Rapid Transit. Use one term in UHOP to avoid confusion
Hydrologic function: 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.	Hydrologic Function: 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)	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).	Maintain UHOP definition but update reference to PPS, 2020.
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.	Impacts of a changing climate: 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.	Add new UHOP definition that uses the PPS, 2020 definition.
Infrastructure: means physical structures (facilities and corridors) that form the foundation for development.	Infrastructure: Physical structures (facilities and corridors) that form the foundation for development.	Infrastructure: means physical structures (facilities and corridors) that form the foundation for development.	Update UHOP definition to PPS, 2020 definition.

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><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.</p>	<p>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)</p>	<p>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).</p>	<p>Definition is generally the same but references additional examples of infrastructure.</p>
<p>Intensification: The development of a property, site or area at a higher density than currently exists through:</p> <ul style="list-style-type: none"> 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. 	<p>Intensification: The development of a property, site or area at a higher density than currently exists through:</p> <ul style="list-style-type: none"> 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 <p>the expansion or conversion of existing buildings. (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"> 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) 	<p>Maintain UHOP definition but update reference to PPS, 2020.</p>
<p>No equivalent definition.</p>	<p>See Strategic Growth Areas</p>	<p>Intensification Areas: 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</p>	<p>Delete Intensification Areas definition from the UHOP.</p> <p>“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.</p> <p>Add new definition of Strategic Growth Areas (see below).</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:
		expansion or conversion of existing buildings and greyfields (Growth Plan, 2006, amended).	
No equivalent definition.	Intermittent Streams: 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)	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, 2005).	Maintain UHOP definition but update reference to Greenbelt Plan, 2017.
No equivalent definition.	Key Natural Heritage Features: <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>	Key Natural Heritage Features: means the following: a) Significant habitat of endangered and threatened species b) Fish habitat; c) Wetlands; d) Life Science Areas of Natural and Scientific Interest (ANSIs) e) Significant valleylands; f) Significant wildlife habitat; g) Sand barrens, savannahs, and tallgrass prairies; and i) Alvars	Update UHOP definition to include significant woodlands.
No equivalent definition.	No equivalent definition.	Lake: means any inland body of standing water usually fresh water larger than a pool or pond or a body of water filling a	Maintain UHOP definition but update reference to Greenbelt Plan, 2017.

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 Areas of Natural and Scientific Interest	Life Science Areas of Natural and Scientific Interest (ANSIs): 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)	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 using evaluation procedures established by that Ministry, as amended from time to time (Greenbelt Plan, 2005).	Maintain UHOP definition but update reference to Greenbelt Plan, 2017 and Ministry of Natural Resources and Forestry.
Low and moderate income households: 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.	Low and Moderate Income Households: 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)	Maintain UHOP definition but update reference to PPS, 2020.
No equivalent definition.	Low Impact Development: 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.	Add new UHOP definition to reflect Growth Plan, 2019.

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>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, 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>Major goods movement facilities and corridors: 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>No definition</p>	<p>Add “Major goods movement facilities and corridors” definition to UHOP consistent with PPS definition.</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.	Major Office: Freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more.	Major Office: Major office is generally defined as freestanding office buildings of 10,000 m ² or greater or with 500 jobs or more (Growth Plan, 2006).	Update UHOP definition to conform to Growth Plan, 2019 definition.
No equivalent definition.	Major Transit Station Area: 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.	Major Transit Station Area: 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).	Update UHOP definition to be consistent with Growth Plan, 2019. Recognize increased radius of up to 800 metres, representing a 10 min walk
No equivalent definition.	Major trip generators: 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).	Major Transit Generator: 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).	Revise existing “Major Transit Generator” definition in UHOP with new “Major Trip Generator” definition, consistent with Growth Plan, 2019. 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.
Minimum distance separation formulae: 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.	Minimum Distance Separation Formulae: 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)	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).	Maintain UHOP definition but update reference to PPS, 2020.

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>Multimodal: 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.</p>	<p>Multimodal: 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)</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).</p>	<p>Maintain UHOP definition but update reference to Growth Plan, 2019.</p>
<p>No equivalent definition.</p>	<p>No equivalent definition.</p>	<p>Multiple Dwelling: 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.</p>	<p>Revise UHOP Definition to reference five (5) or more units and include street townhouse units that front onto a condominium road.</p>
<p>See Comprehensive Review, above</p>	<p>Municipal Comprehensive Review: 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.</p>	<p>Municipally Initiated Comprehensive Review: 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.</p>	<p>Maintain UHOP definition but update reference to Growth Plan, 2019.</p> <p>Current UHOP definition remains under appeal.</p>
<p>No equivalent definition.</p>	<p>Natural Self-Sustaining Vegetation: Vegetation dominated by native plant species that can grow and persist without direct human management, protection, or tending. (Greenbelt 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).</p>	<p>Maintain UHOP definition but update reference to Greenbelt Plan, 2017.</p>
<p>Negative impacts: means</p> <p>a) in regard to policy 1.6.6.4 and 1.6.6.5, potential risks to human</p>	<p>Negative Impact:</p> <p>a. In regard to water, degradation to the quality or quantity of surface or</p>	<p>Negative Impacts: means</p> <p>a) In regard to water, degradation to the <i>quality or quantity of surface or</i></p>	<p>Maintain UHOP definition but update reference to Growth Plan, 2019.</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>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”	Permanent Stream: means a stream that continually flows in an average year (Greenbelt Plan, 2005).	Maintain UHOP definition but update reference to Greenbelt, 2017.
Planned corridors: 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.	Planned Corridors: 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)	Planned Corridors: 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).	Revise UHOP definition to reflect PPS, 2020 definition.
No equivalent definition.	Priority Transit Corridors: 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.	Add new UHOP definition as per Growth Plan, 2019 definition.

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>Protected Heritage Property: 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>Protected Heritage Property: 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>Revise UHOP definition to reflect PPS, 2020 definition.</p>
<p>No equivalent definition.</p>	<p>Provincially Significant Employment Zones: 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>Add new definition to UHOP consistent with Growth Plan, 2019 definition.</p>
<p>Quality and quantity of water: 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>Quality and Quantity of Water: 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>Quality and Quantity of Water: 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>Update UHOP definition to be consistent with PPS, 2020 definition.</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.	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).	Delete Rapid Transit definition from UHOP. The existing Rapid Transit definition has been replaced by Higher Order Transit.
Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including <i>brownfield sites</i> .	Redevelopment: The creation of new units, uses or lots on previously developed land in existing communities, including <i>brownfield sites</i> . (PPS, 2020)	Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including <i>brownfield sites</i> (PPS, 2005).	Maintain UHOP definition but update reference to PPS, 2020.
Renewable energy system: means a system that generates electricity, heat and/or cooling from a <i>renewable energy source</i> .	Renewable Energy System: 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)	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 <u>Green Energy and Green Economy Act, 2009</u> .	Update UHOP definition to reflect Growth Plan 2019, as Amended.
Residential intensification: 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.	Residential Intensification: <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;	Maintain UHOP definition but update reference to PPS, 2020, as amended.

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>	
<p>No equivalent definition.</p>	<p>Savannah: 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>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>Maintain UHOP definition but update reference to Greenbelt Plan, 2017.</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) 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.	Seepage Areas and Springs: Sites of emergence of groundwater where the water table is present at the ground surface. (Greenbelt Plan)	Seepage Areas and Springs: means sites of emergence of groundwater where the water table is present at the ground surface (Greenbelt Plan, 2005).	Maintain UHOP definition but update reference to Greenbelt Plan, 2017.
Sensitive: 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.	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).	Maintain UHOP definition but update reference to PPS, 2020.
<p>Significant: 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.	Significant: 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>Update UHOP definition to reflect PPS, 2020 definition, as below:</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 Ontario Heritage Act. are valued for the important contribution they make to our understanding of</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 05).</p>
<p>Significant: means</p> <p>a) in regard to <i>wetlands, coastal wetlands</i> and <i>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>Significant wetland: A wetland that has been identified as provincially significant by the Province. (Based on PPS, 2020 and modified for this Plan)</p>	<p>Significant Wetlands: 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>Significant Coastal Wetlands: 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>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, 2005).</p>	<p>Maintain UHOP definition but update reference to PPS, 2020 and update reference to Ministry of Natural Resources and Forestry.</p>
<p>Significant: means</p>	<p>Significant groundwater recharge area: An area that has been identified:</p>	<p>Significant Valleylands: means a natural area that occurs in a valley or other landform depression that has water</p>	<p>Maintain UHOP definition but update reference to PPS, 2020.</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>Significant surface water contribution areas: 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>Significant wildlife habitat: 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>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, 2005)</p> <p>Significant Habitat of Threatened or Endangered Species: 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>	

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	<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>Significant valleyland: 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>	<p>lands affected by or contiguous to any proposed <i>development</i> or <i>site alteration</i> is properly evaluated and identified.</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.</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>Site Alteration: 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>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, 2005, amended).</p>	<p>Maintain UHOP definition but update reference to PPS, 2020.</p>
<p>Special Policy Area: means an area within a community that has historically existed in the <i>flood plain</i> and where site-specific policies,</p>	<p>No equivalent definition.</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</p>	<p>Maintain UHOP definition but update reference to PPS, 2020.</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>Strategic Growth Areas: 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>No definition.</p>	<p>Add new definition of “Strategic Growth Areas” to UHOP based on Growth Plan, 2019.</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</i> may also be identified as <i>strategic growth areas</i> .		
<p>Surface water feature: 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.</p>	<p>Surface water feature: 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)</p>	<p>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 characteristics (PPS, 2005).</p>	<p>Maintain UHOP definition but update reference to PPS, 2020.</p>
<p>No equivalent definition.</p>	<p>Tallgrass Prairies: Land (not including land that is being used for agricultural purposes or no longer exhibits <i>tallgrass prairie</i> characteristics) that:</p> <ul style="list-style-type: none"> 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, 	<p>Tallgrass Prairies: means land (not including land that is being used for agricultural purposes or no longer exhibits <i>tallgrass prairie</i> characteristics) that:</p> <ul style="list-style-type: none"> 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) 	<p>Maintain UHOP definition but update reference to Greenbelt Plan, 2017 and Ministry of Natural Resources and Forestry.</p>

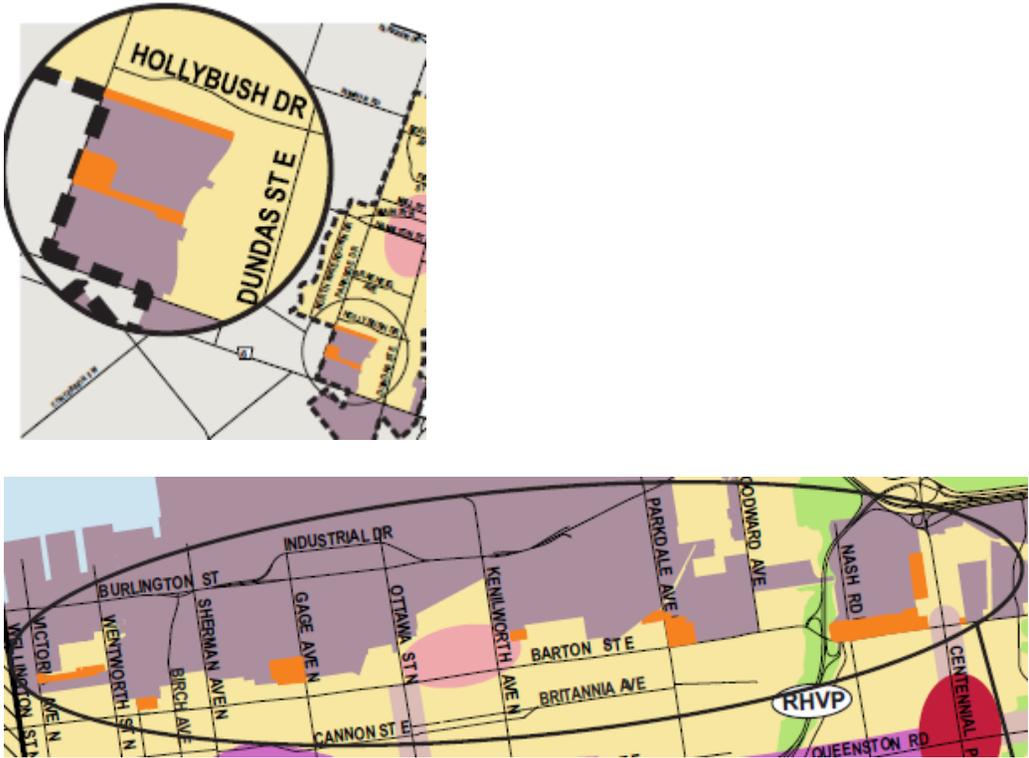
Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
	as amended from time to time. (Greenbelt Plan)		
<p>Transit-supportive: in regard to land use patterns, means development 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.</p>	<p>Transit-supportive: 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.</p>	<p>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).</p>	<p>Update definition to remove reference to “Growth Plan 2006”, otherwise maintain current definition.</p>
<p>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.</p>	<p>Transportation Demand Management: 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)</p>	<p>Transportation Demand Management: 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).</p>	<p>Update UHOP definition to reflect PPS 2020 and Growth Plan 2019 definition.</p>
<p>Transportation system: 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,</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</p>	<p>Transportation System: 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</p>	<p>Update UHOP definition to reflect PPS, 2020 definition.</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:
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.
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.	Valleylands: 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)	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).	Maintain UHOP definition but update reference to PPS, 2020.
No equivalent definition.	No equivalent definition.	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. Warmwater species that are best adapted to prefer or usually occur at water temperatures greater than 25 degrees Celsius.	Maintain UHOP definition but update reference to Ministry of Natural Resources and Forestry.
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.	No equivalent definition.	Waste Management System: means sites and facilities to accommodate solid waste from one or more municipalities and includes landfill sites, recycling facilities, transfer stations, processing	Update UHOP definition to be consistent with PPS, 2020.

