



**City of Hamilton  
PLANNING COMMITTEE  
AGENDA**

**Meeting #:** 22-008  
**Date:** May 17, 2022  
**Time:** 9:30 a.m.  
**Location:** Due to the COVID-19 and the Closure of City Hall (CC)

All electronic meetings can be viewed at:

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

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

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

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**Pages**

1. CEREMONIAL ACTIVITIES
2. APPROVAL OF AGENDA  
(Added Items, if applicable, will be noted with \*)
3. DECLARATIONS OF INTEREST
4. APPROVAL OF MINUTES OF PREVIOUS MEETING
  - 4.1. May 3, 2022
5. COMMUNICATIONS
6. DELEGATION REQUESTS
7. CONSENT ITEMS

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7.1.	Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED22106) (City Wide)	26
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<b>9.</b>	<b>PUBLIC HEARINGS / DELEGATIONS</b>	
9.1.	Modifications and Updates to existing Secondary Dwelling Unit and Secondary Dwelling Unit – Detached Regulations (PED20093(c)) (City Wide)	168
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a.	Written Submissions:	808
	(i) Greenhorizons Holdings Inc. / Group of Farms Ltd.	
	(ii) Artstone Holdings Ltd.	
	(iii) Frisina Group	
	(iv) Corpveil Holdings Ltd.	
	(v) NHDG (Waterfront) Inc.	
	(vi) Hamilton Homebuilders and Developers	
	(vii) Alexander Place	
	(viii) Dina D'Ermo	
b.	Registered Delegations:	828
	(i) Michael Collins-Williams, West End Home Builders' Association (video delegation)	
	(ii) John Corbett, Corbett Land Strategies	
	(iii) Nick Wood, Corbett Land Strategies	
	(iv) Lynda Lukasik, Environment Hamilton	
	(v) Craig Burley	
<b>10.</b>	<b>DISCUSSION ITEMS</b>	
<b>11.</b>	<b>MOTIONS</b>	
<b>12.</b>	<b>NOTICES OF MOTION</b>	
<b>13.</b>	<b>GENERAL INFORMATION / OTHER BUSINESS</b>	



## 14. PRIVATE AND CONFIDENTIAL

### 14.1. Closed Minutes - May 3, 2022

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

## 15. ADJOURNMENT



**PLANNING COMMITTEE  
MINUTES**

**22-007**

**May 3, 2022**

**9:30 a.m.**

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

**Present:** Councillor L. Ferguson (Acting Chair),  
Councillors M. Wilson (2<sup>nd</sup> Vice Chair),  
M. Pearson, J.P. Danko and J. Partridge

**Absent with Regrets:** Councillors B. Johnson and J. Farr - Personal

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

**1. Amendment to the Infill Notice By-law No. 21-207 (PED22102) (City Wide)  
(Item 7.1)**

**(Pearson/Partridge)**

That the By-law, attached as Appendix "A" to Report PED22102 to amend City of Hamilton By-law No. 21-207, a By-law to Regulate Public Information Notices at Infill Construction Sites, which has been prepared in a form satisfactory to the City Solicitor, be enacted.

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

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

**2. Appointment By-law under the *Building Code Act, 1992* (PED22099) (City Wide) (Added Item 7.2)**

**(Danko/Partridge)**

(a) That the draft By-law attached as Appendix "A" to Report PED22099, respecting the appointment of a Chief Building Official, Deputies and

Inspectors, which has been prepared in a form satisfactory to the City Solicitor, be approved and enacted; and

- (b) That By-law 22-041, being a by-law respecting the Appointments of a Chief Building Official, Deputies and Inspectors be repealed.

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

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

**3. Application for a Zoning By-law Amendment for Lands Located at 9270 Haldibrook Road, Glanbrook (PED22073) (Ward 11) (Item 9.1)**

**(Partridge/Pearson)**

- (a) That Zoning By-law Amendment Application ZAA-22-006, by Fothergill Planning and Development Inc. on behalf of Schiedel Ranch Holdings Inc., (Owner), for a change in zoning from Agriculture (A1) Zone to the Agriculture (A1,118) Zone and Agriculture (A1, 770) Zone, in order to prohibit construction of a single detached dwelling and a residential care facility, and to recognize a reduced front yard setback, reduced lot area and an increased Gross Floor Area for Accessory Buildings as required by the condition of Consent approval, for the lands known as 9270 Haldibrook Road, as shown on Appendix "A" attached to Report PED22073, be APPROVED on the following basis:
- (i) That the draft By-law attached as Appendix "B" to Report PED22073, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (ii) That the amending By-law be added to Schedule "C" of Zoning By-law No. 05-200;
- (iii) The proposed modifications in zoning are consistent with the Provincial Policy Statement (2020), conform to the Greenbelt Plan (2017) and comply with the Rural Hamilton Official Plan.
- (b) ***That there were no public submissions received regarding this matter.***

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

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

**4. Zoning By-law Amendment Application for Lands Located at 1640 Trinity Church Road, Glanbrook (PED22087) (Ward 11) (Item 9.2)**

**(Partridge/Pearson)**

(a) That Zoning By-law Amendment Application ZAA-22-010, by Harvinder Wallace (Owner), for a change in zoning from Agriculture (A1) Zone, Conservation/Hazard Land-Rural (P7) Zone and Conservation/Hazard Land-Rural (P8) Zone to the Agriculture (A1, 118) Zone, Conservation/Hazard Land-Rural (P7, 773) Zone and Conservation/Hazard Land-Rural (P8, 773) Zone to prohibit development of a single detached dwelling and a residential care facility, as required by the conditions of Consent approval, as shown on Appendix "A" attached to Report PED22087, be APPROVED on the following basis:

- (i) That the draft By-law attached as Appendix "B" to Report PED22087, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (ii) That the amending By-law be added to Schedule "C" of Zoning By-law No. 05-200;
- (iii) That the proposed modifications in zoning are consistent with the Provincial Policy Statement, 2020, conform to the Greenbelt Plan and comply with Rural Hamilton Official Plan.

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

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

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 NOT PRESENT- Ward 2 Councillor Jason Farr

YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 NOT PRESENT- Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**5. Appeal of Draft Plan of Subdivision Application 25T-201806 for Lands Located at 140 Garner Road East, Ancaster (PED22096) (Ward 12) (Item 10.1)**

**(Pearson/Danko)**

That Report PED22096 respecting Appeal of Draft Plan of Subdivision Application 25T-201806 for Lands Located at 140 Garner Road East, Ancaster, be received.

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

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

**6. Applications for Amendments to the Urban Hamilton Official Plan and Zoning By-law No. 05-200 for Lands Located at 392, 398, 400,402, 406, and 412 Wilson Street East and 15 Lorne Avenue (Ancaster)(PED22070) (Ward 12) (Item 10.2)**

**(Ferguson/Partridge)**

(a) That Urban Hamilton Official Plan Amendment Application UHOPA-22-004, by Wilson St. Ancaster Inc. (c/o Giovanni Fiscaletti, Applicant / Owner), to amend the Ancaster Wilson Street Secondary Plan to redesignate the lands located at 15 Lorne Avenue from “Low Density Residential 1” designation to “Mixed Use - Medium Density” designation with a “Pedestrian Focus”; and, to establish a Site Specific Policy to permit an eight storey mixed use development with a maximum density of 220 units per hectare and provide for the relocation of the existing designated heritage building from 398 Wilson Street East to 15 Lorne Avenue, on lands located at 392, 398, 400, 402, 406, and 412 Wilson Street East, as shown on Appendix “A” attached to Report PED22070, be DENIED on the following basis:

(i) That the proposed amendment does not meet the general intent of the Urban Hamilton Official Plan and the Ancaster Wilson Street

Secondary Plan with respect to the following matters: right-of-way dedications, building height, residential density, massing, privacy, overlook, setbacks, and compatibility with and enhancement of the character of the existing neighbourhood.

- (ii) The mass, height, and bulk of the proposal is not considered to be good planning and is considered an overdevelopment of the site;
- (b) That Zoning By-law Amendment Application ZAC-22-011, by Wilson St. Ancaster Inc. (c/o Giovanni Fiscaletti, Applicant / Owner), to change the zoning from the Existing Residential “ER” Zone, the Mixed Use Medium Density - Pedestrian Focus (C5a, 570) Zone, and the Mixed Use Medium Density - Pedestrian Focus (C5a, 570, 651) Zone to a modified Mixed Use Medium Density - Pedestrian Focus (C5a) Zone, to permit an eight storey mixed use development with a maximum density of 220 units per hectare, with 1,677 m<sup>2</sup> of at grade commercial space and 169 dwelling units above with 55 surface parking spaces and 257 underground parking spaces, on lands located at 392, 398, 400, 402, 406, and 412 Wilson Street East and to relocate the existing designated heritage building on the lands located at 398 Wilson Street East to the lands located at 15 Lorne Avenue, as shown on Appendix “A” attached to Report PED22070, be DENIED on the following basis:
- (i) That the proposed change in zoning does not meet the general intent of the Urban Hamilton Official Plan and the Ancaster Wilson Street Secondary Plan with respect to building height, setbacks, and massing;
  - (ii) That the proposal does not meet the general intent of the Zoning By-law with regards to allowable building height, setbacks, minimum side yard, planting strip;
  - (iii) That the proposal is not considered to be good planning and is considered an overdevelopment of the site.

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

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

**7. Waiving of Street Festival Fees (Item 11.1)**

**(Partridge/Ferguson)**

WHEREAS, over the past two years the COVID 19 Pandemic has significantly impacted the ability for street festivals to occur.

WHEREAS, street festivals are an important tool to support broader economic recovery planning.

WHEREAS, Hamilton Municipal Parking System typically charges a fee to help off-set the loss in revenue where street festivals remove metered on street parking from service.

WHEREAS, reducing the costs associated with street festivals could accelerate their return.

THEREFORE, BE IT RESOLVED:

- (a) That the fees typically applied to offset revenue losses from metered parking being removed from service be waived for street festivals qualifying under the Special Event Advisory Team (SEAT) process be waived for the 2022 season; and,
- (b) That the estimated revenue off-set for the Hamilton Municipal Parking System be funded from the Economic Development Investment Reserve (112221).

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

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

**8. Liquor Sales Licences for Steel Town Cider (Item 11.2)**

**(Wilson/Partridge)**

WHEREAS Steel Town Cider is operating at 150 Chatham St., Hamilton, Ontario.

WHEREAS Steel Town Cider began operations in 2017 moved to its current location at 150 Chatham St. beginning September 2020

WHEREAS Steel Town Cider has applied for and received manufacturing licenses and retail endorsements allowing it to brew and sell cider and beer at it's 150 Chatham St. location

WHEREAS in addition to brewing cider and beer, the business model has a retail, tourism and education component; and

WHEREAS the Alcohol and Gaming Commission of Ontario (AGCO) requires written notice from the Council of the Municipality within which the applicant's site is located confirming that it has passed a resolution in support of the issuance of two Manufacturer's Limited Liquor Sales Licenses ("By the Glass") for both cider and beer, for tastings.