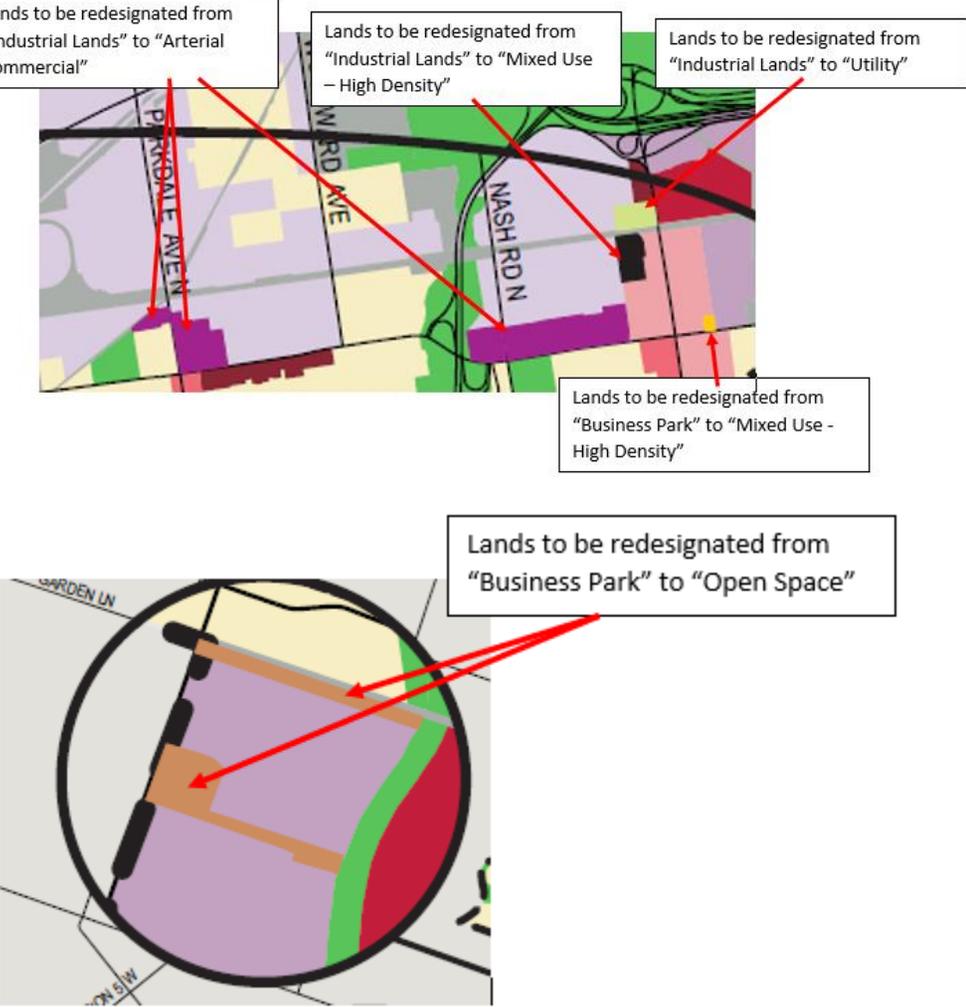
Provincial Policy Statement, 2020	Growth Plan, 2019, as Amended / Greenbelt Plan, 2017	Existing Urban Hamilton Official Plan Definition	Recommended Change to Urban Hamilton Official Plan:
		sites and hazardous waste depot (PPS, 2005).	
Watershed: means an area that is drained by a river and its tributaries.	Watershed: An area that is drained by a river and its tributaries. (PPS, 2020)	Watershed: means an area that is drained by a river and its tributaries.	Maintain UHOP definition but update reference to PPS, 2020.
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.	Wildlife Habitat Areas: 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)	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)	Maintain UHOP definition but update reference to PPS, 2020.
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.	No equivalent definition.	No UHOP definition.	Include new definition in UHOP/ RHOP consistent with PPS 2020. 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

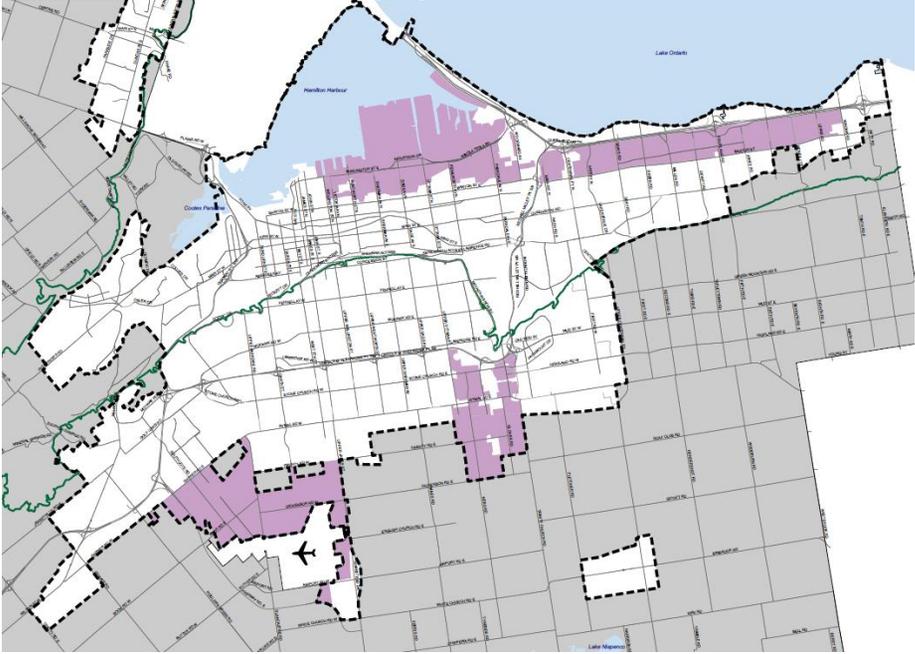
Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>Volume 1: Schedule A – Provincial Plans</p>	<p>Update all schedules and appendices to correct the Urban Boundary and Niagara Escarpment boundary, by identifying lands located at 340 Mountain Brow Road, 2000 Waterdown 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>

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>

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>

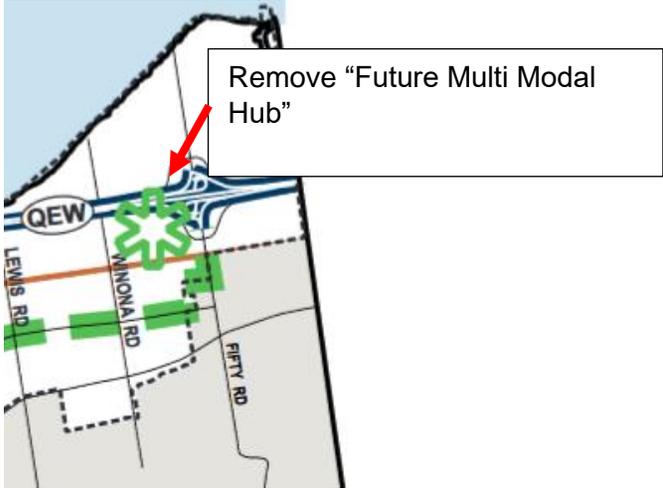
Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
	 <p>Lands to be redesignated from "Industrial Lands" to "Arterial Commercial"</p> <p>Lands to be redesignated from "Industrial Lands" to "Mixed Use - High Density"</p> <p>Lands to be redesignated from "Industrial Lands" 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>	

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>		

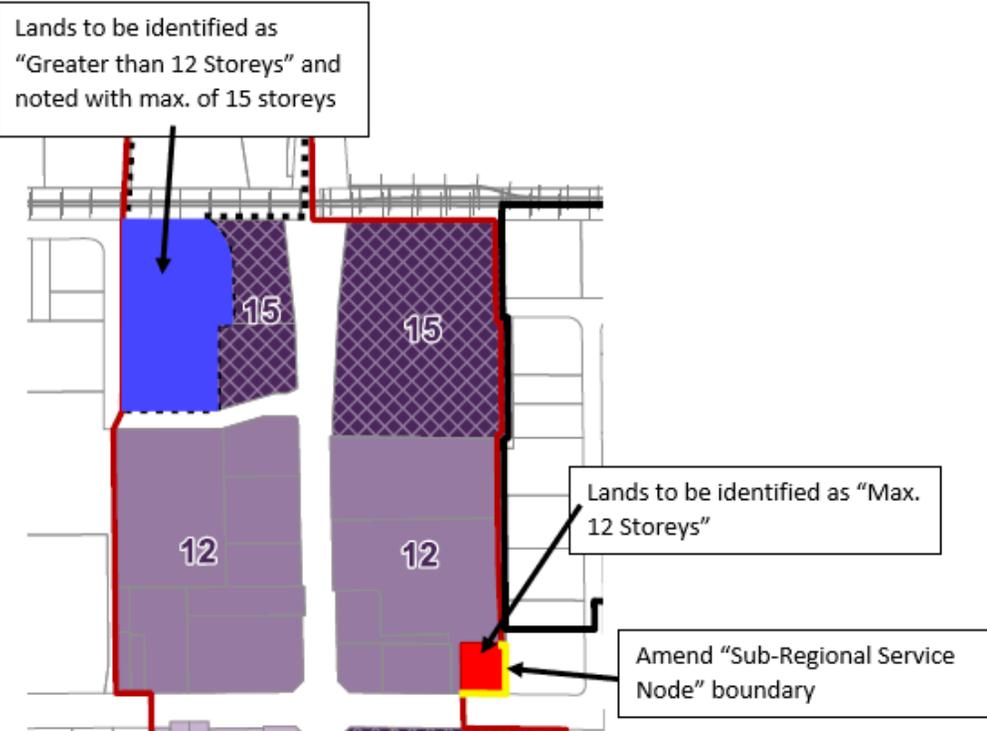
Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>(New)</p> <p>Volume 1: Schedule "X" – Provincially Significant Employment Zone</p>	<p>Add a new map schedule to Volume 1 to show the delineation of the Provincially Significant Employment Zones.</p>  <p>The map displays a grid of streets and land parcels. Several areas are highlighted in purple, representing the proposed Provincially Significant Employment Zones. These zones are located in the northern and central parts of the area shown. The map also shows Lake Ontario to the north and Lake Michigan to the south. A dashed line outlines the overall boundary of the area. Labels for 'Hamilton Harbour', 'Lake Ontario', and 'Lake Michigan' are present on 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>

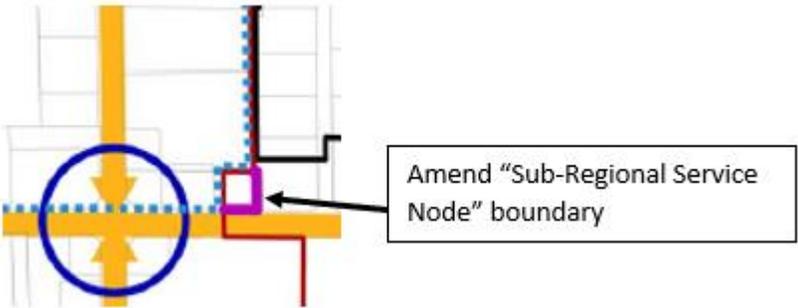
Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>Volume 1: Appendix B – Major Transportation Facilities and Routes</p>	<p>Add “Priority Transit Corridor” to the Legend and Map; replace “Proposed GO Station” for both “West Harbour GO Station” and “Confederation GO Station” 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>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>	

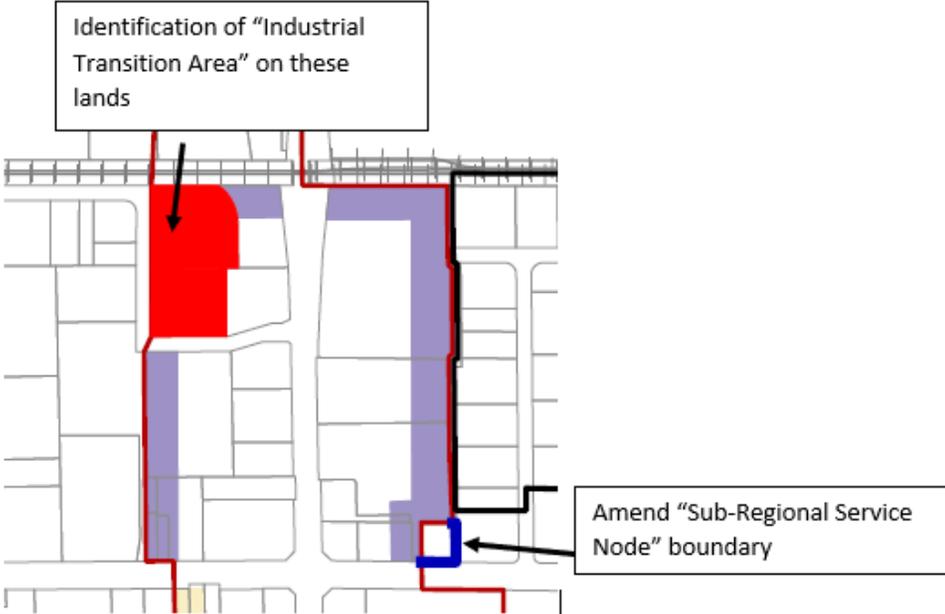
Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
	 <p>Remove "Future Multi Modal Hub"</p> <ul style="list-style-type: none">  Future Multi Modal Hub  Hamilton GO Centre Replace text "Hamilton GO Centre" with "GO Transit Station"  Proposed GO Station Replace "Potential Rapid Transit Line (B.L.A.S.T.)" with "Future Higher Order Transit"  Potential Rapid Transit Line (B.L.A.S.T.)  Future Multi Modal Hub Delete second entry of "Multi Modal Hub" in the legend  Add "Priority Transit Corridor" 	<p>a local hub, so should be removed from Appendix.</p>	

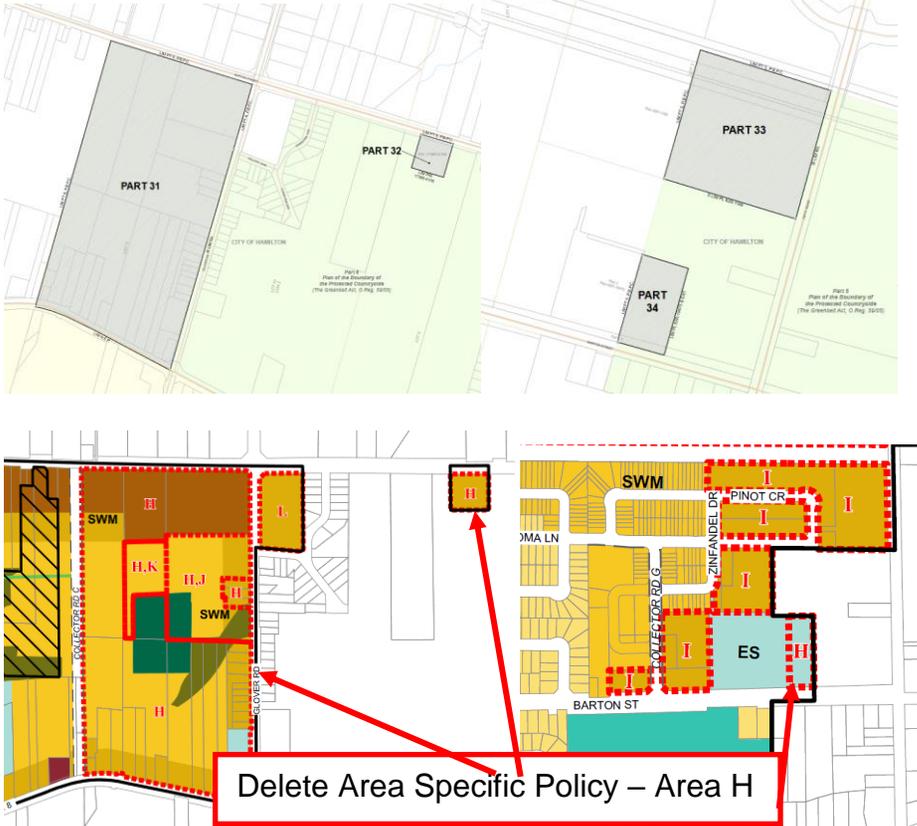
Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>Volume 2: Map B.6.7-1 – Centennial Neighbourhoods Secondary Plan – Land Use Plan</p>	<p>The map displays several land parcels with different colors and patterns indicating proposed changes. Callout boxes provide the following details:</p> <ul style="list-style-type: none"> Red parcels: Lands to be redesignated from "Light Industrial" to "Utilities" (top center) and "Mixed Use - High Density" (top right). Yellow parcel: Lands to be redesignated from "Business Park" to "Mixed Use - High Density" and identified as "Pedestrian Focus Street" (center right). Blue parcels: Lands to be redesignated from "Light Industrial" to "Arterial Commercial" (bottom left). Black line: Amend "Sub-Regional Service Node" boundary line to include 2493 Barton Street East (bottom center). <p>BARTON ST E is labeled at 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>

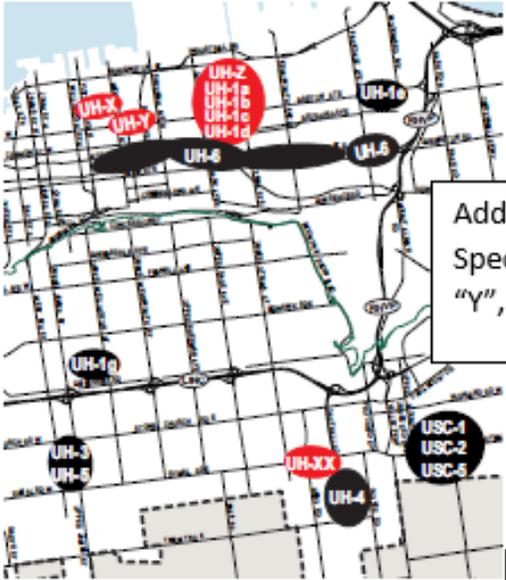
Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>Volume 2: Map B.6.7-2 – Centennial Neighbourhoods Secondary Plan – Maximum Building Heights in the Node</p>	 <p>Lands to be identified as "Greater than 12 Storeys" and noted with max. of 15 storeys</p> <p>Lands to be identified as "Max. 12 Storeys"</p> <p>Amend "Sub-Regional Service Node" boundary</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>

Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>Volume 2: Map B.6.7-3 – Centennial Neighbourhoods Secondary Plan – Transportation and Connections</p>		<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</p>	<p>√ Growth Plan 2.2.5.9</p>

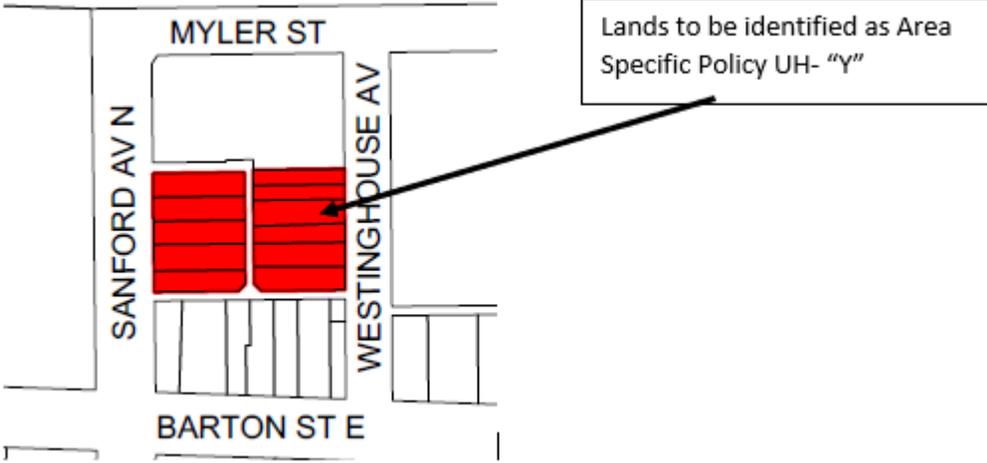
Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>Volume 2: Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policies Area</p>		<p>To depict revisions to Area and Site Specific Policy Areas in the Centennial Neighbourhoods Secondary Plan as a result of the Council direction for Employment Land Conversions</p>	<p>√ Growth Plan 2.2.5.9</p>

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>√ 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>√ Greenbelt Plan Mapping</p>

Schedule / Map Number	Proposed Changes	Why Change is Required	Conformity Related
<p>– Land Use Plan</p>	 <p>Delete Area Specific Policy – Area H</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>

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>		

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

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>

List of Circulated City Staff by Topic Area

Departments	Topic Area
<ul style="list-style-type: none"> • Landscape Architectural Services, Strategic Planning Division, Public Works Department; • Business Support Section, Recreation Division, Healthy and Safe Communities Department; • Waste Management Operations Section, Environmental Services Division, Public Works Department; • Energy Initiatives Section, Energy Fleet & Facilities Division, Public Works Department; • Transit Planning and Infrastructure, Transit Operations Division, Public Works Department; and, • Legal Services, City Manager 	Growth Management
<ul style="list-style-type: none"> • Economic Development Division, Planning and Economic Development Department. 	Employment
<ul style="list-style-type: none"> • Tourism and Culture Division, Planning and Economic Development Department. 	Cultural Heritage
<ul style="list-style-type: none"> • Housing Services Division, Healthy and Safe Communities Department. 	Housing
<ul style="list-style-type: none"> • Healthy Environments Division, Healthy and Safe Communities Department; • Energy Initiatives Section, Energy Fleet & Facilities Division, Public Works Department; • Growth Management Division, Planning and Economic Development Department; and, • Hamilton Water, Public Works Department. 	Climate Related
<ul style="list-style-type: none"> • Growth Management Division, Planning and Economic Development Department; • Geomatics and Corridor Management Section, Engineering Services Division, Public Works Department; • Design Section, Engineering Services Division, Public Works Department; • Water and Wastewater Systems Planning and Capital Division, Hamilton Water, Public Works Department; • Woodward Upgrades Section, Hamilton Water, Public Works Department; 	Infrastructure

<ul style="list-style-type: none"> • Watershed Management Section, Hamilton Water, Public Works Department; and, • Business Support, Recreation Division, Healthy and Safe Communities Department. 	
<ul style="list-style-type: none"> • Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department; and, • Transit Planning and Infrastructure, Transit Operations Division, Public Works Department. 	<p>Transportation</p>

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
Volume 1, Chapter B – Communities				
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>. Policies pertaining to the urban boundary are not included in this Plan; and, 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;</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.
Volume 1, Chapter D – Rural Systems, Designations and Resources				
D.3.2.1 (New)	<p>Add new policy D.3.2.1 and renumber subsequent policies accordingly:</p> <p>D.3.2.1 Lands designated Specialty Crop shall not be redesignated for <i>non-agricultural uses</i>.</p>	D.3.2.1 Lands designated Specialty Crop shall not be redesignated for <i>non-agricultural uses</i> .		<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>

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>D.4.2.1 Lands designated Rural shall not be redesignated for uses not permitted by the policies of this Plan.</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.
Volume 3, Chapter A – Rural Special Policy Areas				
A.2.0	<p>Delete Special Policy Area B in its entirety.</p> <p>A.2.0 SPA B – FUTURE URBAN GROWTH DISTRICT</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>2.1 The lands identified as SPA B are designated on Schedule D – Rural Land Use</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>

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>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.</p> <p>2.2 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.</p> <p>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</p>			

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>urban boundary expansion which includes an assessment of occupied and vacant urban land, 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>			

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<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>2.3 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</p>			

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
			Provincial Conformity	Comments
	<p>development of all or part of SPA B lands; and</p> <p>e) An urban development staging, phasing or implementation strategy in keeping with City-wide Master Plan priorities and Secondary Plan objectives.</p> <p>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 2.3.</p> <p>2.5 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>

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

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

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



Hamilton

WELCOME TO THE CITY OF HAMILTON
PLANNING COMMITTEE

January 11, 2022

Presented by: Delia McPhail

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

**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



Hamilton

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PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

PED21067(a)

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



PED21067(a)

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.

Phases of Official Plan Review

PED21067(a)
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

Topic-Based Approach

PED21067(a)
Conformity Amendment

- 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

PED21067(a)
Amendments to Implement
No UBE 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

PED21067(a)
Amendments to Implement
No UBE 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.

Official Plan Review Workplan

PED21067(a)
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.



Hamilton

THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

CITY OF HAMILTON

MOTION

Council: January 19, 2022

MOVED BY COUNCILLOR B. CLARK.....

SECONDED BY COUNCILLOR

Amendment to Item 3 of the General Issues Committee Report 20-011, respecting the Police Station 40 (Waterdown) Financing Strategy (FCS20061) (City Wide)

WHEREAS, staff inadvertently prepared the report, respecting the Police Station 40 (Waterdown) Financing Strategy, with a duplicate report number;

THEREFORE, BE IT RESOLVED:

That Item 3 of the General Issues Committee Report 20-011 respecting the Police Station 40 (Waterdown) Financing Strategy (FCS20061) (City Wide), which was approved by Council on August 21, 2020, be amended by deleting the report number "FCS20061" and replacing it with the report number "**FCS20062**", to read as follows:

3. Police Station 40 (Waterdown) Financing Strategy (~~FCS20061~~ FCS20062) (City Wide) (Item 9.2)

- (a) That Appendix "A" attached to Report 20-011 respecting the financing strategy for Police Station 40, in partnership with the Hamilton Fire Department, be approved and funded by Tax Supported Development Charges debt;
- (b) That the General Manager, Finance and Corporate Services, be authorized to negotiate and confirm the terms, placement and issuance of all debenture issue(s), and / or private placement debenture issue(s), in either a public or private market and / or bank loan agreements and debenture issue(s) and / or variable interest rate bank loan agreements and debenture issue(s), in an amount not to exceed \$8,000,000 Canadian currency in Tax Supported Development Charges municipal debt for the Hamilton Police Station 40 project;
- (c) That the General Manager, Finance and Corporate Services, be authorized to engage the services of all required professionals to secure the terms and issuance of the debenture issue(s) described in Recommendation (b) including, but not limited to, external legal counsel,

fiscal agents and Infrastructure Ontario's Loan Program and the cost of such services be funded from one of the following sources as deemed appropriate by the General Manager of the Finance and Corporate Services: Development Charge Reserves, Non-Obligatory Reserves or Corporate Services Approved Budgets;

- (d) That the General Manager, Finance and Corporate Services, Mayor and City Clerk are individually authorized and directed, on behalf of the City of Hamilton, to enter into and execute all agreements and necessary ancillary documents to implement Recommendation (b) to Report FCS20061 and in order to secure the terms and issuance of the debenture issue(s) described in Recommendation (b) to Report ~~FCS20061~~ **FCS20062**, on terms and conditions satisfactory to the General Manager, Finance and Corporate Services and in a form satisfactory to the City Solicitor;
- (e) That the Mayor and City Clerk are authorized and directed to enter into and / or execute, on behalf of the City of Hamilton, all agreements and necessary ancillary documents not requiring any specific signing authority, to secure the terms and issuance of the debenture issue(s) described in Recommendation (b) to Report ~~FCS20061~~ **FCS20062**, in a form satisfactory to the City Solicitor and with content acceptable to the General Manager, Finance and Corporate Services;
- (f) That the General Manager, Finance and Corporate Services be authorized and directed to administer all agreements and necessary ancillary documents described in recommendations (d) and (e) to Report ~~FCS20061~~ **FCS20062**; and,
- (g) That staff be authorized and directed to prepare all necessary by-laws, for Council's consideration, for the purpose of authorizing the debenture issue(s) negotiated, placed and secured in accordance with Recommendations (b), (c), (d), (e) and (f) to Report ~~FCS20061~~ **FCS20062**.

CITY OF HAMILTON MOTION

Council: January 19, 2022

MOVED BY MAYOR F. EISENBERGER.....

SECONDED BY COUNCILLOR

Support of legal challenge to Bill 21 in the Province of Quebec - REVISED

WHEREAS Fatemah Anvari recently lost her position as teacher in the Province of Quebec for being found to be wearing a hijab in class;

WHEREAS under Quebec’s Bill 21 frontline civil servants who display religious symbols while working can be fired or reassigned;

WHEREAS it is noted that Bill 21 violates the basic principles of the Canadian Charter of Rights and Freedoms; and

WHEREAS this is a clear demonstration of Islamophobia and poses a threat to the freedoms of many within the Province of Quebec;

THEREFORE, BE IT RESOLVED:

- (a) That the City of Hamilton stand in solidarity recognizing that Bill 21 is discriminatory and does not uphold equality of all citizens, regardless of their religious affiliation, as protected under the Canadian Charter of Rights and Freedoms, and
- (b) That the City of Hamilton endorse the effort by Ontario’s Big City Mayors (OBCM) asking the Parliament of Canada, (both government and opposition), to support the challenge of Bill 21 at the Supreme Court.

CITY OF HAMILTON MOTION

Council: January 19, 2022

MOVED BY COUNCILLOR N. NANN.....

SECONDED BY COUNCILLOR

Reconsideration of the decision that was approved at the September 30, 2020 Council meeting respecting Item 4.8, the Submission of Integrity Commissioner Investigation Report – Complaint Filed Against a Citizen Committee Member, that formally reprimanded Cameron Kroetsch as it relates to the breach of privacy under the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*.

That the decision that was approved at the September 30, 2020 Council meeting respecting Item 4.8, the Submission of Integrity Commissioner Investigation Report – Complaint Filed Against a Citizen Committee Member, that formally reprimanded Cameron Kroetsch as it relates to the breach of privacy under the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*, and reads as follows, be reconsidered:

That having been found to have breached the Hamilton Advisory Committee/Task Force Code of Conduct as per Item 4.8, respecting the Submission of Integrity Commissioner Investigation Report – Complaint Filed Against a Citizen Committee Member, that Cameron Kroetsch be and is hereby formally reprimanded as it relates to the breach of privacy under the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*.

CITY OF HAMILTON

MOTION

Council Date: January 19, 2022

MOVED BY COUNCILLOR J. FARR.....

SECONDED BY COUNCILLOR.....

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.

CITY OF HAMILTON

NOTICE OF MOTION

Council: January 19, 2022

MOVED BY MAYOR F. EISENBERGER

Motion to Amend By-law No. 16-290, the Council Code of Conduct to provide for the Transparency Disclosure of Non-Disqualifying Interests

WHEREAS, pursuant to the *Municipal Act, 2001*, it is the duty of the City Clerk to record, without note or comment, all resolutions, decisions and other proceedings of the Council;

WHEREAS, the Council Code of Conduct provides that Members shall avoid “conflicts of interest, both apparent and real”;

WHEREAS when a Member is disqualified from participating in the discussion of, or voting on any question in respect of a matter due to a pecuniary interest, direct or indirect, under the *Municipal Conflict of Interest Act*, their disclosure of that interest is recorded in Council and Committee minutes, and a written statement of the interest and its general nature must be filed with the Clerk and included in a registry required to be made available to the public, which is posted on the City’s website;

WHEREAS, there are occasions when Members of Council have an interest in a matter, but such an interest does not disqualify them from participating; and

WHEREAS, the public interest is best served by disclosing both disqualifying and non-disqualifying interests of Members of Council;

THEREFORE, BE IT RESOLVED:

- (a) That section 8 of By-Law 16-290 - Council Code of Conduct be amended as per Appendix “A” of this motion to enable the recording of all disqualifying interests, and to provide for the recording of disclosures where non-disqualifying interests exist; and
- (b) That the City Clerk prepare a Transparency Disclosure of Non-Disqualifying Interest form for use by Members of Council and for posting on the City’s website for viewing.