THEREFORE, BE IT RESOLVED:

That the Council of the City of Hamilton confirms their support for the issuance of two Manufacturer's Limited Liquor Sales Licenses ("By the Glass") for both cider and beer, for Steel Town Cider located at 150 Chatham St., Hamilton, Ontario.

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

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

**9. Appeal to the Ontario Land Tribunal (OLT) for Refusal of an HCA Permit for Lands Located at 140 Garner Road East (Ancaster) (OLT-21-001567) (LS22020/PED22096(a)) (Ward 12) (Added Item 14.2)**

**(Danko/Wilson)**

- (a) That the directions to staff in closed session respecting Report LS22020/PED22096(a) be released to the public, following approval by Council;
- (b) That the balance of Report LS22020/PED22096(a) remain confidential.

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

YES - Ward 1 Councillor Maureen Wilson  
 YES - Ward 8 Councillor John-Paul Danko  
 NOT PRESENT - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge



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

**FOR INFORMATION:**

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

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

**1. DELEGATION REQUESTS (Item 6)**

6.1 Delegations respecting 140 Garner Road East (Item 10.1)

- (i) Don McLean, Hamilton 350 Committee
- (ii) Nancy Hurst, Stop Sprawl HamOnt

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

7.2 Appointment By-law under the *Building Code Act, 1992*  
 (PED22099) (City Wide)

**3. DISCUSSION ITEMS (Item 10)**

10.1 Appeal of Draft Plan of Subdivision Application 25T-201806 for  
 Lands Located at 140 Garner Road East, Ancaster (PED22096)  
 (Ward 12)

(a) Added Written Submission:

- (i) Hailey Van Sickle
- (ii) Paula Grove
- (iii) Neal Bonnor
- (iv) Harriet Woodside
- (v) Laurel Imeson
- (vi) Kevin Butter
- (vii) Dennis and Patricia Baker
- (viii) Margaret Tremblay
- (ix) Janice Melnyk
- (x) Ingrid Harris
- (xi) Jan W. Jansen
- (xii) Rick Johnson
- (xiii) Liz Seymour
- (xiv) Juanita Lepage
- (xv) Lyn and Rick Folkes

- (xvi) Aileen McMilan
- (xvii) Caroline Fehr
- (xviii) David Wallis
- (xix) Yvonne Pigott
- (xx) Marjorie Middleton
- (xxi) Erin Davis
- (xxii) Leanna Nigro
- (xxiii) Stan Nowak
- (xxiv) Liz Koblyk
- (xxv) Marlene Cameron
- (xxvi) Lisa Hutchinson
- (xxvii) Gudrun Boehm-Johnson
- (xxviii) Kathy Rounq
- (xxix) Peter Appleton
- (xxx) Michael Gill
- (xxxi) Cindy Jenkins
- (xxxii) Jeff Smith
- (xxxiii) Teodora Filipova
- (xxxiv) Enrico and Julie Palmese
- (xxxv) Patricia Cole-Stever
- (xxxvi) Miriam Sager
- (xxxvii) Joanne and Ron Palangio
- (xxxviii) Lynn Nielsen
- (xxxix) Daniel Coleman
- (xl) Craig Cassar
- (xli) Joyce Smith
- (xlii) Bruna Nota
- (xliii) Nancy Hurst
- (xliv) Akira Ourique
- (xlv) Steve and Annette van der Woerd
- (xlvi) Marie Covert
- (xlvii) John Geerts
- (xlviii) Barbara Davis
- (xlix) Aleda O'Connor
- (l) Chris and Gene Fitzpatrick
- (li) Liz Rabishaw
- (lii) Cynthia Bernstein
- (liii) Colin Seymour
- (liv) Carmel Mothersill
- (lv) Anne Washington
- (lvi) Marilyn Marchesseau
- (lvii) Linda Hughes
- (lviii) Heather Vaughan
- (lix) Carolyn VanHoevelaak
- (lx) Janet O'Sullivan

(lxi) Louise McCann  
 (lxii) Sarah Filice  
 (lxiii) Gord McNulty  
 (lxiv) Dorothy McIntosh  
 (lxv) Peggy McKeil  
 (lxvi) Carolanne Forster  
 (lxvii) Virginia L. Gibson  
 (lxviii) Lynn M. Gates  
 (lxix) Adan Amer  
 (lxx) Susan Borghese  
 (lxxi) Eileen Booty  
 (lxxi) Janice Locke  
 (lxxii) Michael Gill

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

14.2 Appeal to the Ontario Land Tribunal (OLT) for Lack of Decision on Draft Plan of Subdivision Application (25T-201806) for Lands Located at 140 Garner Road East (Ancaster) (OLT-21-001788) (LS22020/PED22096(a)) (Ward 12)

**(Partridge/Pearson)**

That the agenda for the May 3, 2022 Planning Committee meeting be approved, as amended.

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

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

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

None declared.

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

**(i) April 25, 2022 (Item 4.1)**

**(Wilson/Danko)**

That the Minutes of the April 25, 2022 meeting be approved, as presented.

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

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

**(d) DELEGATION REQUESTS (Item 6)**

**(i) Delegation Requests (Added Item 6.1)**

**(Wilson/Danko)**

That the following Delegation Requests respecting 140 Garner Road East (Item 10.1), be approved for today's meeting:

- (i) Don McLean, Hamilton 350 Committee
- (ii) Nancy Hurst, Stop Sprawl HamOnt

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

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

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

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

In accordance with the provisions of the *Planning Act*, Chair Ferguson 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.

**(i) Application for a Zoning By-law Amendment for Lands Located at 9270 Haldibrook Road, Glanbrook (PED22073) (Ward 11) (Item 9.1)**

No members of the public were registered as Delegations.

**(Partridge/Pearson)**

That the staff presentation be waived.

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

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

Ed Fothergill with Fothergill Planning & Development Inc., was in attendance and indicated he was in support of the staff report.

**(Pearson/Partridge)**

That the delegation from Ed Fothergill with Fothergill Planning & Development Inc., be received.

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

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

**(Partridge/Pearson)**

That the public meeting be closed.

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

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

NOT PRESENT - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 NOT PRESENT- Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(Partridge/Pearson)**

- (a) That Zoning By-law Amendment Application ZAA-22-006, by Fothergill Planning and Development Inc. on behalf of Schiedel Ranch Holdings Inc., (Owner), for a change in zoning from Agriculture (A1) Zone to the Agriculture (A1,118) Zone and Agriculture (A1, 770) Zone, in order to prohibit construction of a single detached dwelling and a residential care facility, and to recognize a reduced front yard setback, reduced lot area and an increased Gross Floor Area for Accessory Buildings as required by the condition of Consent approval, for the lands known as 9270 Haldibrook Road, as shown on Appendix "A" attached to Report PED22073, be APPROVED on the following basis:
- (i) That the draft By-law attached as Appendix "B" to Report PED22073, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (ii) That the amending By-law be added to Schedule "C" of Zoning By-law No. 05-200;
  - (iii) The proposed modifications in zoning are consistent with the Provincial Policy Statement (2020), conform to the Greenbelt Plan (2017) and comply with the Rural Hamilton Official Plan.

**(Partridge/Pearson)**

That the recommendations in Report PED22073 be **amended** by adding the following sub-section (b):

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

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

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

YES - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 3.

**(ii) Zoning By-law Amendment Application for Lands Located at 1640 Trinity Church Road, Glanbrook (PED22087) (Ward 11) (Item 9.2)**

No members of the public were registered as delegations.

**(Partridge/Pearson)**

That the staff presentation be waived.

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

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

Harvinder Wallace, Owner, was in attendance and indicated support for the staff report.

**(Partridge/Pearson)**

That the delegation from Harvinder Wallace, Owner, be received.

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

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

**(Partridge/Pearson)**

That the public meeting be closed.

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

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

NOT PRESENT - Ward 2 Councillor Jason Farr  
 YES - Ward 15 Councillor Judi Partridge  
 YES - Ward 12 Councillor Lloyd Ferguson  
 NOT PRESENT- Ward 11 Councillor Brenda Johnson  
 YES - Ward 10 Councillor Maria Pearson

**(Partridge/Pearson)**

- (a) That Zoning By-law Amendment Application ZAA-22-010, by Harvinder Wallace (Owner), for a change in zoning from Agriculture (A1) Zone, Conservation/Hazard Land-Rural (P7) Zone and Conservation/Hazard Land-Rural (P8) Zone to the Agriculture (A1, 118) Zone, Conservation/Hazard Land-Rural (P7, 773) Zone and Conservation/Hazard Land-Rural (P8, 773) Zone to prohibit development of a single detached dwelling and a residential care facility, as required by the conditions of Consent approval, as shown on Appendix "A" attached to Report PED22087, be APPROVED on the following basis:
- (i) That the draft By-law attached as Appendix "B" to Report PED22087, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
  - (ii) That the amending By-law be added to Schedule "C" of Zoning By-law No. 05-200;
  - (iii) That the proposed modifications in zoning are consistent with the Provincial Policy Statement, 2020, conform to the Greenbelt Plan and comply with Rural Hamilton Official Plan.

**(Partridge/Pearson)**

That the recommendations in Report PED22087 be **amended** by adding the following sub-section (b):

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

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

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



For disposition of this matter, refer to Item 4.

**(iii) Delegations respecting 140 Garner Road East (Item 10.1) (Added Item 9.3)**

The following delegations addressed the Committee respecting 140 Garner Road East (Item 10.1):

- (i) Don McLean, Hamilton 350 Committee
- (ii) Nancy Hurst, Stop Sprawl HamOnt

**(Partridge/Pearson)**

That the following delegations respecting 140 Garner Road East (Item 10.1), be received:

- (i) Don McLean, Hamilton 350 Committee
- (ii) Nancy Hurst, Stop Sprawl HamOnt

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

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

For disposition of this matter, refer to Items 5, 9 and (f)(i).

**(f) DISCUSSION ITEMS (Item 10)**

**(i) Appeal of Draft Plan of Subdivision Application 25T-201806 for Lands Located at 140 Garner Road East, Ancaster (PED22096) (Ward 12) (Item 10.1)**

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

**(Pearson/Danko)**

That the presentation from Tim Vrooman, Senior Planner, respecting, Appeal of Draft Plan of Subdivision Application 25T-201806 for Lands Located at 140 Garner Road East, Ancaster, be received.