CITY OF HAMILTON

BY-LAW NO. 22-

To Amend By-law No. 16-290, Council Code of Conduct

WHEREAS Section 223.2(1) of the *Municipal Act, 2001* requires the City of Hamilton to establish By-law No.16-290 - Council Code of Conduct;

WHEREAS, the Council Code of Conduct provides that Members shall avoid “conflicts of interest, both apparent and real”;

WHEREAS when a Member is disqualified from participating in the discussion of, or voting on any question in respect of a matter due to a pecuniary interest, direct or indirect, under the *Municipal Conflict of Interest Act*, their disclosure of that interest is recorded in Council and Committee minutes, and a written statement of the interest and its general nature must be filed with the Clerk and included in a registry required to be made available to the public, which is posted on the City’s website;

WHEREAS, there are occasions when Members of Council have an interest in a matter, but such an interest does not disqualify them from participating; and

WHEREAS, the public interest is best served by disclosing both disqualifying and non-disqualifying interests of Members of Council;

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. That By-law No. 16-290 be amended by adding the following provisions under Section 8 “Conduct in Office, Including at Council and Committees”:

8.(2) In this Section:

- (a) A “disqualifying interest” is an interest in a matter regarding which a reasonable person fully informed of the facts and circumstances would conclude that the Member could not participate impartially in the decision-making process related to the matter either because to do so would not be in compliance with the *Municipal Conflict of Interest Act*, or, because the Member’s relationship to persons or bodies involved in the matter or affected by the decision is so close, a

Appendix A to Item 6.4
reasonable person would conclude that the Member could not effectively carry out their public duty with impartiality.

(b) A “non-disqualifying interest” is an interest in a matter that, by virtue of the relationship between the Member and other persons or bodies associated with the matter, is of such a nature that a reasonable person fully informed of the facts and circumstances would conclude that the Member could still participate impartially in the decision-making processes related to the matter only so long as:

(i) the Member fully discloses the interest so as to provide transparency about the relationship; and

(ii) the Member states why the interest does not prevent the Member from making an impartial decision on the matter.

8.(3) Members shall not participate in the decision-making processes associated with their role or position when they have a disqualifying interest in a matter. Participation includes attempting to influence an outcome, whether the decision to be made is to be made by Council or a member of staff with delegated authority or operational responsibility.

8.(4) Members may participate in the decision-making process related to a matter in which they have a non-disqualifying interest provided they file at their earliest opportunity a Transparency Disclosure in a form and manner established by the City Clerk acting in consultation with the Integrity Commissioner.

(i) Transparency Disclosures are public documents and shall be available for public viewing on the City of Hamilton’s website.

(ii) On receipt of a proper request, the Integrity Commissioner shall determine whether an interest is a disqualifying interest or a non-disqualifying interest.

3. This By-law comes into force on the day it is passed.

PASSED this ____ day of _____, 2022.

F. Eisenberger
Mayor

A. Holland
City Clerk

COUNCIL COMMUNICATION UPDATES

December 15, 2021 to January 13, 2022

Council received the following Communication Updates during the time period listed above, the updates are also available to the public at the following link: <https://www.hamilton.ca/government-information/information-updates/information-updates-listing>, as per Section 5.18 of By-law 21-021 (A By-Law To Govern the Proceedings of Council and Committees of Council) a member of Council may refer any of the items listed below, to a Standing Committee by contacting the Clerk and it will be placed on the next available agenda of the respective Standing Committee.

Date	Department	Subject	Link
December 16, 2021	Public Works	Procurement Policy 10 – Emergency Works related to Binbrook SPS (Wards 9 and 11) (HW.21.07)	https://www.hamilton.ca/sites/default/files/media/browser/2022-01-14/comms-update-procurement-policy-10 - emergency-works-related-to-binbrook-sps.pdf
December 17, 2021	Healthy and Safe Communities	Paramedic Service Pressures and Media Briefing (City Wide)	https://www.hamilton.ca/sites/default/files/media/browser/2021-12-17/communication-update-hsc-paramedic-service-pessures-media-briefing.pdf
January 4, 2022	Planning and Economic Development	Quarterly Update (July - September 2021) Loans/Grants Approved by the General Manager of Planning and Economic Development (Wards 2, 8 and 13)	https://www.hamilton.ca/sites/default/files/media/browser/2022-01-05/communication-update-quarterly-update-loans-grants-approved-january42022.pdf

Authority: Item 4, Public Works Committee
Report 20-008 (PW20060)
CM: September 30, 2020
Ward: 3

Bill No. 002

CITY OF HAMILTON

BY-LAW NO. 22-

To Permanently Close and Sell a Portion of the Public Unassumed Alley Abutting 401 Victoria Avenue North, Hamilton, namely Part of the Alleyway, on Registered Plan 174 in the City of Hamilton, designated as Part 1 on Plan 62R-21596, being part of PIN 17188-0010 (LT)

WHEREAS, sections 8, 9 and 10 of the *Municipal Act, 2001* authorize the City of Hamilton to pass by-laws necessary or desirable for municipal purposes, and in particular by-laws with respect to highways;

WHEREAS, section 34(1) of the *Municipal Act, 2001* provides that a by-law permanently closing a highway does not take effect until a certified copy of the by-law is registered in the proper land registry office;

WHEREAS, highways to be closed by by-law are declared to be surplus to the needs of the City of Hamilton under the Sale of Land Policy By-law;

WHEREAS, at its meeting of September 30, 2020, Council approved of Item 4 of Public Works Committee Report 20-008, and authorized the City of Hamilton to permanently close and sell a portion of the public unassumed alley abutting 401 Victoria Avenue North, Hamilton, namely Part of the Alleyway, on Registered Plan 174 in the City of Hamilton, designated as Part 1 on Plan 62R-21596, being part of PIN 17188-0010 (LT); and

WHEREAS, notice to the public of the proposed sale of the part of the road allowance has been given in accordance with the requirements of the Sale of Land Policy By-law;

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

1. The part of the public unassumed alley set out as follows:

Part of the Alleyway, on Registered Plan 174 in the City of Hamilton, designated as Part 1 on Plan 62R-21596, being part of PIN 17188-0010 (LT)
is permanently closed.

To Permanently Close and Sell a Portion of the Public Unassumed Alley Abutting 401 Victoria Avenue North, Hamilton, namely Part of the Alleyway, on Registered Plan 174 in the City of Hamilton, designated as Part 1 on Plan 62R-21596, being part of PIN 17188-0010 (LT)

Page 2 of 2

2. The soil and freehold of the Part 1 on Plan 62R-21596, hereby permanently closed, be sold to 2681270 Ontario Inc. for the sum of Sixty-Eight Thousand Dollars (\$68,000.00).
3. That this by-law shall come into force and effect on the date of its registration in the Land Registry Office for the Land Titles Division of Wentworth (No. 62).

PASSED this 19th day of January, 2022.

F. Eisenberger
Mayor

A. Holland
City Clerk

Authority: Item 7, Economic Development
and Planning Committee
Report 10-005 (PED10051)
CM: March 10, 2010
Ward: 9

Bill No. 003

CITY OF HAMILTON

BY-LAW NO. 22-

**To Establish City of Hamilton Land
Described as Blocks 163 and 164 on Plan 62M-1251
as Part of Cittadella Boulevard**

WHEREAS sections 8, 9 and 10 of the *Municipal Act, 2001* authorize the City of Hamilton to pass by-laws necessary or desirable for municipal purposes, and in particular by-laws with respect to highways;

AND WHEREAS section 31(2) of the *Municipal Act, 2001* provides that land may only become a highway by virtue of a by-law establishing the highway.

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

1. The land, owned by and located in the City of Hamilton, described as Block 163 and 164 on Plan 62M-1251, is established as a public highway, forming part of Cittadella Boulevard.
2. The General Manager of Public Works or their authorized agent is authorized to establish the said land as a public highway.
3. This By-law comes into force on the date of its registration in the Land Registry Office (No. 62).

PASSED this 19th day of January, 2022.

F. Eisenberger
Mayor

A. Holland
City Clerk

Authority: Item 7, Economic Development
and Planning Committee
Report 10-005 (PED10051)
CM: March 10, 2010
Ward: 15

Bill No. 004

**CITY OF HAMILTON
BY-LAW NO. 22-**

**To Establish City of Hamilton Land
Described as Blocks 94 and 95 on Plan 62M-1167
as Part of McCurdy Avenue**

WHEREAS sections 8, 9 and 10 of the *Municipal Act, 2001* authorize the City of Hamilton to pass by-laws necessary or desirable for municipal purposes, and in particular by-laws with respect to highways;

AND WHEREAS section 31(2) of the *Municipal Act, 2001* provides that land may only become a highway by virtue of a by-law establishing the highway.

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

1. The land, owned by and located in the City of Hamilton, described as Blocks 94 and 95 on Plan 62M-1167, is established as a public highway, forming part of McCurdy Avenue.
2. The General Manager of Public Works or their authorized agent is authorized to establish the said land as a public highway.
3. This By-law comes into force on the date of its registration in the Land Registry Office (No. 62).

PASSED this 19th day of January, 2022.

F. Eisenberger
Mayor

A. Holland
City Clerk

Authority: Item 4, Emergency & Community
Services Committee Report 22-001
(HSC22001)
CM: January 19, 2022
Ward: City Wide

Bill No. 005

**CITY OF HAMILTON
BY-LAW NO. 22-**

To Repeal and Replace By-Law No. 21-015 Emergency Management Program By-Law

WHEREAS Council deems it necessary to enact a by-law to establish and implement an Emergency Management Program for the City of Hamilton, so the municipality will be better able to respond to risks and Emergencies and to recover from Emergencies;

WHEREAS section 2.1 of the *Emergency Management and Civil Protection Act*, R. S. O. 1990, c. E.9 as amended (the "Act") provides for municipal by-laws respecting the development and implementation of municipal Emergency Management Programs, and which Act generally deals with Emergency management, declaration of Emergencies, and Emergency planning in Ontario;

WHEREAS section 4 of the Act provides that the Head of Council may declare an Emergency exists in the municipality and may take such action and make such orders as necessary and not contrary to law to implement the Emergency Plan of the municipality and to protect property and the health, safety and welfare of the inhabitants of the Emergency Area;

WHEREAS an Emergency Management Program will consist of an Emergency Plan, training programs and exercises for employees and other persons with respect to the provision of necessary services and the procedures to be followed in Emergency response and recovery activities, public education on risks to public safety and public awareness for Emergencies, and other elements as may be required standards for Emergency management;

WHEREAS the Act authorizes elected officials and employees of a municipality to respond to Emergencies in accordance with the Emergency Plan;

WHEREAS section 12 of the Act provides that the municipality has a right of action to recover monies expended or costs incurred in the implementation of an Emergency Plan or in connection with an Emergency, against the person who caused the Emergency, and the City's Emergency Plan provides for tracking of such costs and expenses; and

WHEREAS Section 2, and Sections 8 through 10 of the *Municipal Act, 2001* S.O. 2001, Chapter 25, as amended, provide general authorities and powers for passing by-laws, for general purposes which include the provision of services and things necessary and

desirable for the public, the health, safety and well-being of persons, managing and preserving public assets of the municipality, fostering the current and future economic, social and environmental well-being of the municipality, and delivering and participating in provincial programs and initiatives.

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

DEFINITIONS

1. In this By-law:
 - (a) **“Act”** means the *Emergency Management and Civil Protection Act*, R.S.O. 1990, Chapter E.9;
 - (b) **“Emergency”** means a situation or an impending situation that constitutes a danger of major proportions that could result in serious harm to persons or substantial damage to property and that is caused by the forces of nature, a disease or other health risk, an accident or an act whether intentional or otherwise;
 - (c) **“Emergency Area”** means the area in which an emergency exists;
 - (d) **“Emergency Management Program”** means a program developed by or in conjunction with the City of Hamilton for management and response to Emergencies, consisting of the Emergency Plan, training programs and exercise for employees and other persons in Emergency response and recovery, public education on risks to safety and awareness for Emergencies and such other elements as may be required standards for Emergency management;
 - (e) **“Emergency Management Program Committee”** or **“EMPC”** means the committee established under section 6 of this By-law;
 - (f) **“Emergency Operations Centre Management Team”** or **“EOC Management Team”** means the municipal Emergency control group established under section 5 of this By-law.
 - (g) **“Emergency Plan”** means the plan adopted by Section 2 of this By-law;
 - (h) **“Head of Council”** means the Mayor, or during an absence or unavailability of the Mayor means the Deputy Mayor, also being known as the “Acting Head of Council”, whom the Council for the City of Hamilton designates or appoints on a scheduled or as-needed basis to act in place of the Mayor for the purpose of exercising the Mayor’s powers, authorities and duties;
- 1.1. For the purposes of this By-law and the Emergency Plan where a person who regularly holds the position or office is absent or unavailable to act, including due to a vacancy in the position or office, a person in that position or office in an

acting capacity or as a deputy is delegated the same powers, authorities, and duties as provided for the position or office holder in this By-law and the Emergency Plan.