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

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

**(Pearson/Danko)**

That the following written submissions (Added Item 10.1(a)), be received:

- (i) Hailey Van Sickle
- (ii) Paula Grove
- (iii) Neal Bonnor
- (iv) Harriet Woodside
- (v) Laurel Imeson
- (vi) Kevin Butter
- (vii) Dennis and Patricia Baker
- (viii) Margaret Tremblay
- (ix) Janice Melnyk
- (x) Ingrid Harris
- (xi) Jan W. Jansen
- (xii) Rick Johnson
- (xiii) Liz Seymour
- (xiv) Juanita Lepage
- (xv) Lyn and Rick Folkes
- (xvi) Aileen McMilan
- (xvii) Caroline Fehr
- (xviii) David Wallis
- (xix) Yvonne Pigott
- (xx) Marjorie Middleton
- (xxi) Erin Davis
- (xxii) Leanna Nigro
- (xxiii) Stan Nowak
- (xxiv) Liz Koblyk
- (xxv) Marlene Cameron
- (xxvi) Lisa Hutchinson
- (xxvii) Gudrun Boehm-Johnson
- (xxviii) Kathy Rounq
- (xxix) Peter Appleton
- (xxx) Michael Gill
- (xxxi) Cindy Jenkins

**Planning Committee  
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(xxxii) Jeff Smith  
(xxxiii) Teodora Filipova  
(xxxiv) Enrico and Julie Palmese  
(xxxv) Patricia Cole-Stever  
(xxxvi) Miriam Sager  
(xxxvii) Joanne and Ron Palangio  
(xxxviii) Lynn Nielsen  
(xxxix) Daniel Coleman  
(xl) Craig Cassar  
(xli) Joyce Smith  
(xlii) Bruna Nota  
(xliii) Nancy Hurst  
(xliv) Akira Ourique  
(xlv) Steve and Annette van der Woerd  
(xlvi) Marie Covert  
(xlvii) John Geerts  
(xlviii) Barbara Davis  
(xlix) Aleda O'Connor  
(l) Chris and Gene Fitzpatrick  
(li) Liz Rabishaw  
(lii) Cynthia Bernstein  
(liii) Colin Seymour  
(liv) Carmel Mothersill  
(lv) Anne Washington  
(lvi) Marilyn Marchesseau  
(lvii) Linda Hughes  
(lviii) Heather Vaughan  
(lix) Carolyn VanHoevelaak  
(lx) Janet O'Sullivan  
(lxi) Louise McCann  
(lxii) Sarah Filice  
(lxiii) Gord McNulty  
(lxiv) Dorothy McIntosh  
(lxv) Peggy McKeil  
(lxvi) Carolanne Forster  
(lxvii) Virginia L. Gibson  
(lxviii) Lynn M. Gates  
(lxix) Adan Amer  
(lxx) Susan Borghese  
(lxxi) Eileen Booty  
(lxxi) Janice Locke  
(lxxii) Michael Gill

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

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

For disposition of this matter refer to Items 5 and 9.

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

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

**(Pearson/Danko)**

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

**(a) Items Requiring New Due Dates:**

19BB - Parking Review Fee (PED19238)  
 Current Due Date: September 7, 2021  
 Proposed New Due Date: July 5, 2022

**(b) Items to Be Removed:**

21L - Delegations respecting the OPA's Farm Labour House Policy  
 Item 9.2 on the May 4, 2021 Planning Committee Agenda

21G - Dedicated Mohawk College Enforcement (PED18220(b))  
 Item 10.2 on the April 20, 2021 Planning Committee Agenda

21N - Downtown Entertainment Precinct Master Agreement  
 (PED18168(g)) (City Wide) Item 14.2 on the June 2, 2021 General  
 Issues Committee Agenda

21W - Feasibility Report for a Biodiversity Action Plan (PED21065)  
 Item 1 on the April 7, 2021 General Issues Committee Agenda

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

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

YES - Ward 10 Councillor Maria Pearson

**(ii) General Manager's Update (Added Item 13.2)**

Jason Thorne, General Manager of Planning and Economic Development, updated the Committee on the MCR/GRIDS2 report coming to the Planning Committee on May 17, 2022.

**(Partridge/Pearson)**

That the General Manager's Update, be received.

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

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

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

**(i) Closed Session Minutes – April 25, 2022 (Item 14.1)**

**(Wilson/Danko)**

- (a) That the Closed Session Minutes dated April 25, 2022, be approved as presented; and,
- (b) That the Closed Session Minutes dated April 25, 2022, remain private and confidential.

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

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

**(Pearson/Partridge)**

That Committee move into Closed Session respecting Added Item 14.2 pursuant to Section 9.1, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-

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

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

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

**(ii) Appeal to the Ontario Land Tribunal (OLT) for Refusal of an HCA Permit for Lands Located at 140 Garner Road East (Ancaster) (OLT-21-001567) (LS22020/PED22096(a)) (Ward 12) (Added Item 14.2)**

For disposition of this matter refer to Item 9.

**(i) ADJOURNMENT (Item 15)**

**(Partridge/Pearson)**

That there being no further business, the Planning Committee be adjourned at 11:44 a.m.

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

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

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Councillor L. Ferguson  
Acting Chair, Planning Committee

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Lisa Kelsey  
Legislative Coordinator



# INFORMATION REPORT

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	May 17, 2022
<b>SUBJECT/REPORT NO:</b>	Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED22106) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Shannah Evans (905) 546-2424 Ext. 1928
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

## COUNCIL DIRECTION

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

## INFORMATION

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

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

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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.



**SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED22106) - Page 2 of 4**

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

Attached as Appendix “A” to Report PED22106 is a table outlining the active Applications received prior to December 12, 2017 sorted by Ward, from oldest Application to newest. As of April 19, 2022, there were:

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

Within 60 to 90 days of April 19, 2022, all nine development proposals have passed the applicable 120, 180 and 270 day statutory timeframes.

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

Attached as Appendix “B” to Report PED22106 is a table outlining the active Applications received after December 12, 2017, but before Royal Assent of Bill 108, sorted by Ward, from oldest Application to newest. As of April 19, 2022, there were:

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

Within 60 to 90 days of April 19, 2022, all 10 development proposals have passed the applicable 150, 180 or 300 day statutory timeframes.

**SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED22106) - Page 3 of 4**

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

Attached as Appendix “C” to Report PED22106 is a table outlining the active Applications received after September 3, 2019, and subject to the new statutory timeframes, sorted by Ward, from oldest Application to newest. As of April 19, 2022, there were:

- 32 active Official Plan Amendment Applications;
- 60 active Zoning By-law Amendment Applications; and,
- 15 active Plan of Subdivision Applications.

As of April 19, 2022, 15 development proposals are approaching the 90 or 120 day statutory timeframe and will be eligible for appeal. Fifty (50) development proposals have passed the 90 or 120 day statutory timeframe.

**Planning Division Active Files**

Combined to reflect property addresses, there are 84 active development proposals. Twenty-one (21) proposals are 2022 files (25%), 25 proposals are 2021 files (30%), 16 proposals are 2020 files (19%) and 22 proposals are pre-2020 files (26%).

Staff continue to work with the AMANDA Implementation Team to add enhancements to the database that will allow for the creation of more detailed reporting. As a result, future tables will include a qualitative analysis of the status of active Applications. Furthermore, the long-term goal of the Planning Division is to make this information available on an interactive map accessed through the City of Hamilton website, and an e-mail system will provide notification of when a new application is received.

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

At the February 2, 2021 Planning Committee meeting, Planning Committee requested that information be reported relating to development Applications that have been appealed for non-decision to the Ontario Land Tribunal. Attached as Appendix “D” to Report PED22106 is a table outlining Development Applications, along with the applicant/agent, that have been appealed for non-decision to the Ontario Land Tribunal. There are currently 12 active appeals for non-decision. Third party appeals are not included in this information as Council has made a decision to approve the Application.

**SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED22106) - Page 4 of 4**

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**APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" to Report PED22106 - List of Active Development Applications (prior to December 12, 2017)

Appendix "B" to Report PED22106 - List of Active Development Applications (after December 12, 2017)

Appendix "C" to Report PED22106 - List of Active Development Applications (after September 3, 2019)

Appendix "D" to Report PED22106 - *Planning Act* Applications Currently Appealed for Non-Decision to the Ontario Land Tribunal

SE:sd

**Active Development Applications  
Deemed Complete Prior to December 12, 2017  
(Effective April 19, 2022)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	120 day cut off (Rezoning)	180 day cut off (Plan of Sub)	270 day cut off OPA*	Applicant/ Agent	Days Since Received and/or Deemed Complete as of April 19, 2022
<b>Ward 7</b>									
UHOPA-17-31 ZAC-17-071	1625 - 1655 Upper James Street, Hamilton	27-Sep-17	n/a	02-Oct-17	25-Jan-18	n/a	24-Jun-18	MB1 Development Consulting Inc.	1692
<b>Ward 9</b>									
UHOPA-16-26 ZAC-16-065 25T-201611	478 and 490 First Road West, Stoney Creek	12-Oct-16	n/a	02-Nov-16	09-Feb-17	10-Apr-17	09-Jul-17	T. Johns Consultants Inc.	2042
UHOPA-16-27 ZAC-16-066 25T-201612	464 First Road West, Stoney Creek	12-Oct-16	n/a	02-Nov-16	09-Feb-17	n/a	09-Jul-17	T. Johns Consultants Inc.	2042
UHOPA-17-01 ZAC-17-001 25T-201701	15 Ridgeview Drive, Stoney Creek	02-Dec-16	n/a	16-Dec-16	01-Apr-17	31-May- 17	29-Aug-17	A.J. Clarke & Associates Ltd.	1991
ZAC-15-040	9 Glencrest Avenue, Stoney Creek	02-Jul-15	n/a	17-Jul-15	30-Oct-15	n/a	n/a	WEBB Planning Consultants Inc.	2510

**Active Development Applications  
Deemed Complete Prior to December 12, 2017  
(Effective April 19, 2022)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	120 day cut off (Rezoning)	180 day cut off (Plan of Sub)	270 day cut off OPA*	Applicant/ Agent	Days Since Received and/or Deemed Complete as of April 19, 2022
<b>Ward 10</b>									
UHOPA-17-05 ZAC-17-015 25T-201703	1, 19, 20, 21, 23, 27 and 30 Lakeside Drive and 81 Waterford Crescent, Stoney Creek	23-Dec-16	n/a	17-Jan-17	22-Apr-17	21-Jun-17	19-Sep-17	IBI Group	1970
<b>Ward 12</b>									
ZAC-16-006 25T-201602	285, 293 Fiddlers Green Road, Ancaster	23-Dec-15	n/a	06-Jan-16	21-Apr-16	20-Jun-16	n/a	Liam Doherty	2336
ZAC-17-062	45 Secinaro Avenue, Ancaster	28-Jul-17	n/a	01-Aug-17	25-Nov-17	n/a	n/a	T. Johns Consultants Inc.	1753
<b>Ward 13</b>									
ZAC-17-064 25T-201710	655 Cramer Road, Flamborough	09-Aug-17	n/a	17-Aug-17	07-Dec-17	05-Feb-18	n/a	A.J. Clarke & Associates Ltd.	1781