2. The City of Hamilton adopts Schedule "1" attached to this By-law as its Emergency Plan.
3. The Head of Council may declare that an Emergency exists in the City or in any part of the City and may take such actions and make such orders as are considered necessary and not contrary to law to implement the Emergency Plan and to protect property and the health, safety and welfare of the municipality and inhabitants of the Emergency Area.
4. The Head of Council and the municipal officials provided for in the Emergency Plan are empowered to cause an Emergency notification to be issued and to require designated persons to respond in accordance with the Emergency Plan, where either an Emergency has been declared or where an Emergency exists but has not yet been declared to exist.
5. The municipal emergency control group required by the Act and its regulation is the City's Emergency Operations Centre Management Team as appointed in subsection below, established for the purposes of directing the municipality's response in an Emergency whether or not declared and including implementing the Emergency Plan, use of the Incident Management System, as defined and described in Schedule 1, seeking advice and assistance, and such other procedures as the Team shall develop to govern its responsibilities.
 - 5.1 Under the City's Emergency Plan and its adoption of the Incident Management System, the municipal officials appointed in section 5.2 may initiate operation of the Emergency Operations Centre and may carry out roles provided for other appointees until such appointees assume their own positions.
 - 5.2 The Emergency Operations Centre Management Team shall be comprised of the following positions and held by the listed officials:

EOC Management Team Position	Municipal Official
Mayor	Mayor
City Manager	City Manager
EOC Director	GM Planning and Economic Development
Information Officer	Manager of Communications
Legal	City Solicitor
Human Resources and Labour Relations Officer	Executive Director, Human Resources

Liaison Officer	Emergency Management Coordinator
Operations Section Chief	The Operations Section Chief will be chosen by the EOC Director at the time of emergency from the following designates: <ul style="list-style-type: none"> • Chief of Police • Fire Chief • Paramedic Chief • Medical Officer of Health • General Manager, Healthy and Safe Communities • General Manager, Public Works • Manager, Planning and Economic Development
Planning Section Chief	Director, Planning
Logistics Section Chief	Director, Human Resources
Finance and Administration Section Chief	General Manager, Corporate Services

6. The City’s Emergency Management Program Committee for purposes of the Act is comprised of the following members:
- (a) Mayor;
 - (b) City Manager;
 - (c) City Solicitor;
 - (d) Chief of Police;
 - (e) Medical Officer of Health;
 - (f) Fire Chief;
 - (g) Paramedic Chief;
 - (h) General Manager, Healthy and Safe Communities;
 - (i) General Manager, Corporate Services;
 - (j) General Manager, Planning and Economic Development;
 - (k) General Manager, Public Works;
 - (l) Executive Director, Human Resources;
 - (m) Community Emergency Management Coordinators; and,
 - (n) Director of Communications and Intergovernmental Relationships
- 6.2 The Chair of the Emergency Management Program Committee is the City Manager.
- 6.3 The role of the Emergency Management Program Committee is to advise Council on the development and implementation of the Emergency Management Program, and to conduct an annual review of the City’s Emergency Management Program and if necessary, shall make recommendations for revisions of the

program.

7. The City of Hamilton's Emergency Management Coordinators are designated as the emergency management program coordinators for the purposes of the Act, and assigned the role of coordinating the development and implementation of the City's Emergency Management Program, including particularly the annual, training and educational requirements necessary for the City's compliance with the Act, and for co-ordination of the meetings of the Emergency Management Program Committee.
8. The City's Emergency Information Officer shall be the Manager, Communications.

REPEAL AND REPLACEMENT

9. City of Hamilton By-law No. 21-015 as may be amended, is hereby repealed.
10. This By-law shall come into force on the date of its enactment.

SHORT TITLE

11. This By-law may be cited as the "Emergency Management Program By-law, 22-005".

PASSED this 19th day of January, 2022

F. Eisenberger
Mayor

A. Holland
City Clerk



Hamilton

CITY OF HAMILTON EMERGENCY PLAN

Enacted Under:

Emergency Management Program By-law 22-005

REVISED: November 3, 2021

Version History (2021 forward)

Version	Date	Description	Author
1.0	02-11-21	City of Hamilton Emergency Plan	Kirsten Marples & Connie Verhaeghe
1.1	03-11-21	City of Hamilton Emergency Plan <ul style="list-style-type: none">- Addition of Mayor, City Manager and Human Resources and Labour Relations Officer to EOC Management Team- Update to IMS Level 1 and 2- Update to position titles and roles and responsibilities in EOC Management team	Kirsten Marples & Connie Verhaeghe

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Appendix 1: EOC Activation Procedure (confidential)

1. Introduction

The City of Hamilton Emergency Plan, known throughout this document as the Emergency Plan, establishes a framework for responding to incidents or emergencies that may occur in the City. Developed with key officials, agencies and departments, it is a guideline that outlines collective and individual roles and responsibilities in responding to and recovering from an emergency.

The Emergency Plan describes the framework of how the City of Hamilton will respond to, recover from, and mitigate the impact of an emergency. It describes the legal authorities, plan concept of operations, functional responsibilities of the EOC Management Team, and notification procedures.

Several procedures and guidelines (listed in Section 4) exist as supporting documents and emergency response plans for the Emergency Plan. These documents outline an integrated response for responding to and recovering from emergencies. They can be stand-alone documents or grouped depending on the nature of the emergency and response required.

1.1. Purpose

The aim of the Emergency Plan is to make provision for the efficient administration, coordination, and implementation of extraordinary arrangements and response measures taken by the City of Hamilton to protect the health, safety, and welfare of the residents of Hamilton during any emergency by:

- Identifying the governance structure for emergency response within the City of Hamilton;
- Identifying the Incident Management System (IMS) roles and responsibilities required to respond and recover from emergencies and disasters;
- Identifying standard response goals for emergency response operations and decision making; and
- Providing for a coordinated response by the municipality and partner agencies in managing emergencies.

1.2. Legal Authorities

The legislation under which the municipality and its employees are authorized to respond to an emergency are:

- The *Emergency Management and Civil Protection Act*, RSO 1990, c.E.9, as amended (the “Act”); and

- The City of Hamilton Emergency Management Program By-Law XX-XXX

The Act requires municipalities to develop, implement, and maintain an emergency management program, and adopt it with a by-law. An emergency management program must consist of:

- An emergency plan;
- Training programs and exercises for employees of municipalities and other persons with respect to the provision of required services and procedures to be followed in emergency response and recovery activities;
- Public education on risks to public safety and on public preparedness for emergencies; and
- Any other element required for municipalities in standards of emergency management programs that may be developed by the Solicitor General of Ontario.

Ontario Regulation 380/04 describes emergency management standards for municipal emergency management programs. There are a number of required elements including:

- Development of an emergency response plan which includes a municipal control group to direct the municipal response to an emergency;
- Implementation of an Emergency Operations Centre with appropriate communications systems;
- Designation of an Emergency Information Officer; and
- Designation of an Emergency Management Program Coordinator.

The City of Hamilton Emergency Management Program By-Law approves the enactment of the City of Hamilton Emergency Plan and other requirements for the City's Emergency Management Program.

The Emergency Information Officer is the Communications Manager or designated alternate.

The Emergency Management Program Coordinator(s) are the City's Emergency Management Coordinators.

The Senior Official for the purposes of the City's Emergency Management Program Committee is the City Manager, or designated alternate.

1.3. Definition of an Emergency

Emergencies are distinct from the normal daily operations carried out by municipal first response agencies and City departments.

The Act defines an emergency as:

'A situation or impending situation that constitutes a danger of major proportions

that could result in serious harm to persons or substantial damage to property and that is caused by the forces of nature, a disease or other health risk, an accident or an act whether intentional or otherwise.'

1.4. Hazard Identification Risk Assessment

The Emergency Management Program has identified realistic hazards that may occur in Hamilton and assessed them in terms of probability, frequency of occurrence, magnitude of consequence or impact, and changing risk. Results of the Hazard Identification and Risk Assessment (HIRA) assist the Emergency Management Program in developing training and exercise scenarios and may initiate the development of hazard-specific plans or procedures in the event of an emergency.

As a result of the HIRA process, risks in the City of Hamilton listed below represent major incidents involving multiple locations or having a significant impact on City facilities, infrastructure, operations, or the public.

- Hazardous Materials Incident/Spills – Fixed Site Incident
- Flooding
- Hazardous Materials Incident/Spills –Transportation Incident
- Human Health Emergency
- Energy Emergency (Supply)
- Extreme Ice Storm
- Explosion and Fire
- Transportation Emergency – Rail
- Critical Infrastructure – Telecommunications
- Active Shooter / Violent Situation

1.5. Emergency Management Program Committee

The Emergency Management Program Committee (EMPC) as required by the Act consists of representatives from City departments and agencies, or designated alternates.

- Mayor
- City Manager
- City Solicitor
- Chief of Police
- Medical Officer of Health
- Fire Chief
- Paramedic Chief
- General Manager, Healthy and Safe Communities
- General Manager, Corporate Services
- General Manager, Planning and Economic Development
- General Manager, Public Works
- Executive Director, Human Resources

- Community Emergency Management Coordinators
- Director of Communications and Strategic Initiatives

The City Manager, or designated alternate, is the chair of the EMPC.

This committee reviews the Emergency Management Program for the purpose of legislated compliance and implementation of program initiatives including the review and updating of the Emergency Plan. The EMPC is not activated during an emergency.

1.6. Emergency Operations Centre Management Team

In the City of Hamilton, the Emergency Operations Centre Management Team (EOC Management Team) (see Section 3.2) acts as the municipal control group as defined by Ontario Regulation 380/04. The EOC Management Team will be composed of the following municipal officials, or their designated alternates, holding the following appointments:

EOC Management Team Position	Municipal Official
Mayor	Mayor
City Manager	City Manager
EOC Director	GM Planning and Economic Development
Information Officer	Manager of Communications
Legal	City Solicitor
Human Resources and Labour Relations Officer	Executive Director, Human Resources
Liaison Officer	Emergency Management Coordinator

Operations Section Chief	The Operations Section Chief will be chosen by the EOC Director at the time of emergency from the following designates: <ul style="list-style-type: none"> • Chief of Police • Fire Chief • Paramedic Chief • Medical Officer of Health • General Manager, Healthy and Safe Communities • General Manager, Public Works • Manager, Planning and Economic Development
Planning Section Chief	Director, Planning
Logistics Section Chief	Director, Human Resources
Finance and Administration Section Chief	General Manager, Corporate Services

2. Concept of Operations

There are multiple response levels to any emergency within the City of Hamilton.

Site Response: The emergency responders at the site(s) of the emergency provide tactical response to the emergency as they attempt to mitigate its effects and bring the emergency under control.

Departmental Response: Departments that require local support to their operations may establish a Department Operations Centre (DOC). A DOC is primarily concerned with coordinating the department's activities in support of the department responsibilities and commitment to the emergency response. DOCs requiring further support to their response will activate the City EOC. DOCs will then interact with the City EOC, and their agency representatives or senior personnel at the scene. A DOC will focus on issues such as obtaining, coordinating and directing the department resources to respond to the emergency.

Corporate Response: The Emergency Operations Centre (EOC) is a physical location where the leadership of the City of Hamilton can gather to collectively and collaboratively support emergency response and manage the consequences of an emergency. The EOC is utilized, where necessary, to centralize and coordinate efforts occurring at the site and any activated DOC's.

The EOC Management Team provides for the overall management and coordination of site support activities and consequence management. The EOC

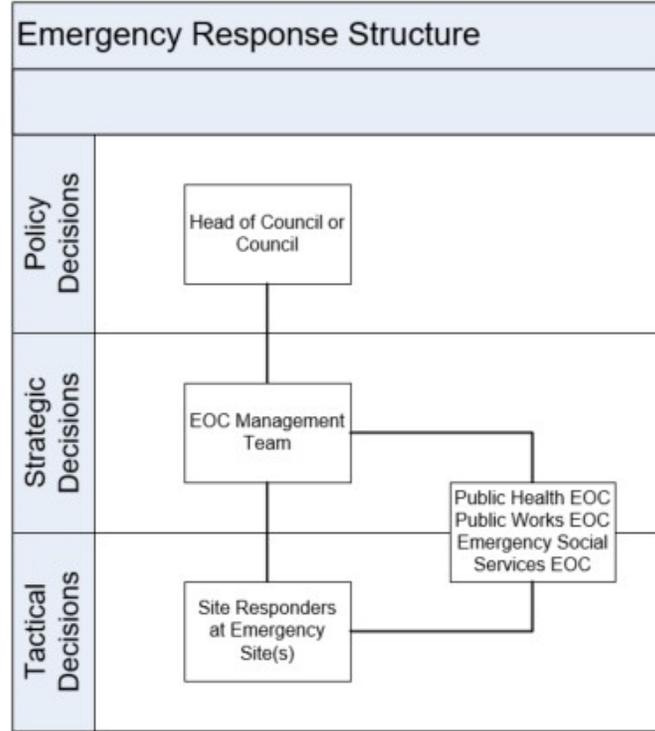
Management Team acts as the City's emergency control group under the Act. During an emergency, the EOC Management Team are notified and asked to respond to the EOC. The EOC Management Team has responsibility for:

- Notifying response agencies and coordinating the activities of the various departments and organizations which are needed to effectively respond to and recover from the emergency;
- Providing strategic direction and support to the response including the Incident Commander, site personnel and response agencies;
- Collecting as much information as possible on the status of the emergency and vetting the information, prioritizing it, evaluating it, summarizing it, disseminating/displaying it and acting upon required needs;
- Establishing priorities based on all the information gathered and developing EOC Action Plans that complement and enhance the response;
- Obtaining, coordinating and managing payment of any additional resources (both personnel and equipment) needed to support the response;
- Coordinating all internal and external information and communicating advisories, warnings, and emergency information to staff and the general public.

The Mayor is considered the Head of Council during an undeclared or declared emergency. There may be the need for an Acting Head of Council during any period of the Mayor's absence, inability or refusal of the Mayor to act as Head of Council or where the Office of the Mayor is vacant. The Head of Council has all the powers set out in the Act and Emergency Plan for purposes of an emergency and declared emergency.

The Policy Group is comprised of the Head of Council in their assigned role and authority during an emergency, or the Mayor and members of Council sitting as City Council at any regular or special meeting called during an emergency. The Policy Group may be established to receive information or reports during an emergency, and to provide any necessary policy direction to the EOC Management Team. The Policy Group does not have responsibility for emergency management during an emergency, but they do have power under the Act to end a declared emergency.

Diagram 1 – Emergency Response Structure



2.1. Reporting an Emergency

A responding agency or municipal department is likely to be the first on site authority to an emergency. First responders will assume control at the site and assign a lead agency. If, in the judgment of the lead agency, the situation requires more support resources, or there are consequences to the community at large, the lead agency will contact their senior departmental staff to activate the EOC Management Team.

2.2. Emergency Notifications

When an emergency exists, but has not yet been declared to exist, municipal employees are authorized to take such action(s) as detailed or authorized under the Emergency Plan.

The following City of Hamilton staff or designated alternates have the authority to activate the Emergency Notification Procedure and EOC by contacting the City of Hamilton Emergency Management Coordinators and requesting a Level 1, 2 or 3 activation;

- Head of Council
- City Manager
- Chief of Police
- Medical Officer of Health

- Fire Chief
- Paramedic Chief
- General Manager, Healthy and Safe Communities
- General Manager, Corporate Services
- General Manager, Planning and Economic Development
- General Manager, Public Works
- Executive Director, Human Resources
- Emergency Management Coordinators
- Director of Communications and Strategic Initiatives
- Manager of Communications

Once notified, the Emergency Management Coordinators will activate the notification system to contact EOC responders on the Level 1 or Level 2 Notification List and instruct them to respond to the EOC. The notification system will also be used to advise of a Level 3 activation which involves notification of key EOC members and asking them to participate via virtual conference.

Level 1 activation involves the EOC Director, City Manager, Human Resources/Labour Relations Officer, Information Officer, Legal, Risk Management, Liaison Officer, all Operations Section Branch Coordinators, Logistics Chief (including the IT Branch), the Planning Chief (including Scribe/Event Board) and the Finance and Administration Chief (see Diagram 3).

Level 2 activation involves all EOC personnel and is generally used for a large-scale emergency (see Diagram 4).

Level 3 activation is a virtual activation of EOC personnel. Its membership is similar to a Level 1 activation however it is conducted virtually. Physical response to the EOC is not necessary. Adding additional members to this activation will depend on the nature of the emergency event.

2.3. Declaration of Emergency

Only the Head of Council or Acting Head of Council has the authority to make a declaration of an emergency within the boundaries of the municipality. The decision to declare an emergency will be made by the Head of Council in consultation with the EOC Management Team.

Upon making an Emergency Declaration, the Head of Council will ensure the following are notified:

- City of Hamilton Council members
- Solicitor General for Ontario via the Provincial Emergency Operations Centre

The following may also be notified of a declaration of emergency:

- Local Member(s) of Provincial Parliament (MPPs)

- Local Member(s) of Federal Parliament (MPs)
- Local media, and
- The public

2.4. Termination of Emergency

Termination of an Emergency Declaration usually comes as the result of a significant reduction in the severity of the emergency and/or the impact on the community.

The Head of Council, Council, or the Premier of Ontario have the authority to declare that an emergency has terminated.

2.5. Requests for Assistance

It is possible that assistance from other levels of government, or external partner agencies with specialized knowledge or expertise, may be required by the City of Hamilton to help successfully respond to an emergency.

Depending on the nature of the emergency and the assistance required, these agencies may be requested to attend the emergency site(s) and/or the EOC to provide assistance or provide information and advice to the EOC Management Team.

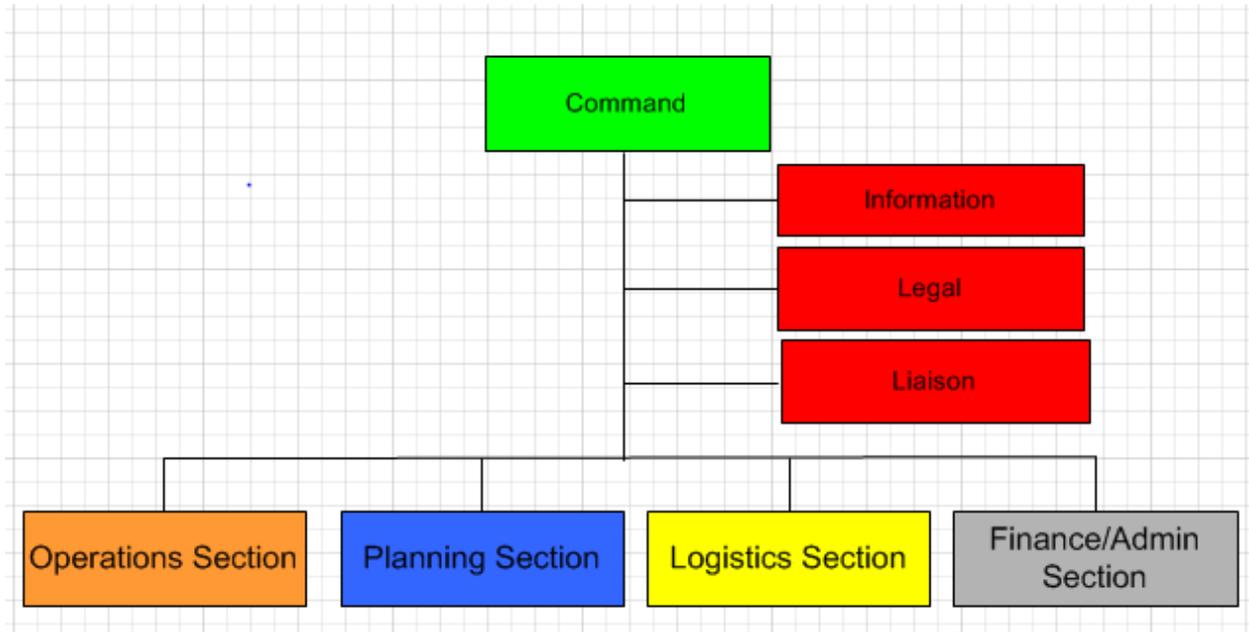
Where provincial assistance is required, which is outside of the normal departmental or service working agreements, the request will be made to the Provincial Emergency Operations Centre (PEOC) through the Liaison Officer. Requests for personnel or resources from the Federal Government are requested through the PEOC who in turn liaises with the Federal Government Operations Centre.

3. Incident Management System

The City's Emergency Management Program adopts the principles of the Incident Management System (IMS) based on five key functions (command, operations, logistics, planning and finance/admin) that must occur during any emergency. IMS can be used for any size or type of emergency to manage response personnel, facilities, and equipment. Principles of the IMS include the use of common terminology, modular organization, integrated communications, unified command structure, action planning, manageable span of control, and comprehensive resource management.

The basic IMS response structure is outlined in Diagram 2.

Diagram 2 – Basic IMS Response Structure



Level 1 and Level 2 IMS Response Structures are outlined in Diagram 3 and 4 respectively.

Diagram 3 – Level 1 IMS Response Structure

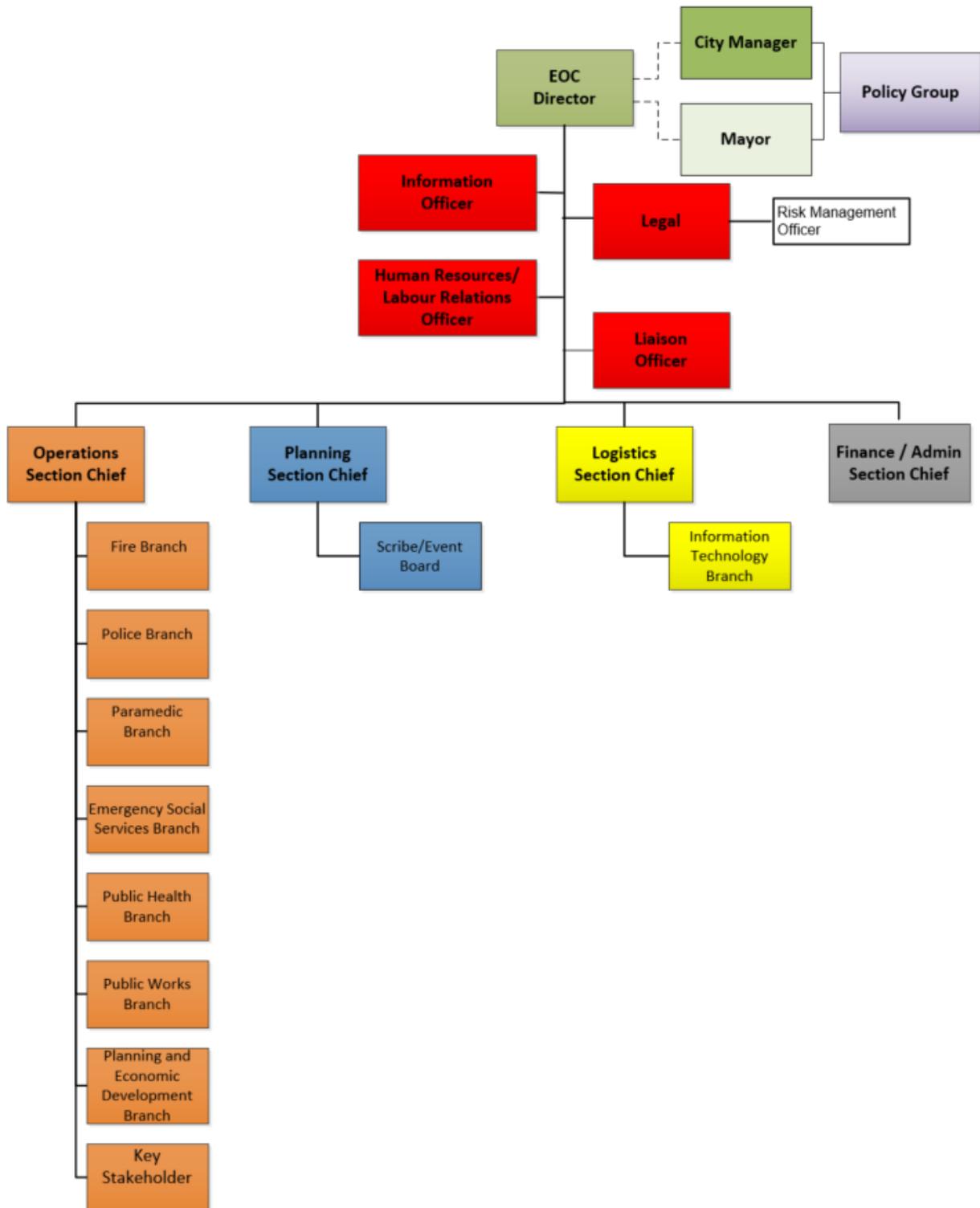
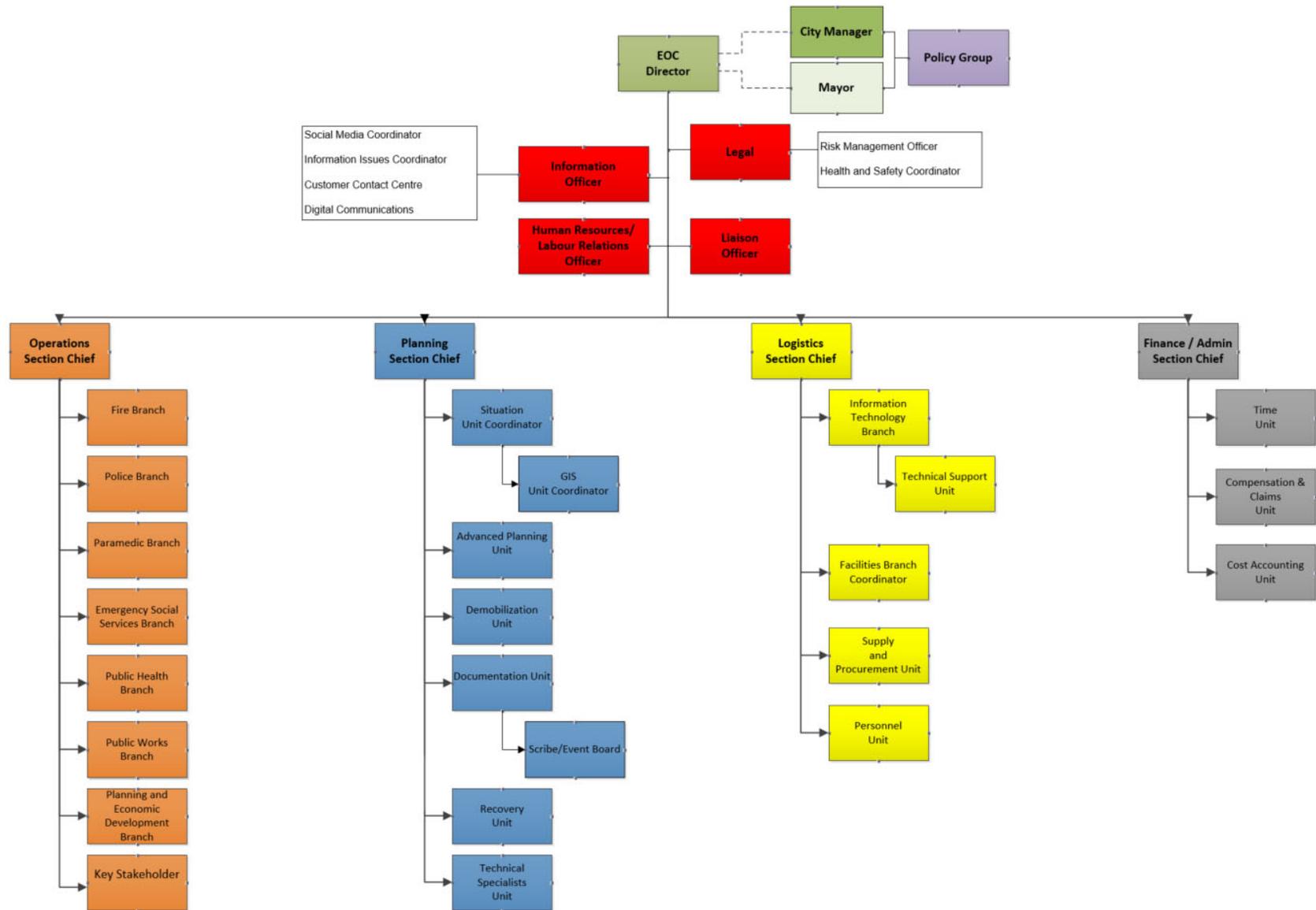


Diagram 4 – Level 2 IMS Response Structure



3.1. Response Goals

The following response goals are applied to all emergency situations. The EOC Management Team will prioritize response objectives based on these goals. In order of priority:

1. Provide for the health and safety of all responders
2. Save lives
3. Reduce suffering
4. Protect public health
5. Protect critical infrastructure
6. Protect property
7. Protect the environment
8. Reduce economic and social losses

3.2. Roles and Responsibilities

Policy Group

Responsibilities of the Policy Group include:

- Provides overall policy direction
- Changes/amends bylaws or policies
- Requests for Municipal level assistance
- Declares State of Local Emergency (Head of Council)
- Declares termination of State of Local Emergency
- Acts as an official spokesperson

EOC Management Team

The primary responsibility of the EOC Management Team is to provide for the overall management and coordination of the response and consequence management. It is the responsibility of the EOC Management Team to ensure that response priorities are established, and that planning, and response activities are coordinated, both within the EOC (i.e. between sections) and between sites, DOCs and other EOCs.

During the initial stages of an EOC activation, responding staff already holding one appointment may briefly take on the role of EOC Management Team appointees pending their arrival. This is consistent with the principles of the Incident Management System. The EOC Management Team consists of the following positions:

- Mayor
- City Manager
- EOC Director
- Information Officer
- Legal

- Human Resources and Labour Relations Officer
- Liaison Officer
- Operations Section Chief
- Planning Section Chief
- Logistics Section Chief
- Finance and Administration Section Chief

Mayor

- Receives information on the emergency and response efforts.
- Acts as primary spokesperson for the City.
- Makes the decision to declare an emergency in consultation with the EOC Management Team.
- Along with Council, approves changes to policies and by-laws resulting from the emergency.

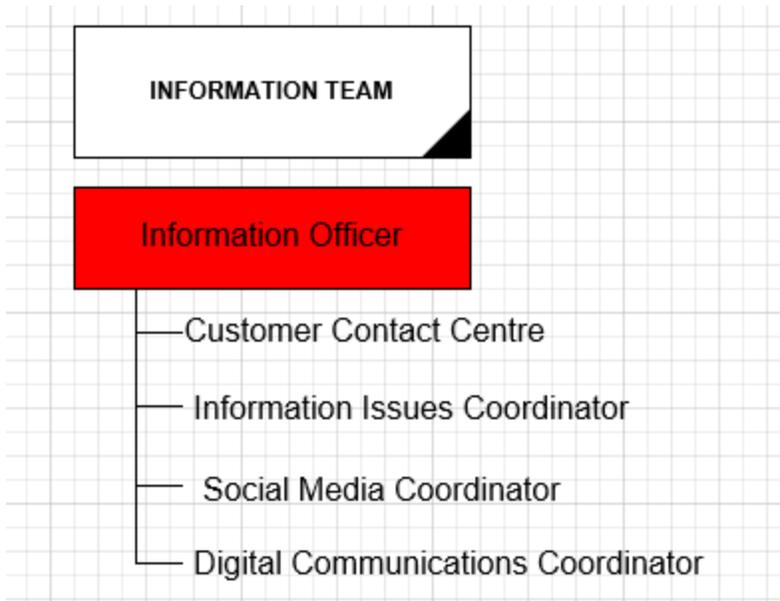
City Manager

- Liaises with Mayor to ensure Council is updated.
- Liaises with EOC Director on issues for discussion with Council or Senior Leadership Team.
- Reviews and approves reports to Council.
- Attends media briefings as requested.
- Provides updates to City employees as required.
- Liaises with CAOs/City Managers in neighbouring municipalities.