**Active Development Applications  
Deemed Complete Prior to December 12, 2017  
(Effective April 19, 2022)**

Active Development Applications

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

**Active Development Applications  
Deemed Complete After December 12, 2017  
(Effective April 19, 2022)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	150 day cut off (Rezoning)	180 day cut off (Plan of Sub.)	300 day cut off (OPA)	Applicant/Agent	Days since Received and/or Deemed Complete as of April 19, 2022
<b>Ward 2</b>									
ZAR-19-008	124 Walnut Street South, Hamilton	21-Dec-18	n/a	18-Jan-19	20-May-19	n/a	n/a	IBI Group	1242
<b>Ward 6</b>									
ZAC-19-035	694 Pritchard Road, Stoney Creek	08-May-19	n/a	21-May-19	05-Oct-19	n/a	n/a	Urban in Mind Planning Consultants	1104
<b>Ward 8</b>									
ZAC-19-017	1020 Upper James Street, Hamilton	28-Feb-19	n/a	11-Mar-19	28-Jul-19	n/a	n/a	Wellings Planning Consultants Inc.	1173
UHOPA-19-003* ZAC-19-007 25T-2019001	238 Barton Street, Stoney Creek	19-Dec-18	n/a	02-Jan-19	n/a	17-Jun-19	15-Oct-19*	A.J. Clarke & Associates Ltd.	1244
<b>Ward 11</b>									
UHOPA-18-016* ZAC-18-040 25T-2018007	9511 Twenty Road West, Glanbrook	10-Jul-18	n/a	15-Aug-18	n/a	06-Jan-19	06-May-19*	Corbett Land Strategies	1406
<b>Ward 12</b>									
ZAC-18-048 25T-2018009	387, 397, 405 and 409 Hamilton Drive, Ancaster	09-Sep-18	n/a	28-Sep-18	06-Feb-19	08-Mar-19	n/a	Fothergill Planning & Development Inc.	1345

**Active Development Applications  
Deemed Complete After December 12, 2017  
(Effective April 19, 2022)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	150 day cut off (Rezoning)	180 day cut off (Plan of Sub.)	300 day cut off (OPA)	Applicant/Agent	Days since Received and/or Deemed Complete as of April 19, 2022
<b>Ward 12 Continued</b>									
.UHOPA-18-022* ZAC-18-056 25T-2018010	26 Southcote Road, Ancaster	05-Nov-18	n/a	15-Nov-18	n/a	04-May-19	01-Sep-19*	A.J. Clarke & Associates Ltd.	1288
UHOPA-18-024* ZAC-18-058	154 Wilson Street East, Ancaster	28-Nov-18	n/a	10-Dec-18	n/a	n/a	24-Sep-19*	Urban Solutions Planning & Land Development	1265
<b>Ward 14</b>									
ZAC-19-011	1933 Old Mohawk Road, Ancaster	12-Dec-18	n/a	10-Jan-19	11-May-19	n/a	n/a	Urban Solutions Planning & Land Development	1251
<b>Ward 15</b>									
RHOPA-18-020* ZAC-18-045	173 and 177 Dundas Street East, Flamborough	23-Jul-18	n/a	15-Aug-18	n/a	n/a	19-May-19*	MHBC Planning Limited	1393



**Active Development Applications  
Deemed Complete After December 12, 2017  
(Effective April 19, 2022)**

Active Development Applications

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

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective April 19, 2022)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of April 19, 2022
<b>Ward 1</b>								
UHOPA-20-012 ZAC-20-016	1107 Main Street West, Hamilton	13-Feb-20	n/a	13-Mar-20	n/a	12-Jun-20	Bousfields Inc.	823
UHOPA-20-027 ZAC-20-042	1629-1655 Main Street West, Hamilton	2-Nov-20	n/a	1-Dec-20	n/a	02-Mar-21	GSP Group	554
UHOPA-22-005 ZAC-22-012	200 Market Street, 55 Queen Street North, Hamilton	19-Jan-22	n/a	19-Jan-22	n/a	19-May-22	GSP Group	89
<b>Ward 2</b>								
UHOPA-20-001 ZAR-20-001	383 and 383 1/2 Hughson Street North, Hamilton	29-Nov-19	n/a	29-Dec-19	n/a	28-Mar-20	T. Johns Consulting Group	899
UHOPA-20-025 ZAC-20-038	115 George Street and 220-222 Main Street West, Hamilton	04-Sep-20	n/a	28-Sep-20	n/a	02-Jan-21	GSP Group	619
UHOPA-21-007 ZAC-21-014	101 Hunter Street East, Hamilton	23-Mar-21	n/a	8-Apr-21	n/a	21-Jul-21	Coletara Developments	419
ZAC-21-020	221 Charlton Avenue East, Hamilton	26-Apr-21	n/a	06-May-21	25-Jul-21	n/a	T. Johns Consulting Ltd.	385

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective April 19, 2022)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of April 19, 2022
<b>Ward 2 Continued</b>								
UHOPA-21-014 ZAC-21-031	405 James Street North, Hamilton	07-July-21	n/a	19-July-2021	n/a	03-Nov-2021	Jamesville Redevelopment Ltd. CityHousing Hamilton	302
UHOPA-22-001 ZAC-22-003	65 Guise Street, Hamilton	15-Nov-21	n/a	18-Nov-21	n/a	15-Mar-22	James Webb Consulting Inc.	150
UHOPA-22-014 ZAC-22-014	186 Hunter Street East, Hamilton	19-Jan-22	n/a	21-Jan-22	n/a	19-May-22	Urban Solutions Planning and Land Development	87
<b>Ward 3</b>								
ZAC-22-019	16 Steven, and 436 King William Street, Hamilton	4-Feb-22	n/a	15-Feb-22	5-May-22	n/a	T.Johns Consulting Ltd.	63
<b>Ward 4</b>								
UHOPA-21-009 ZAC-21-021	1842 King Street East, Hamilton	07-May-21	n/a	13-May-21	n/a	04-Sep-21	Urban Solutions Planning and Land Development	371

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective April 19, 2022)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of April 19, 2022
<b>Ward 5</b>								
UHOPA-21-019 ZAC-21-041	510 Centennial Parkway, Stoney Creek	22-Sep-21	n/a	22-Sep-21	n/a	20-Jan-22	Smart Centres REIT	236
ZAC-21-043	300 Albright Road, Hamilton	29-Sep-21	n/a	30-Sep-21	04-Jan-22	n/a	MHBC Planning Ltd.	229
ZAC-22-007	1117 Beach Boulevard, Hamilton	01-Dec-21	n/a	01-Dec-21	01-Mar-22	n/a	Design Plan Services Inc.	137
ZAC-22-013	200 Centennial Parkway North, Hamilton	19-Jan-22	n/a	20-Jan-22	19-April-22	n/a	Calloway REIT (Stoney Creek) Inc.	88
UHOPA-22-009 ZAC-22-018	651 Queenston Road, Hamilton	27-Jan-22	n/a	16-Feb-22	n/a	27-May-22	A.J. Clarke & Associates Ltd.	82
UHOPA-22-012 ZAC-22-023	2782 Barton Street East, Hamilton	17-Mar-22	n/a	n/a	n/a	14-July-222	A.J. Clarke & Associates Ltd.	33
<b>Ward 7</b>								
UHOPA-20-021 ZAC-20-037 25T-202006	544 and 550 Rymal Road East, Hamilton	11-Sep-20	n/a	11-Oct-20	n/a	09-Jan-20	Rymal East Development Corp.	612
ZAC-21-023	1540 Upper Wentworth Street, Hamilton	14-Jun-21	n/a	21-Jun-21	12-Sep-21	n/a	T. Johns Consulting Group	329
UHOPA-21-012 ZAC-21-026	705-713 Rymal Road East, Hamilton	2-July-21	n/a	27-July-21	n/a	30-Oct-21	Wellings Planning Consultants Inc.	294

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective April 19, 2022)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/Agent	Days Since Received and/or Deemed Complete as of April 19, 2022
<b>Ward 7 Continued</b>								
ZAC-22-016	48 Miles Road, Hamilton	25-Jan-22	n/a	10-Feb-22	25-Apr-22	n/a	IBI Group	67
<b>Ward 8</b>								
ZAC-19-056	11 Springside Crescent, Hamilton	26-Nov-19	n/a	06-Dec-19	25-Mar-20	n/a	Urban in Mind Planning Consultants	902
ZAC-20-018	212 and 220 Rymal Road West, Hamilton	20-Feb-20	n/a	16-Mar-20	19-Jun-20	n/a	T. Johns Consulting Group	816
UHOPA-20-017 ZAC-20-029 25T-202003	393 Rymal Road West, Hamilton	20-Jul-20	n/a	19-Aug-20	n/a	17-Nov-20	GSP Group Inc.	665
UHOPA-21-011 ZAC-21-025	60 Caledon Avenue, Hamilton	02-Jul-21	n/a	08-Jul-21	n/a	05-Nov-21	GSP Group Inc.	313
ZAC-21-029 25T-202108	204, 212, 220, 226 Rymal Road West, Hamilton	05-July-21	n/a	09-Aug-21	n/a	02-Nov-21	T. Johns Consulting Group	281
ZAC-21-036	866 West 5 <sup>th</sup> Street, Hamilton	11-Aug-21	n/a	03-Sep-21	09-Nov-21	n/a	Urban Solutions Planning and Land Development	259
ZAC-22-024 25T-202204	1456-1460 Upper James Street, Hamilton	28-Mar-22	n/a	08-Apr-22	n/a	26-Jul-22	A.J. Clarke & Associates	22

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective April 19, 2022)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub.)	Applicant/Agent	Days Since Received and/or Deemed complete as of April 19, 2022
<b>Ward 9</b>								
ZAC-20-004	329 Highland Road West, Stoney Creek	20-Dec-19	n/a	16-Jan-20	18-Apr-20	n/a	WEBB Planning Consultants Inc.	878
UHOPA-20-010 ZAC-20-015 25T-200303R	2080 Rymal Road East, Glanbrook	20-Dec-19	20-Jan-20	31-Jan-20	n/a	19-May-20	A.J. Clarke & Associates Ltd.	836
ZAC-20-026	250 First Road West, Stoney Creek	20-Jul-20	n/a	24-Jul-20	30-Sep-20	n/a	Urban Solutions Planning and Land Development	683
UHOPA-21-016 ZAC-21-033	136 and 144 Upper Mount Albion Road, Stoney Creek	15-Jul-21	n/a	n/a	n/a	12-Nov-21	Bousfields Inc.	305
ZAC-22-001	2153, 2155, and 2157 Rymal Road East, Stoney Creek	4-Nov-21	n/a	n/a	2-Feb-22	n/a	Weston Consulting	165
<b>Ward 10</b>								
ZAC-19-036	564 Fifty Road, Stoney Creek	08-May-19	28-May-19	16-Mar-20	n/a	n/a	DeFilippis Design	797
UHOPA-21-018 ZAC-21-039	1400 South Service Road, Stoney Creek	10-Sep-21	n/a	16-Sep-21	n/a	14-Jan-22	MHBC Planning Ltd.	242

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective April 19, 2022)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub.)	Applicant/Agent	Days Since Received and/or Deemed complete as of April 19, 2022
<b>Ward 11</b>								
ZAC-20-019	9255 Airport Road, Glanbrook	25-Feb-20	n/a	16-Mar-20	25-May-20	n/a	The MBTW Group	811
25T-202002	9326 and 9322 Dickenson Road, Glanbrook	16-May-20	n/a	09-Apr-20	n/a	07-Aug-20	WEBB Planning Consultants Inc.	794
UHOPA-21-001 ZAC-21-001 25T-202101	3169 Fletcher Road, Glanbrook	14-Dec-20	n/a	12-Jan-21	n/a	12-May-21	A.J. Clarke & Associates Ltd.	518
UHOPA-21-006 ZAC-21-011	582 and 584 Hwy. 8, Stoney Creek	08-Feb-21	n/a	08-Mar-21	n/a	21-Jul-21	SIMNAT Consulting Inc.	462
ZAC-21-024	3435 Binbrook Road, Glanbrook	21-Jun-21	n/a	06-Jul-21	19-Sep-21	n/a	Armstrong Planning	314
UHOPA-21-015 ZAC-21-032	5020 Tyneside Road, Stoney Creek	05-July-21	n/a	30-July-21	n/a	02-Nov-21	LandPro Planning Solutions	291
ZAC-21-045	541 and 545 Fifty Road, Stoney Creek	04-Oct-21	n/a	12-Oct-21	02-Jan-22	n/a	IBI Group	216
ZAA-22-006	9270 Haldibrook Road, Glanbrook	18-Nov-21	n/a	23-Nov-21	16-Feb-22	n/a	Fothergill Planning & Development	145

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective April 19, 2022)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub.)	Applicant/Agent	Days Since Received and/or Deemed complete as of April 19, 2022
<b>Ward 11 Continued</b>								
ZAC-22-008 25T-202201	3479 Binbrook Road, Binbrook	10-Jan-22	n/a	24-Jan-22	n/a	10-May-22	Metropolitan Consulting	74
ZAA-22-010	1640 Trinity Church Road, Glanbrook	12-Jan-22	n/a	12-Jan-22	12-Apr-22	n/a	Harvinder Wallace	96
UHOPA-22-007 ZAC-22-015	526 Winona Road, Stoney Creek	21-Jan-22	n/a	1-Feb-22	n/a	5-May-22	Urban Solutions Planning & Land Development	77
UHOPA-22-008 ZAC-22-017	3054 Homestead Drive, Hamilton	27-Jan-22	n/a	10-Feb-22	n/a	25-May-22	Urban Solutions Planning & Land Development	68
UHOPA-22-020 ZAC-22-010 25T-2022003	3250 & 3260 Homestead Drive, Hamilton	17-Feb-22	n/a	8-Mar-22	n/a	17-June-22	Urban Solutions Planning & Land Development	62
UHOPA-22-014 ZAC-22-027 25T-202205	2876 Upper James Street, Glanbrook	05-Apr-22	n/a	05-Apr-22	n/a	03-Aug-22	Rice Group	14
<b>Ward 12</b>								
25T-200720R (2019 File)	1020 Osprey Drive, Ancaster	15-Apr-19	30-Aug-19	11-Dec-19	n/a	02-Apr-20	Coltara Development / 1892757 Ontario INC.	887



**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective April 19, 2022)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub.)	Applicant/Agent	Days Since Received and/or Deemed complete as of April 19, 2022
<b>Ward 12 Continued</b>								
UHOPA-20-013 ZAC-20-017	210 Calvin Street, Ancaster	18-Feb-20	04-Mar-20	11-Jun-20	n/a	09-Oct-20	SGL Planning & Design Inc.	704
ZAC-20-024	140 Wilson Street West, Ancaster	15-Jun-20	n/a	02-Jul-20	13-Sep-20	n/a	A.J. Clarke & Associates Ltd.	700
ZAR-20-040	1552 Concession 2 West, Flamborough	15-Oct-20	n/a	29-Oct-20	13-Jan-21	n/a	Urban in Mind	854
25T-202102	370 Garner Road East, Ancaster	18-Dec-20	n/a	22-Jan-21	n/a	17-Apr-21	A.J. Clarke & Associates Ltd.	514
25T-202105	700 Garner Road East, Ancaster	18-Jan-21	n/a	04-Feb-21	n/a	18-May-21	MHBC Planning Ltd.	483
ZAC-21-027	140 and 164 Sulphur Springs Road, Ancaster	05-Jul-21	n/a	16-July-21	02-Oct-21	n/a	Fothergill Planning & Development Inc.	305
25T-202110	179 Wilson Street West, Ancaster	28-Sep-21	n/a	07-Oct-21	n/a	26-Jan-22	T. Johns Consulting	221
UHOPA-22-002 ZAC-22-005	487 Shaver Road, Ancaster	2-Nov-21	n/a	17-Nov-21	n/a	2-Mar-22	GSP Group Inc	151

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective April 19, 2022)**

File	Address	Date Received	Date <sup>1</sup> Deemed Incomplete	Date <sup>1</sup> Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub.)	Applicant/Agent	Days Since Received and/or Deemed complete as of April 19, 2022
<b>Ward 12 Continued</b>								
ZAC-22-025	1019 Wilson Street W, Ancaster	28-Mar-22	n/a	7-Apr-22	26-June-22	n/a	MHBC Planning Ltd.	22
<b>Ward 13</b>								
ZAC-21-003	125 Pirie Drive, Dundas	23-Dec-20	n/a	22-Jan-21	23-Mar-21	n/a	Wellings Planning Consultants	482
<b>Ward 14</b>								
ZAR-22-004	12 Louisa Street, Flamborough	15-Nov-21	n/a	23-Nov-21	13-Feb-22	n/a	MB1 Development Consulting Inc.	145
<b>Ward 15</b>								
ZAC-20-006	518 Dundas Street East, Dundas	23-Dec-19	n/a	22-Jan-20	n/a	21-Apr-20	Urban Solutions Planning and Land Development	848
UHOPA-21-003 ZAC-21-007 25T-202103	562 Dundas Street East, Flamborough	23-Dec-20	n/a	08-Feb-21	n/a	22-Apr-21	Metropolitan Consulting Inc.	482
ZAC-21-017	265 Mill Street South, Flamborough	8-Apr-21	n/a	12-Apr-21	7-Jul-21	n/a	IBI Group	376

**Active Development Applications  
Deemed Complete After September 3, 2019  
(Effective April 19, 2022)**

Active Development Applications

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

**Planning Act Applications  
Currently Appealed for Non-Decision to the  
Ontario Land Tribunal (OLT)  
(Effective April 19, 2022)**

<b>Ward</b>	<b>Address</b>	<b>Applicant /Agent</b>	<b>Date Appeal Received</b>
<b>Ward 1</b>			
1	354 King Street West, Hamilton	GSP Group	July 2021
<b>Ward 2</b>			
2	299-307 John Street South, Hamilton	Urban Solutions Planning & Land Development Consultants Inc.	November 2021
<b>Ward 9</b>			
3	157 Upper Centennial Parkway, Stoney Creek	WEBB Planning Consultants Inc.	September 2017
<b>Ward 10</b>			
4	1036, 1038, 1054, 1090 Barton Street, and 262 McNeilly Road, Stoney Creek	Glen Schnarr & Associates Inc.	November 2021
5	860, and 884 Barton Street, Stoney Creek	MHBC Planning Limited	March 2022

**Planning Act Applications  
Currently Appealed for Non-Decision to the  
Ontario Land Tribunal (OLT)  
(Effective April 19, 2022)**

<b>Ward</b>	<b>Address</b>	<b>Applicant /Agent</b>	<b>Date Appeal Received</b>
<b>Ward 11</b>			
6	3033, 3047, 3055 and 3063 Binbrook Road, Glanbrook (Binbrook)	GSP Group	August 2017
7	3355 Golf Club Road, Glanbrook	Corbett Land Strategies Inc.	June 2021
<b>Ward 12</b>			
8	140 Garner Road, Ancaster	MHBC Planning Limited	February 2022
<b>Ward 14</b>			
9	801-870 Scenic Drive, Hamilton	Valery Developments Inc.	May 2021
<b>Ward 15</b>			
10	609 and 615 Hamilton Street North and 3 Nesbit Boulevard and 129 – 137 Trudell Circle, Flamborough (Waterdown)	Urban Solutions Planning and Land Development Consultants Inc.	October 2017
11	111 Silverwood Drive (111 Parkside Drive, Flamborough (Waterdown)	Metropolitan Consulting Inc.	October 2017
12	30, 36 and 42 Dundas Street East, 50 Horseshoe Crescent, and 522 Highway 6, Flamborough	MHBC Planning	August 2021



## INFORMATION REPORT

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	May 17, 2022
<b>SUBJECT/REPORT NO:</b>	Appeal of Zoning By-law Amendment Application ZAC-18-049 and Draft Plan of Subdivision Application 25T-202109 for Lands Located at 860 and 884 Barton Street (Stoney Creek) (PED22114) (Ward 10)
<b>WARD(S) AFFECTED:</b>	Ward 10
<b>PREPARED BY:</b>	E. Tim Vrooman (905) 546-2424 Ext. 5277
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

### Council Direction:

In accordance with Subsections 34(11) and 51(34) of the *Planning Act*, a Zoning By-law Amendment Application and a Draft Plan of Subdivision Application may be appealed by the Applicant to the Ontario Land Tribunal (OLT) after 90 and 120 days, respectively, if Council has not made a decision on the respective Applications.

A motion to direct staff to advise the Planning Committee on matters relating to appeals of Council's non-decision, pursuant to the *Planning Act*, was passed by City Council on May 18, 2010. This Information Report has been prepared in accordance with Council's policy for staff to advise the Planning Committee and City Council of appeals for non-decision to the OLT.

The following information is provided to Planning Committee with regards to Zoning By-law Amendment Application ZAC-18-049 and Draft Plan of Subdivision Application 25T-202109, which has been appealed by the proponent for non-decision.

The appeal of the Zoning By-law Amendment and Draft Plan of Subdivision Applications, filed by Jennifer Meader, counsel for Losani Homes (1998) Limited, was received by the City Clerk's Office on March 17, 2022, 1,275 and 238 days,

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Appeal of Zoning By-law Amendment Application ZAC-18-049 and Draft Plan of Subdivision Application 25T-202109 for Lands Located at 860 and 884 Barton Street (Stoney Creek) (PED22114) (Ward 10) – Page 2 of 4**

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respectively, after the receipt of the initial Applications (refer to Appendix “D” attached to Report PED22114).

**Background:**

The subject property is municipally known as 860 and 884 Barton Street (refer to Appendix “A” attached to Report PED22114). The Applicant, MHBC Planning c/o Dave Aston, on behalf of Losani Homes (1998) Limited (Owner), applied for a Zoning By-law Amendment (Application No. ZAC-18-049) and a Draft Plan of Subdivision (Application No. 25T-202109) to permit residential development consisting of maisonette townhouses, two and three storey townhouses, stacked townhouses, a neighbourhood park, and a stormwater management facility.