EOC Director

- Overall authority and responsibility for response activities.
- Ensures organizational effectiveness.
- Establishes staffing levels on the EOC Management Team.
- Sets EOC priorities and objectives for each operational period and ensures objectives are carried out.
- Approves Incident Action Plan
- Liaises with the Policy Group and Senior Leadership Team.
- Approves emergency information releases.

Information Officer



- Staffs and manages the Information Section ensuring the appropriate personnel, equipment, and supplies.
- Prepares for, and participates in, EOC Management Team meetings.
- Establishes a team of staff to oversee media updates, and coordinate interviews and media briefings, monitor social media, establish communication strategies, manage internal communications, and develop public information materials.
- Determines the need and obtains approval for an Emergency Information Centre.
- Liaises with other Information Officers.
- Obtains EOC Director approval for all internal and external messages.
- Ensures public communications is provided in accessible formats, as required.

Customer Contact Centre Coordinator

- Collects, processes, evaluates and shares situational information from Customer Contact Centre staff.
- Disseminates approved emergency information to the Customer Contact Centre staff for public inquiries.

Information Issues Coordinator

- Develops messaging and external communication strategies.
- Develops public information materials.
- Develops news releases.

Social Media Coordinator

- Collects and verifies relevant information on the emergency from news reports and social media.
- Implements social media response to the emergency event including developing proactive messages.
- Monitors and develops relevant hashtags on all social media platforms.

Digital Communications Coordinator

- Updates the City website with pertinent information as needed.
- Develops and maintains a recovery website to be used during large emergencies.

Legal



- Provides advice and assistance on matters related to law and how they may be applicable to the actions of the City of Hamilton during the emergency.
- Gathers and organizes evidence that may assist in legal defense if required.
- Evaluates situations and advises the EOC Director of any conditions and actions that might result in liability.

Risk Management

- Identifies and analyzes personnel, property and liability loss exposures.
- Assesses damage and financial loss resulting from the incident.
- Advises members of response organizations regarding options for risk control during EOC Management Team meetings or upon request.
- Provides risk/liability analysis where appropriate on any operations within or outside the scope of the EOC Action Plan.
- Identifies potential claimants and the scope of their needs and concerns.
- Conducts interviews and takes statements that address major risk management issues.
- Assists the EOC Director in reviewing press releases, public alerts and warnings, and public information materials.

- Organizes and prepares records for final audit.

Health and Safety Coordinator

- Liaises with and provides advice to site Safety Officer regarding health and safety issues for site personnel, as required.
- Provides advice and assistance on matters related to occupational health and safety regulations for the response and for EOC personnel.

Human Resources and Labour Relations Officer

- Provides advice and assistance on matters related to Human Resources and Labour Relations.
- Engages City Unions as needed and provides updates to the EOC Management Team.

Liaison Officer

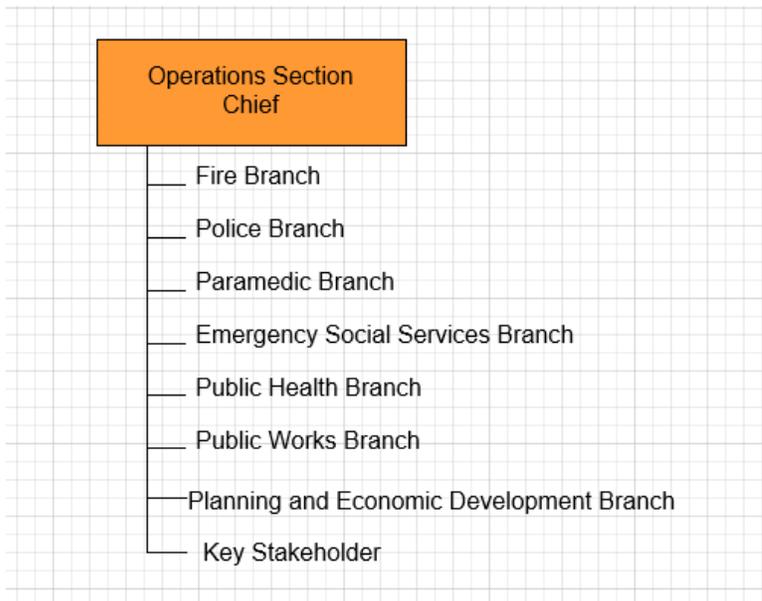
- Invites required or requested agencies to the EOC, as identified by the EOC Director and EOC Management Team.
- Liaises with the Provincial Emergency Operations Centre and Emergency Management Ontario Field Officer.
- Maintains contact with external agencies and other EOCs.

Operations Section

The Operations Section communicates directly with emergency site(s), field personnel, activated Departmental EOCs and Command Centres. The function of the Operations Section is to gather situational information from site and share it

with the Planning Section and other members of the EOC Management Team. The Operations Section also coordinates any resource requests from the site, supports site operations and coordinates multi-agency or multi-department support to the site. The Operations Chief will also direct deployment of all EOC issued resources to the Incident Commander(s) at the site.

The Operations Section Chief will be designated at the time of the emergency by the EOC Director.



Operations Section Chief

- Staffs and manages the Operations Section ensuring the appropriate personnel, equipment, and supplies.
- Prepares for and participates in EOC Management Team meetings.

Branch Coordinators

Branch Coordinators oversee the operations of a City department, division, section or outside agency. A Branch Coordinator is responsible for coordinating the activities of their department/agency site personnel, dispatch centre (if one exists) and DOC (if one has been activated) with other Branches in the Operations Section. Additional Branch staff may be needed, dependent on the size of the emergency event and the support required.

Branch Coordinators may include, but are not limited to:

Fire Branch Coordinator

- Liaises with the Fire Incident Commander and Fire Dispatch regarding fire suppression, hazardous materials response, rope rescue, vehicle extrication, and any other site response initiated by Fire.
- Provides site support and coordinates Fire resource requests such as arranging for mutual aid and additional equipment.
- Liaises with the Office of the Fire Marshall and Emergency Management, as required.

Police Branch Coordinator

- Liaises with the Police Incident Commander and Police Dispatch regarding law enforcement, traffic control, perimeter control, access/egress of emergency vehicles, evacuations, emergency notifications, search and rescue, CBRNE, and any other site response initiated by Police.
- Provides site support and coordinates Police resource requests such as arranging for mutual aid and additional equipment.
- Liaises with federal, provincial and other municipal police agencies, as required.
- Liaises with the Coroner, as required.

Paramedic Branch Coordinator

- Liaises with the Paramedic Incident Commander and Central Ambulance Communication Centre regarding the triage, treatment, and transportation of victims, and any other site response initiated by the Paramedic service.
- Provides site support and coordinates Paramedic resource requests such as arranging for mutual aid and additional equipment.
- Liaises with hospitals regarding the number of casualties.

Emergency Social Services Branch Coordinator

- Liaises with the Emergency and Social Services Operations Centre (ESSOC) regarding the delivery of emergency social services (food, shelter, clothing, registration and inquiry, personal services), and any other site response initiated by the ESSOC.
- Provides site support and coordinates ESSOC resource requests such as facilities, security, volunteers, equipment, evacuee support, transportation, mutual aid, etc.
- Liaises with community partner agencies to support emergency social services response, as required.
- Coordinates with the ESSOC to arrange for Critical Incident Stress Debriefing for affected citizens.

Public Health Branch Coordinator

- Liaises with the Public Health Emergency Control Group (PHECG) regarding the provision of public health measures including immunization programs, food safety inspections, drinking and recreational water quality, indoor air quality testing and monitoring, communicable disease and infection control, and

- any other site response initiated by the PHECG.
- Provides site support and coordinates PHECG resource requests such as arranging for mutual aid and additional equipment.
- Liaises with other Public Health Units, the Ministry of Health and Long-Term Care, and the Ministry of the Environment, Conservation and Parks.
- Collaborates with the Health Sector for the support of health services, and the activation of assessment centres and the Emergency Medical Assistance Team (EMAT), as required.

Public Works Branch Coordinator

- Liaises with the Public Works Site Commander and Public Works Department Operations Centre (PWDOC) regarding facilities and infrastructure systems (roads, bridges and water systems), water for fire-fighting, road barriers, debris management, and any other site response initiated by Public Works.
- Provides site support and coordinates Public Works resource requests such as arranging for mutual aid and additional equipment.
- Liaises with the Ministry of the Environment, Conservation Authority, and utilities to coordinate the Public Works response, as required.

Planning and Economic Development Branch Coordinator

- Liaises with site personnel for a building collapse or infrastructure damage, building inspections, unsafe orders and emergency orders related to unsafe buildings as a result of the emergency.
- Liaises with the site related to all animal services issues.
- Liaises with the site regarding all municipal by-law, licensing and parking issues related to the emergency.
- Participates in the Post Disaster Recovery Team planning with regards to rebuilding infrastructure and site recovery in accordance with relevant legislation/standards i.e. *Ontario Building Code, Planning Act*, Municipal By-laws, Municipal Servicing etc.

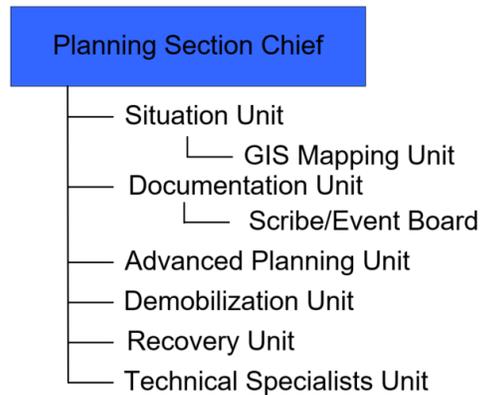
Key Stakeholder

Key Stakeholders are a representative from a city agency, or ministry that is directly involved in the response. For example, it could be Alectra providing intel to a large power outage or one of the Hamilton hospitals providing input to a specific event impacting the hospitals. Key Stakeholders are notified by the Liaison Officer or an Operations Branch

Coordinator and will be in the Operations Section. Key Stakeholders will relay all pertinent information impacting the agency to the Operations Chief.

Planning Section

The Planning section is responsible for collecting evaluating and disseminating information; developing the EOC Action Plans in coordination with other functions; maintaining all EOC documentation and anticipating the long-range planning needs of the emergency.



The Planning Section works closely with the EOC Management Team to ensure that information is shared effectively and results in an efficient planning process to meet the needs of the incident.

Planning Section Chief

- Staffs and manages the Planning Section ensuring the appropriate personnel, equipment, and supplies.
- Prepares for and participates in EOC Management Team meetings.
- Prepares and distributes the EOC Action Plan.

Situation Unit

- Oversees the collection, organization, validation and analysis of disaster situation information.
- Assists in the development of the EOC Action Plan.
- Monitors the completion status of EOC Action Plan objectives and tasks.
- Oversees the GIS Mapping Unit that is responsible to ensure all maps contain current and accurate information.

Advance Planning Unit

- Reviews and assesses information sources to anticipate potential

future impacts of an incident.

- Develops plans consisting of possible response and recovery related issues that are likely to occur beyond the next operational period.

Documentation Unit

- Collects, organizes, reproduces, distributes and files all completed incident-related forms including EOC Position Logs, EOC Action Plans, etc.
- Oversees the Scribe/Event Board Unit who scribes the EOC Management Team Meetings, drafts the EOC Action Plan for approval by the Planning Chief and then EOC Director, and maintains the event and status boards.
- May scribe for other positions as required.

Demobilization Unit

- Reviews pertinent EOC documentation and develops the Demobilization Plans for the EOC.

Recovery Unit

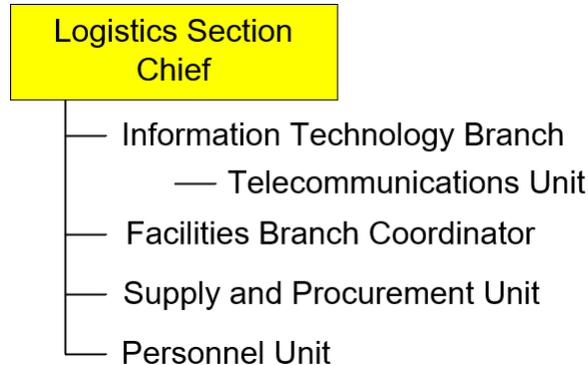
- Oversees the transition from response to recovery.
- Assesses the requirements for community and individual recovery.
- Identifies immediate short-term relief efforts that will initiate and speed recovery for an affected area.
- Identifies long-term actions to restore local services to pre-incident conditions.

Technical Specialists Unit

- Obtains and manages technical specialists required for specialized, technical observations and recommendations within the EOC.

Logistics Section

Logistics section is responsible for ensuring that the EOC is operational; and providing facilities, services, personnel, equipment and materials.



Logistics Section Chief

- Staffs and manages the Logistics Section ensuring the appropriate personnel, equipment, and supplies.
- Prepares for and participates in EOC Management Team meetings.
- Arranges for food and refreshments for EOC personnel.

Information Technology Branch

- Ensures communications and computer systems are provided, supported and maintained within the physical EOC, for virtual activation, and at other facilities utilized for emergency response activities.
- Oversees the Telecommunications Unit that is responsible for the use of radio telecommunications and telephony at the EOC and other emergency sites/locations.

Facilities Branch Coordinator

- Ensures that the EOC and other facilities have required resources during the response effort.
- Secures access to facilities and provides the staff, furniture, supplies and materials necessary to configure the facilities in a manner adequate to accomplish the EOC Action Plan objectives.

Supply and Procurement Unit

- Oversees the acquisition and allocation of supplies, materials or equipment not normally provided through mutual aid or normal department/agency channels.
- Clarifies and verifies requests to ensure accuracy and efficiency,

communicating directly with suppliers/vendors and coordinating shipping/delivery arrangements.

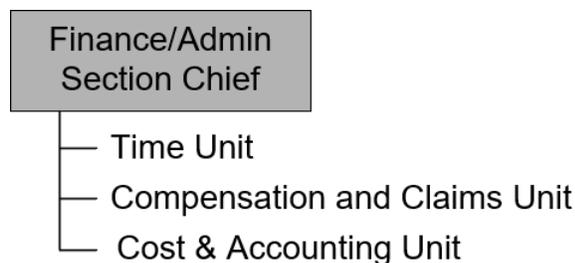
- Coordinates resource tracking with the Operations and Logistics Sections.
- Tracks resources on a resource status board or other tracking or display system.
- Develops service agreements and/or contracts and oversees the purchasing processes.

Personnel Unit

- Coordinates staffing arrangements and tracks staffing assignments.
- Oversees worker care, feeding, credentialing (verification and identification) for volunteers, temporary employees, contractors, etc.
- Manages requested and convergent volunteers.

Finance and Administration Section

The Finance and Administration section is responsible for financial activities and other administrative functions.



Finance and Administration Section Chief

- Staffs and manages the Finance and Administration Section ensuring the appropriate personnel, equipment, and supplies.
- Prepares for and participates in EOC Management Team meetings.

Time Unit

- Tracks and reports personnel hours worked.
- Prepares forms, reports and statistical data for worker time.

Compensation and Claims Unit

- Ensures all documentation related to worker injuries are

- completed correctly and forwarded within designated timelines.
- Coordinates the investigation and review of property/equipment damage or loss claims arising from the event.

Cost and Accounting Unit

- Collects all cost information, reviews invoices, statements and other vendor documents, and reports on consolidated cost estimates.

4. Emergency Plan Supporting Documents

4.1. Emergency Notification Procedure

The Emergency Notification Procedure outlines the process for notification of EOC personnel to place them on alert or request that they respond to an emergency.

4.2. Emergency Information Plan

This document outlines the flow of emergency communications from City departments and agencies to media outlets, City employees, businesses and residents. This includes the release of information to the media and public, issuing directives to the public, responding to requests for information, and monitoring media outlets and other sources of information. Methods of internal communications with City staff are also outlined.

If required, in the event of a major emergency requiring a response from other levels of government, or other municipalities, communications from the City of Hamilton will be coordinated with those entities.

4.3. Emergency Information Centre Plan

This document outlines how the municipality would open a facility to coordinate the release of information to the media, facilitate media scrums/briefings, organize and host press conferences, and potentially even provide the media with a functional work area at an Emergency Information Centre (EIC).

This plan details the activation, concept of operations, roles and responsibilities of EOC and EIC personnel, and facility requirements for an EIC.

4.4. Emergency Operations Centre and IMS Standard Operating Guideline

These guidelines outline the procedures involved in activation and operation of

the EOC facility. This includes details on the facility setup, activation and notification of EOC responders, guiding principles, managing information and resources, and the implementation of the Incident Management System. It also further defines the roles of EOC positions in position checklists. As a supplement to the City of Hamilton Emergency Plan, it provides detailed information to enable EOC responders to fulfill their key responsibilities in managing an emergency situation.

4.5. Evacuation Standard Operating Guideline

This document deals with planning and preparing for a decision to evacuate an area within the City of Hamilton as a result of an emergency, impending or occurring. In order to provide guidance to ensure the safety and security of the community during an evacuation, it includes the responsibilities and procedures for staff and agencies to notify persons, move them out of an evacuation zone, and re-entry of the population once the affected area is deemed safe.

4.6. Emergency Social Services Plan

The aim of the Emergency Social Services (ESS) Plan is to make provision for the efficient administration, coordination and implementation of the extraordinary arrangements and measures taken to protect the health, safety and welfare of the residents of Hamilton during any emergency. This response includes both City staff and external partner agencies that work to provide services including, but not limited to, shelter, food, clothing, emergency first aid, registration and inquiry, personal services, and financial assistance.

4.7. Evacuation Centre Plan

This plan outlines how an evacuation centre will be opened, set up and operated in the City of Hamilton. It establishes operational responsibilities and reporting structures for City staff and community partner agencies in operating an evacuation centre to deliver emergency social services.

4.8. Public Health Emergency Plan

The purpose of this plan is to make provisions for the efficient administration, coordination and implementation of response measures by Public Health Services. This plan executed correctly aims to protect the health, safety and environment of the residents of Hamilton during an emergency by identifying a governance structure, roles and responsibilities, standard response goals, and coordinating the emergency response with partner agencies.

4.9. Mass Casualty Incident Response Plan

This document provides a general overview of roles and responsibilities of City departments and support agencies in response to mass casualties. The purpose of this Mass Casualty Incident Response Plan is to provide a plan of action for an efficient activation and response of agencies to a Mass Casualty Incident (MCI) where the number of patients or victims involved exceeds available resources, equipment, and facilities.

4.10. Reunification Phone Line Procedure

The purpose of the Reunification Phone Line Procedure is to provide friends/family of emergency casualties with a phone line to report information on missing persons. This information will be recorded in order to facilitate the exchange of information between health care facilities, Police Services and friends/family.

5. Emergency Plan Review and Maintenance

The Emergency Management Coordinators are responsible to develop and implement the Emergency Management Program. A function of this is to coordinate, facilitate, implement and test the Emergency Plan based on the recommendations and direction of the EMPC.

The Emergency Plan will be reviewed on an annual basis. Any proposed changes to this Emergency Plan will be submitted to the Emergency Management Coordinators. Any proposed major revisions to the Emergency Plan must be presented to the EMPC upon whose recommendation it may be presented to Council for final approval. Minor revisions may be approved by the EMPC Chair.

5.1. Plan Training

The Emergency Management Coordinators will provide annual training on the implementation of the Emergency Plan to municipal employees.

5.2. Plan Testing

The Emergency Plan will be tested a minimum of once annually through an exercise coordinated by the Emergency Management Coordinators.

5.3. Plan Distribution

Copies of the Emergency Plan will be provided electronically to EMPC, EOC responders, partner organizations and agencies, the Province, and bordering

municipalities and regions that may have a role to play in responding to or providing assistance for emergencies in Hamilton. The Emergency Plan is also available on the City of Hamilton website.

Authority: Item 31, Economic Development
and Planning Committee
Report: 06-005
CM: April 12, 2006
Ward: 2
Bill No. 006

CITY OF HAMILTON

BY-LAW NO. 22-

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 25th 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 12th 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.
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 this 19th day of January, 2022.

F. Eisenberger
Mayor

A. Holland
City Clerk

ZAD-21-035



<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>
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<p>Schedule "A"</p> <p>Map forming Part of By-law No. 22-_____</p> <p>to Amend By-law No. 05-200 Map 952</p>	<p>Subject Property</p> <p>75 James Street South, 9 Jackson Street East and 44 Hughson Street South</p> <p> Block 1 - Downtown Mixed Use – Pedestrian Focus (D2, H17, H19, H20) Zone to Downtown Mixed Use – Pedestrian Focus (D2) Zone</p> <p> Block 2 – Downtown Central Business District (D1, H17, H19, H20) Zone to Downtown Central Business District (D1) Zone</p>
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<p>Scale: N.T.S</p>	<p>File Name/Number: ZAD-21-035</p>	
<p>Date: December 16, 2021</p>	<p>Planner/Technician: MK/VS</p>	
<p>PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT</p>		

Authority: Item 2, Planning Committee
Report: 22-001 (PED20015(a))
CM: January 19, 2022
Ward: 2

Bill No. 007

CITY OF HAMILTON

BY-LAW NO. 22-

To Adopt:

**Official Plan Amendment No. 247
to the City of Hamilton Official Plan**

Respecting:

125 and 129 Robert Street, Hamilton

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

1. Amendment No. 247 to the City of Hamilton Official Plan consisting of Schedule "1", hereto annexed and forming part of this by-law, is hereby adopted.

PASSED this 19th day of January, 2022.

F. Eisenberger
Mayor

A. Holland
City Clerk

Amendment No. 247
to the
City of Hamilton Official Plan

The following text, together with Appendix “A”, attached hereto, constitutes Official Plan Amendment No. 247 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.6.3.3.1.12.3:

“A.6.3.3.1.12.3 The following shall apply to the lands known municipally as 125 and 129 Robert Street identified as Site Specific Policy Area – 12 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 6.3.3.1.12 ii), a multiple dwelling is permitted; and,
- iii) Notwithstanding Policy 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 – 12 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. 22-007 passed on the 19th day of January, 2022.

The City of Hamilton

Fred Eisenberger
Mayor

A. Holland
City Clerk

Appendix A
 APPROVED Amendment No. 247
 To the Official Plan
 for the City of Hamilton

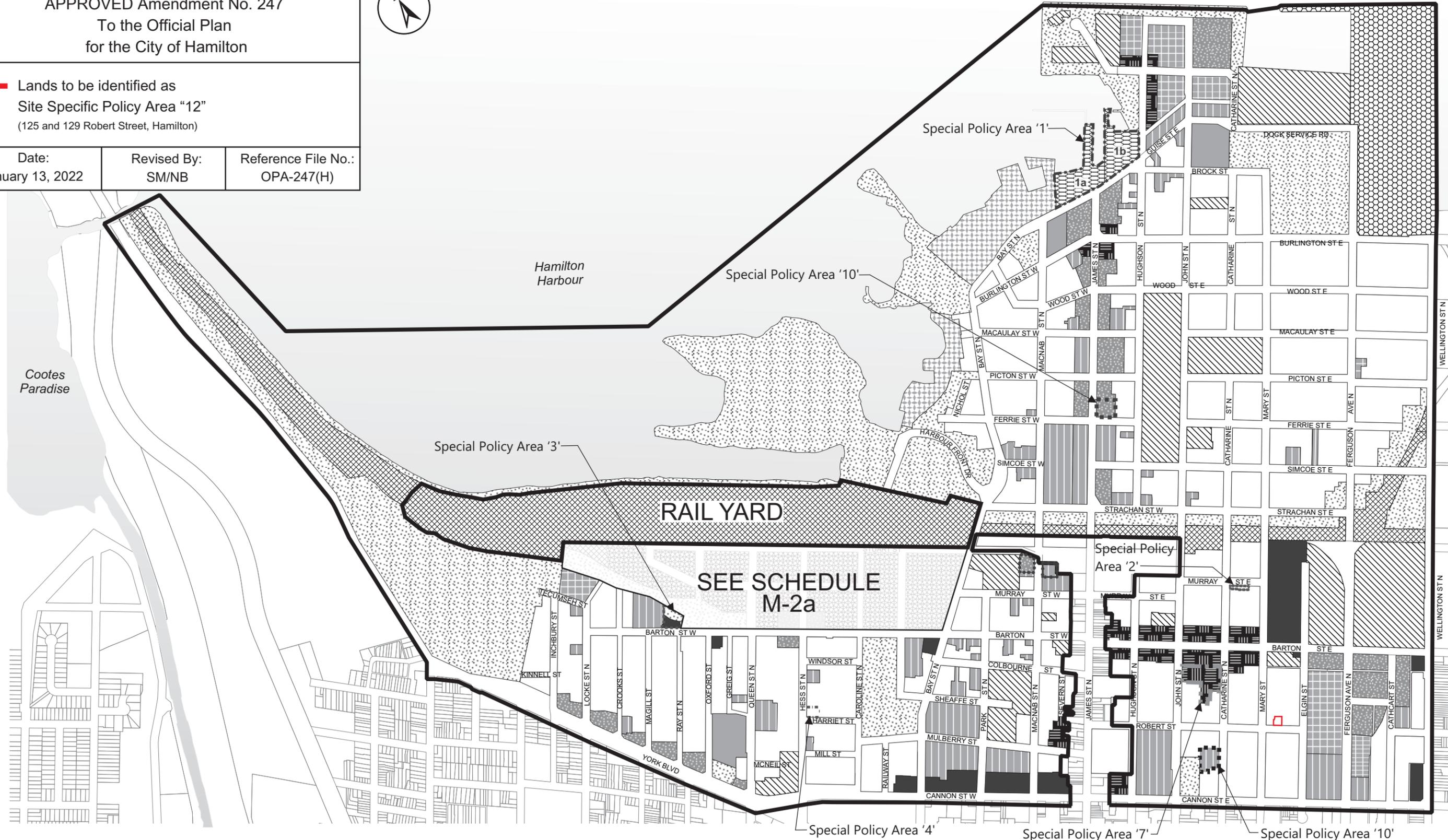


— Lands to be identified as
 Site Specific Policy Area "12"
 (125 and 129 Robert Street, Hamilton)

Date:
 January 13, 2022

Revised By:
 SM/NB

Reference File No.:
 OPA-247(H)



Legend		
Low Density Residential	High Density Residential	Institutional
Medium Density Residential 1	Mixed Use	Prime Retail
Medium Density Residential 2	Local Commercial	Open Space
Marine Recreational	Waterfront Commercial	Shipping & Navigation
Utilities and Transportation	Special Policy Area	Study Area Boundary
Special Policy Area '1'	Special Policy Area '4'	Special Policy Area '9'
Special Policy Area '2'	Special Policy Area '7'	Special Policy Area '10'
Special Policy Area '3'	Special Policy Area '8'	

Authority: Item 2, Planning Committee
Report: 22-001 (PED20015(a))
CM: January 19, 2022
Ward: 2

Bill No. 008

CITY OF HAMILTON

BY-LAW NO. 22-

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 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 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.
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.
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 this 19th day of January, 2022.

F. Eisenberger
Mayor

A. Holland
City Clerk

ZAC-17-073
UHOPA-17-033



<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>
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<h2>Schedule "A"</h2> <p>Map forming Part of By-law No. 22-_____</p> <p>to Amend By-law No. 6593</p>	<p>Subject Property</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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Scale: N.T.S	File Name/Number: ZAC-17-073 & UHOPA-17-033	 Hamilton
Date: August 3, 2021	Planner/Technician: SM/AL	
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT		

CITY OF HAMILTON

BY-LAW NO. 22-

To Confirm the Proceedings of City Council at its meeting held on January 19, 2022.

**THE COUNCIL OF THE
CITY OF HAMILTON
ENACTS AS FOLLOWS:**

1. The Action of City Council at its meeting held on the 19th day of January 2022, in respect of each recommendation contained in

Board of Health Report 22-001 – January 10, 2022,
Public Works Committee Report 22-001 – January 10, 2022,
Planning Committee Report 22-001 – January 11, 2022,
General Issues Committee Report 22-001 – January 12, 2022,
Audit, Finance & Administration Committee Report 22-001 – January 13, 2022,
Emergency & Community Services Committee Report 22-001 – January 13, 2022,
General Issues Committee Report 22-003 – January 17, 2022,
and
Staff Report PED21067(a) Municipal Comprehensive Review/Official Plan Review – Draft Urban Hamilton Official Plan Amendment – Conformity Amendment and Draft Rural Hamilton Official Plan Amendment – Firm Urban Boundary

considered by City of Hamilton Council at the said meeting, and in respect of each motion, resolution and other action passed and taken by the City Council at its said meeting is hereby adopted, ratified and confirmed.

2. The Mayor of the City of Hamilton and the proper officials of the City of Hamilton are hereby authorized and directed to do all things necessary to give effect to the said action or to obtain approvals where required, and except where otherwise provided, the Mayor and the City Clerk are hereby directed to execute all documents necessary in that behalf, and the City Clerk is hereby authorized and directed to affix the Corporate Seal of the Corporation to all such documents.

PASSED this 19th day of January, 2022.

F. Eisenberger
Mayor

A. Holland
City Clerk