The subject property is ‘L’-shaped with a lot area of ±7.084 ha and is located at the southwest corner of the intersection of Barton Street and Glover Road. An occupied single detached dwelling and accessory structures are located on the northwest lands located at 860 Barton Street (to be retained), a vacant single detached dwelling and accessory structures are located on northeast lands located at 884 Barton Street (to be removed), and otherwise, the subject lands are vacant with sparse vegetation.

The Zoning By-law Amendment Application was received on September 19, 2018 and was deemed complete on October 11, 2018; and, the Draft Plan of Subdivision Application was received on July 22, 2021 and was deemed complete on August 19, 2021. The details of the proposal are outlined below.

**Urban Hamilton Official Plan, Fruitland-Winona Secondary Plan, and Stoney Creek Zoning By-law No. 3692-92**

The subject lands are identified as “Neighbourhoods” and “Secondary Corridor” on Schedule E – Urban Structure and designated “Neighbourhoods” on Schedule E-1 – Urban Land Use Designations. The lands are also designated “Low Density Residential 2”, “Medium Density Residential 2”, and “Neighbourhood Park”, located in “Area Specific Policy Area H” and “Area Specific Policy Area K”, and located in “Servicing Strategy Area – Block 2” in the Fruitland-Winona Secondary Plan (FWSP).

The Block 2 Servicing Strategy (B2SS) was adopted by Council on September 12, 2018 to further refine the policy direction of the FWSP. The local road network, boundaries of land use designations, and preferred stormwater management, grading, and servicing strategies are detailed in the B2SS.

**SUBJECT: Appeal of Zoning By-law Amendment Application ZAC-18-049 and Draft Plan of Subdivision Application 25T-202109 for Lands Located at 860 and 884 Barton Street (Stoney Creek) (PED22114) (Ward 10) – Page 3 of 4**

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The subject property is currently zoned Agricultural Specialty “AS” Zone in Stoney Creek Zoning By-law No. 3692-92, as shown on Appendix “A” attached to Report PED22114.

### **Zoning By-law Amendment Application**

Application ZAC-18-049 is a Zoning By-law Amendment Application to change the zoning from the Agricultural Specialty “AS” Zone to a site specific Multiple Residential “RM3” Zone, Single Residential “R1” Zone, Park “P” Zone, and Open Space “OS” Zone.

The proposed modifications to the Multiple Residential “RM3” Zone include reductions to minimum side and rear yards, minimum landscaped open space, minimum visitor parking requirements; elimination of privacy area for maisonette units and landscaped strips; and, increases to maximum density and maximum building height.

The requested site specific modifications are shown conceptually on the Concept Plan in Appendix “B” attached to Report PED22114.

### **Draft Plan of Subdivision Application**

The Draft Plan of Subdivision Application, 25T-202109, consists of one block to retain an existing dwelling (Block 1), one block for 251 units in the form of maisonette townhouses, two and three storey townhouses, and stacked townhouses (Block 2), one block for a 0.793 hectare portion of a neighbourhood park (Block 3), one block for a 1.738 hectare stormwater management facility (Block 4), one block for a road widening (Block 5), two blocks for 0.3 m reserves (Blocks 6 and 7), and a public road (Street A) (refer to Appendix “C” attached to Report PED22114).

The following issues/concerns were raised through circulation of the Applications:

- Alignment to the local road network and land use designations of the Block 2 Servicing Strategy (B2SS) and FWSP as new developments are required to comply with the B2SS in accordance with the FWSP policies; and,
- Compliance with the Official Plan and Secondary Plan policies and City standards with respect to compatibility and coordination with adjacent land uses, proper and orderly development of lands, analysis of natural heritage impacts with associated mitigation measures and recommendations, air drainage patterns for the tender fruit areas to the south, stormwater management, topography, grading and drainage, and transportation and servicing infrastructure.

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OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.



**SUBJECT: Appeal of Zoning By-law Amendment Application ZAC-18-049 and  
Draft Plan of Subdivision Application 25T-202109 for Lands Located at  
860 and 884 Barton Street (Stoney Creek) (PED22114) (Ward 10) –  
Page 4 of 4**

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### Public Consultation

In accordance with the provisions of the *Planning Act* and the Council Approved Public Participation Policy, Notice of Complete Application and Preliminary Circulation for the Zoning By-law Amendment Application was sent to 80 property owners within 120 m of the subject lands on October 30, 2018. The Draft Plan of Subdivision Application was sent to 116 property owners within 120 m of the subject lands on September 10, 2021.

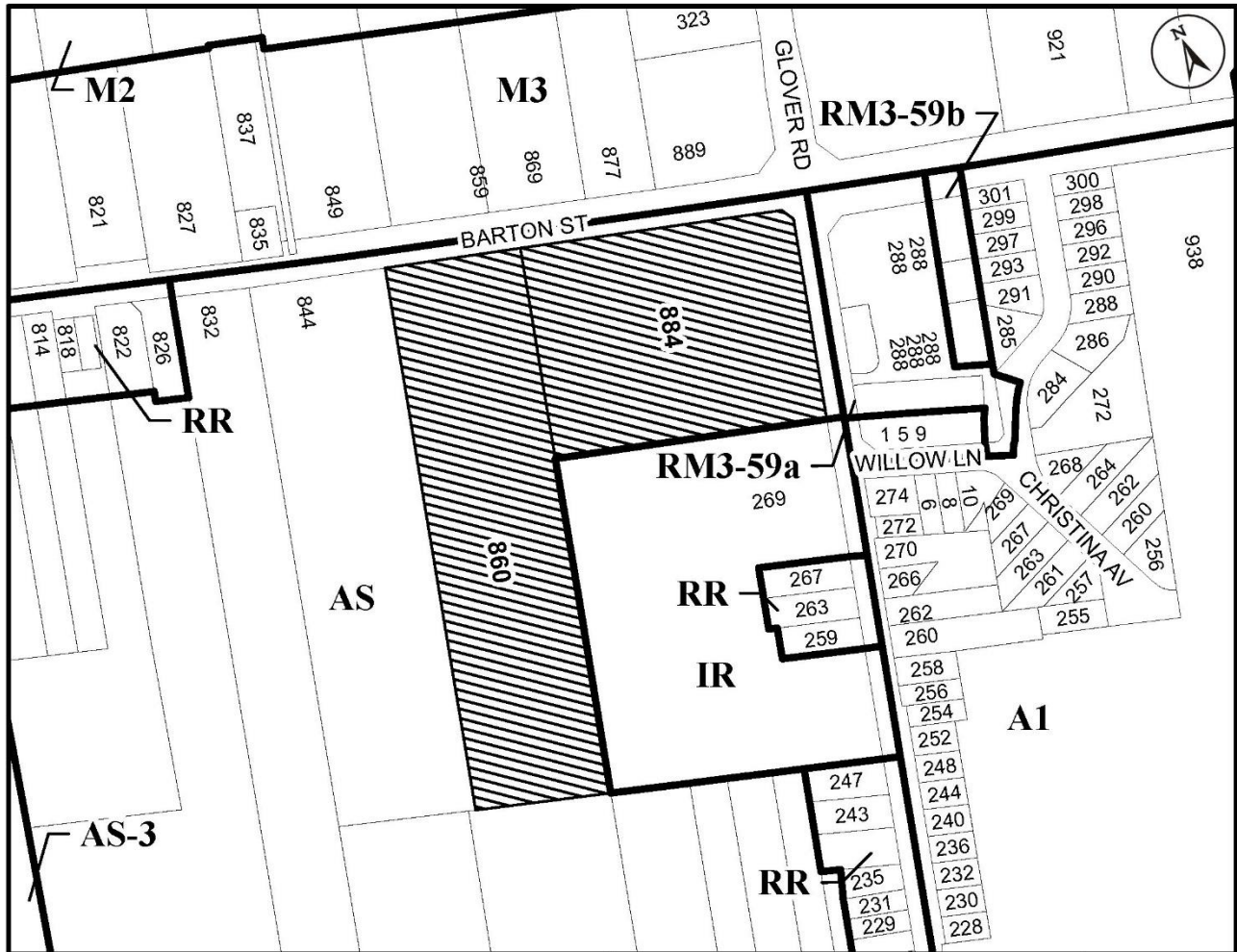
To date staff have received a total of 12 written submissions by residents expressing concerns with the proposed development. Issues raised by the public relate to consistency with the Block 2 Servicing Strategy (B2SS), including the street and block patterns and the location of the Neighbourhood Park, the Application process and submission requirements to amend the Zoning By-law and B2SS, proposed land use and density, the existing watercourse, the proposed stormwater management and grading scheme, servicing, privacy, and trespass.

### **APPENDICES AND SCHEDULES ATTACHED**

Appendix “A” to Report PED22114 - Location Map  
Appendix “B” to Report PED22114 - Concept Plans  
Appendix “C” to Report PED22114 - Draft Plan of Subdivision  
Appendix “D” to Report PED22114 - Letter of Appeal

TV:sd

Appendix "A" to Report PED22114  
Page 1 of 1



● Site Location

# Location Map



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:  
ZAC-18-049 & 25T-202109

Date:  
August 18, 2021

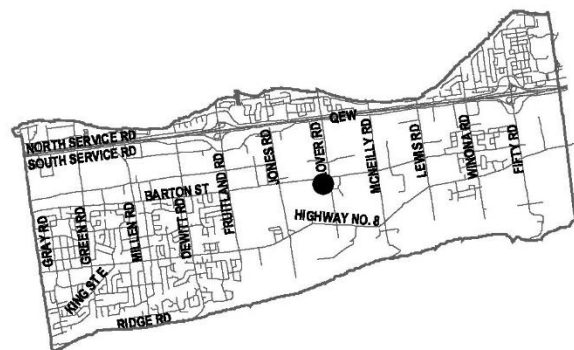
Appendix "A"

Scale:  
N.T.S

Planner/Technician:  
TV/VS

### Subject Property

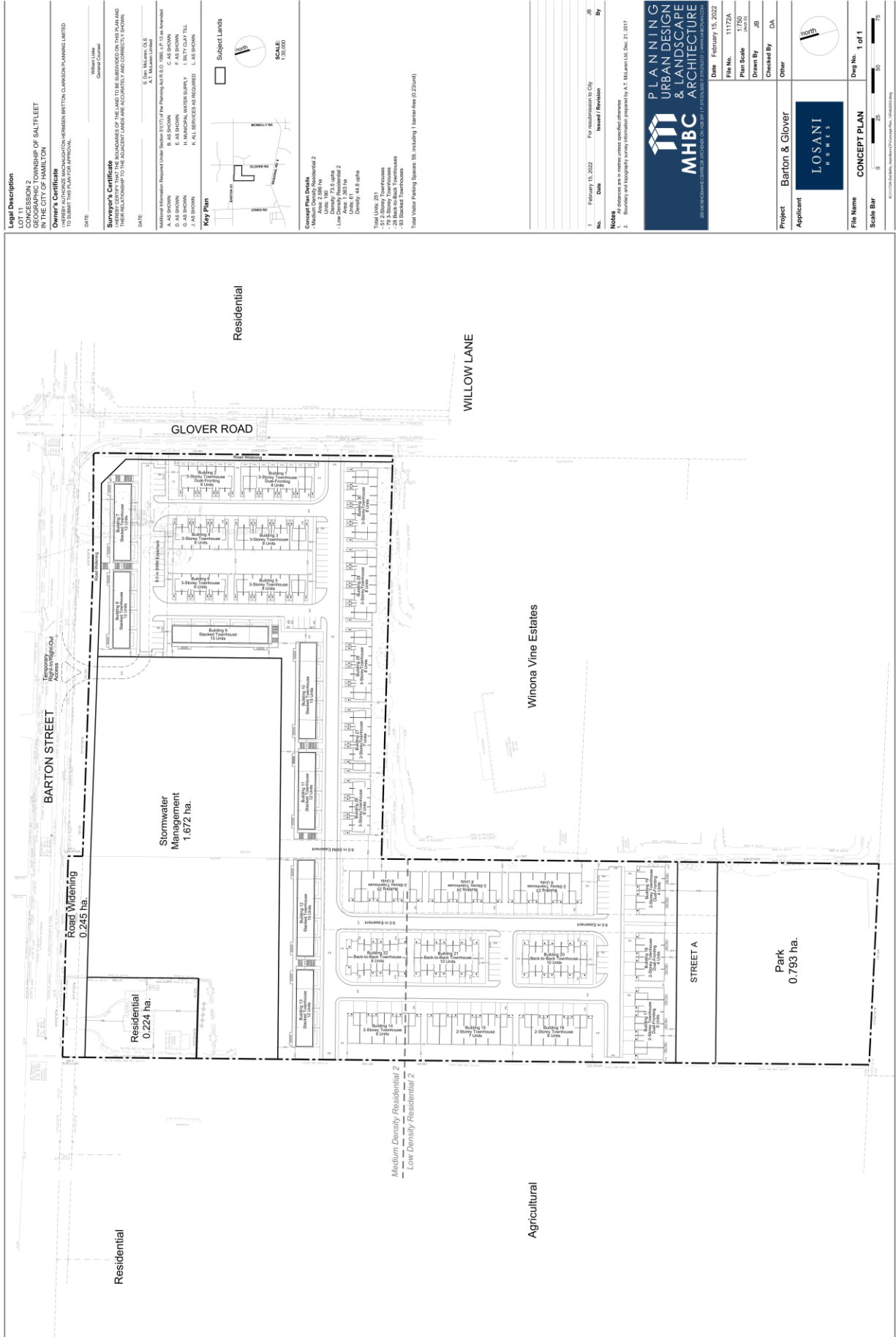
 880 & 864 Barton Street, Stoney Creek



Key Map - Ward 10



Appendix "B" to Report PED22114  
Page 1 of 2



**Legal Description**  
 LOT 11  
 DISTRICT 2  
 GEOGRAPHIC TOWNSHIP OF SALTLEET  
 IN THE CITY OF HAMILTON  
**Owner's Certificate**  
 THIS PLAN IS THE PROPERTY OF MHCBC ARCHITECTURE AND LANDSCAPE DESIGN INC. (MHCBC) AND IS TO BE USED FOR THE PROJECT DESCRIBED HEREIN. ANY REUSE OR MODIFICATION OF THIS PLAN WITHOUT THE WRITTEN CONSENT OF MHCBC IS STRICTLY PROHIBITED.

**Author's Certificate**  
 I, the undersigned, being a duly qualified and licensed Professional Engineer, do hereby certify that the boundaries of the land to be subdivided on this plan and the relationship to the adjacent lands are accurately and correctly shown.



**Concept Plan Details**  
 -Medium Density Residential 2  
 Units: 100  
 Density: 44.44 units/ha  
 -Low Density Residential 2  
 Units: 44  
 Density: 44.44 units/ha  
 Total Units: 204  
 -11 2-Storey Townhouses  
 -28 2-Storey Townhouses  
 -28 2-Storey Townhouses  
 -28 2-Storey Townhouses  
 -28 2-Storey Townhouses  
 Total Visitor Parking Spaces: 98, including 1 barrier-free (0.25ha)

No.	1	February 15, 2022	For Submission to City	6
No.	2	2022	Revised / Revision	6

**Notes**  
 1. All dimensions are in metres unless specified otherwise.  
 2. Boundary and topographic survey information prepared by A.T. McLean Ltd. Dec. 21, 2017.

**MHBC ARCHITECTURE**  
 PLANNING  
 URBAN DESIGN  
 & LANDSCAPE  
 ARCHITECTURE

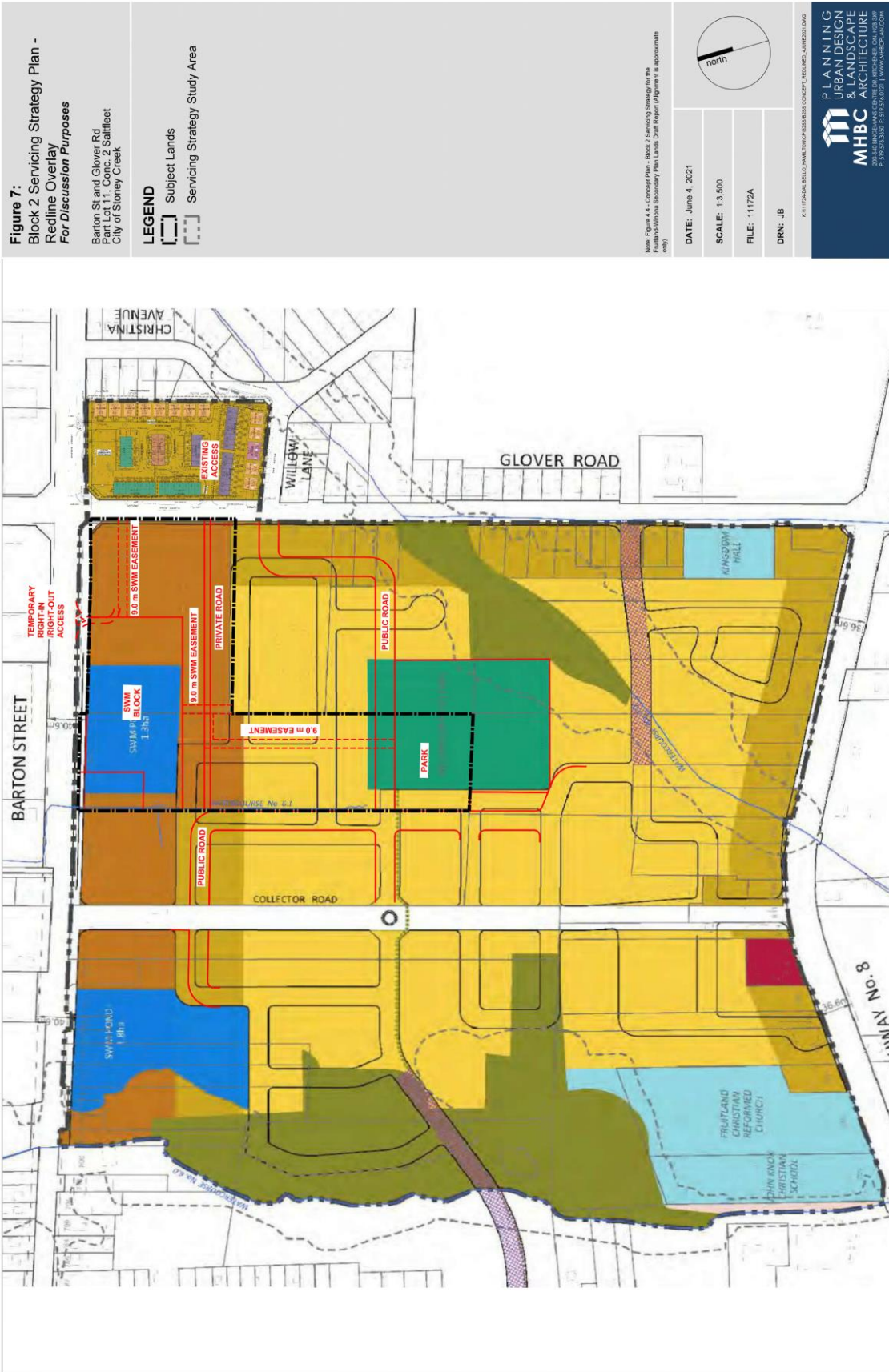
2024 HURON STREET, SUITE 200, K7L 1R1, HAMILTON, ONTARIO, CANADA  
 TEL: 905.571.1111 | WWW.MHBCARCHITECTURE.COM

Date: February 15, 2022  
 File No.: 11753A  
 Plan Scale: 1:750  
 Drawn By: JB  
 Checked By: DA  
 Other:

**Project:** Barton & Glover  
**Applicant:** LOSANI HOMES

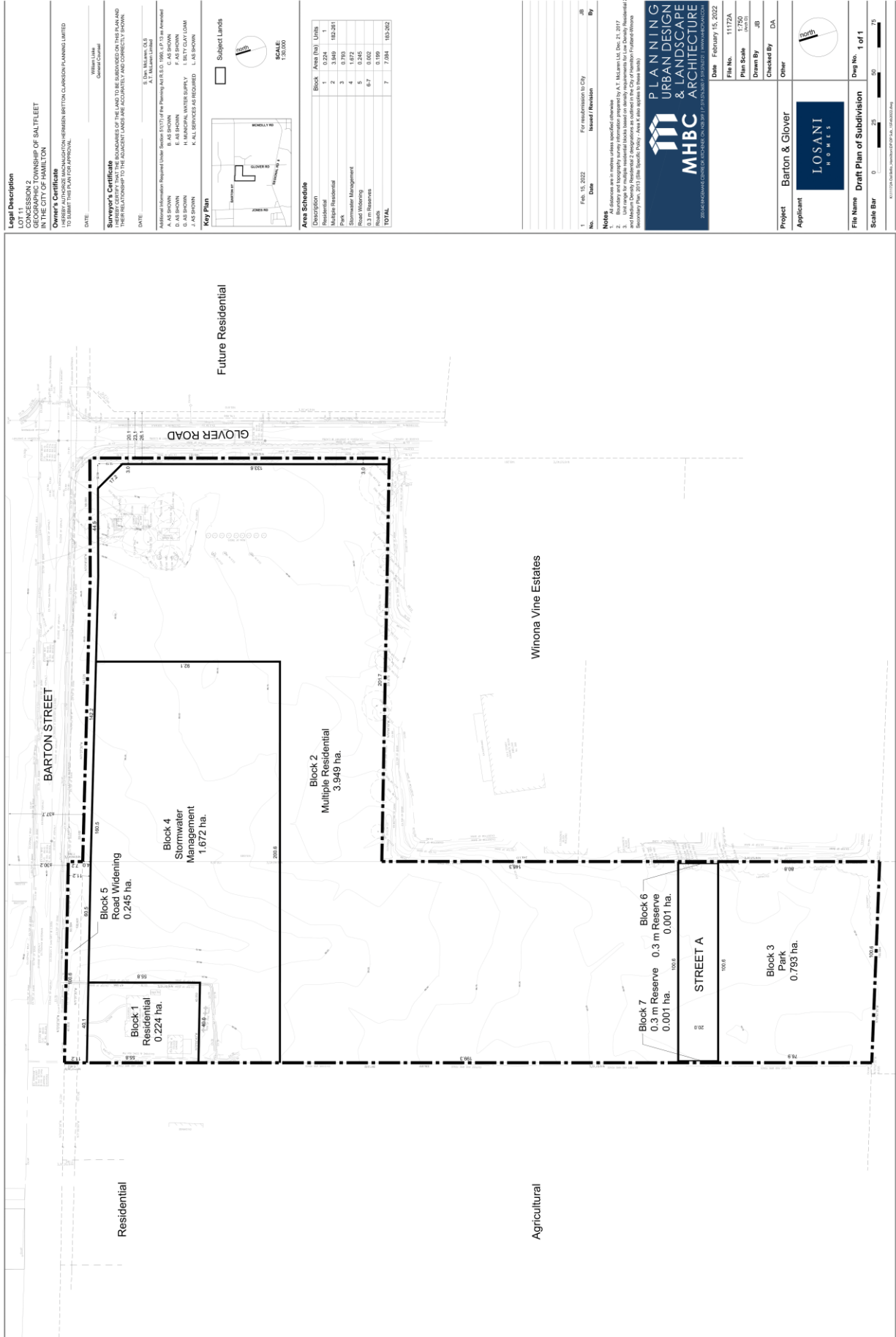
**File Name:** CONCEPT PLAN  
**Draw No.:** 1 of 1  
**Scale Bar:** 0 25 50 75

Appendix "B" to Report PED22114  
Page 2 of 2





Appendix "C" to Report PED22114  
Page 1 of 1



**Legal Description**  
 LOT 11  
 SECTION 2  
 GEOGRAPHIC TOWNSHIP OF SAULTFLEET  
 IN THE CITY OF HAMILTON  
**Owner's Certificate**  
 THE CITY OF HAMILTON, HEREMAN BRITTON CLARKE/PLANNING LIMITED  
 TO SUBMIT THIS PLAN FOR APPROVAL

**Owner's Certificate**  
 I, **William Luke**  
 General Counsel  
 of the City of Hamilton, do hereby certify that the boundaries of the land to be subdivided on this plan and their relationship to the adjacent lands are accurately and correctly shown.

**Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended**  
 A. AS SHOWN B. AS SHOWN C. AS SHOWN  
 D. AS SHOWN E. AS SHOWN F. AS SHOWN  
 G. AS SHOWN H. MUNICIPAL WATER SUPPLY I. SIXTY DAY LOAM  
 J. AS SHOWN K. ALL SERVICES AS REQUIRED L. AS SHOWN



**Area Schedule**

Description	Block	Area (ha)	Units
Residential	1	0.224	1
Multiple Residential	2	3.949	152,361
Park	3	0.793	31,912
Stormwater Management	4	1.672	65,328
Road Widening	5	0.245	9,692
0.3 m Reserves	6, 7	0.002	77
<b>TOTAL</b>	<b>7</b>	<b>7.884</b>	<b>153,262</b>

No.	Date	For submission to City	Issued / Revision	By
1	Feb. 15, 2022	For submission to City		JB

**Notes**  
 1. Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended.  
 2. Boundary and topography survey information prepared by A.T. McLennan Ltd., Dec. 21, 2017.  
 3. The City of Hamilton Planning Department is responsible for the preparation of this plan and the Medium Density Residential 2 designation as outlined in the City of Hamilton Planning Department's Planning Policy, 2013 (Urban Specific Policy - Area K data applies to these lands).

2024 HAMILTON CITY OF HAMILTON PLANNING DEPARTMENT, 100 BAY ST., HAMILTON, ONTARIO L8N 2R2

Date: February 15, 2022

File No.: 1172A  
 Plan Scale: 1:20,000  
 Drawn By: JB  
 Checked By: DA

Project: Barton & Glover  
 Applicant: LOSANI HOMES

File Name: Draft Plan of Subdivision  
 Draw No.: 1 of 1

Scale Bar: 0 25 50 75

**Appendix “D” to Report PED22114  
Page 1 of 88**

Turkstra Mazza Associates  
15 Bold Street  
Hamilton Ontario Canada L8P 1T3  
Office: 905.529.3476  
[jmeader@tmalaw.ca](mailto:jmeader@tmalaw.ca)

**VIA EMAIL & HAND DELIVERY**

March 17, 2022

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

Attention: Andrea Holland, City Clerk

Dear Ms. Holland:

**Re: NOTICE OF APPEAL  
Losani Homes (1998) Limited  
860 & 884 Barton Street, Stoney Creek, Hamilton  
Municipal File Nos. 25T-202109 & ZAC-18-049**

We represent Losani Homes (1998) Limited (“**Applicant**”), which owns lands municipally known 860 and 884 Barton Street, within the City of Hamilton (“**Subject Lands**”). The Applicant submitted a Zoning By-law Amendment Application and a Draft Plan of Subdivision Application (collectively, the “**Applications**”) to the City of Hamilton (“**City**”). The Applications allow for the development of the Subject Lands with 251 residential units. The Applications were declared complete on August 19, 2021.

The City has failed to make a decision within the allotted timeframes set out in the *Planning Act*, R.S.O., c. P.13 (“**Planning Act**”). On this basis, we hereby appeal the Applications to the Ontario Land Tribunal (“**Tribunal**”), pursuant to subsections 34(11) and 51(34) of the Planning Act.

**BASIS FOR APPEAL**

The reasons for appeal include, but are not limited to, the following.

1. The Applications give appropriate regard to the matters of Provincial interest enumerated in section 2 of the Planning Act.
2. The Subject Lands are located within a Settlement Area under the Provincial Policy Statement, 2020 (“**PPS**”) and constitute Designated Greenfield Area under the Growth Plan for the Greater Golden Horseshoe, 2019 (“**Growth Plan**”). The PPS directs growth to Settlement Areas and encourages the efficient use of land, resources and infrastructure. The Growth Plan requires new development taking place in Designated Greenfield Areas to be planned, designated, zoned and designed to support the achievement of complete communities, active transportation, and encourage the integration and viability of transit services.

TURKSTRA MAZZA ASSOCIATES

**Appendix “D” to Report PED22114  
Page 2 of 88**

3. The Applications are consistent with applicable policies of the PPS and sections 1.1.1, 1.1.3, 1.4.1, and 1.6.6 in particular.
4. The Applications conform to applicable policies of the Growth Plan and sections 1.2.1, 1.2.3, and 2.2.1 in particular.
5. The Applications conform to applicable policies of the UHOP and Fruitland-Winona Secondary Plan (“FWSP”).
6. The UHOP’s development policies are aligned with the PPS and Growth Plan policies for development, including promoting the development of complete communities, protecting the natural environment and resources, conserving cultural heritage, and respecting the scale, physical character and context of established neighbourhoods. The UHOP suggests that development is directed to settlement areas to create complete settlements with diversified economic functions and opportunities and a range of housing options.
7. The proposed development provides for a portion of the planned Neighbourhood Park. The Applications are in keeping with the land use schedules, policies, goals and objectives of the FWSP and contribute to the development of a complete community that includes a range and mix of housing types.

A detailed analysis of applicable policies as summarized above are set out in the Planning Justification Report prepared by MHBC, dated February 28, 2022, and which is attached to this Notice of Appeal.

**FORM AND FEE**

In satisfaction of the Tribunal’s processing requirements, enclosed please find:

1. Planning Justification Report, prepared by MHBC, dated February 28, 2022;
2. The required Appeal Form A1; and
3. A cheque in the amount of \$2,200, as the Tribunal’s requisite appeal fees for the Applications.

Should you have any questions or require any additional information, please do not hesitate to contact the undersigned. Otherwise, we thank you for your receipt of this appeal package.

Yours truly,



Jennifer Meader  
JM/my  
Encl. (3)



KITCHENER  
WOODBRIDGE  
LONDON  
KINGSTON  
BARRIE  
BURLINGTON

# PLANNING JUSTIFICATION **REPORT**

ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION

860-884 Barton Street  
City of Hamilton

Date:

**February, 2022**

Prepared for:

**Losani Homes**

Prepared by:

**MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)**

540 Bingemans Centre Drive, Suite 200

Kitchener, Ontario

T: 519.576.3650

F: 519.576.0121

Our File 11172A



**Appendix “D” to Report PED22114  
Page 4 of 88**

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<b>Figure 6</b>	Urban Hamilton Official Plan – Schedule E1 - Land Use
<b>Figure 7</b>	Fruitland-Winona Secondary Plan - Map B.7.4-1 Land Use Plan
<b>Figure 8</b>	Fruitland-Winona Secondary Plan – Map B.7.4-3 - Transportat Classification Map
<b>Figure 9</b>	Block 2 Servicing Strategy - Redline
<b>Figure 10</b>	Existing Zoning
<b>Figure 11</b>	Proposed Zoning

# 1.0 INTRODUCTION

This update to the Planning Justification Report has been prepared on behalf of Losani Homes for the development on the southwest corner of the intersection of Barton Street and Glover Road in Stoney Creek, Hamilton, Ontario. The property is municipally known as 860-884 Barton Street, Stoney Creek.

The purpose of this report is to provide a planning analysis and respond to technical comments received from the City to permit 251 residential units in a range of housing forms. This report is provided as part of the resubmission of the zone change application and the submission of the draft plan of subdivision.

The subject property is located on the south side of Barton Street between Jones and Glover Road in Stoney Creek, as shown on **Figure 1**.

The subject property is currently vacant and was previously used for agricultural purposes. The City of Hamilton’s Fruitland Winona Secondary Plan identifies this area of the City for future development and provides detailed development direction. Barton Street is proposed to contain a future promenade with a multi-use pathway, and Highway 8, to the south of the site is proposed to be a transit corridor as part of the future B-Line extension.

The proposed development is for a range of residential areas (townhouse units, maisonette townhouse units and stacked townhouse units). The site will also contain a portion of a neighbourhood park, and a stormwater management pond as identified in the Fruitland Winona Secondary Plan and associated Block 2 Servicing Strategy. The proposed development also includes a road network, surface parking and landscaped space.

A Zoning By-law Amendment has been submitted (2018) to permit the proposed development of the subject property, to align with the Fruitland Winona Secondary Plan, and to implement the following site specific amendments:

- To increase the maximum permitted density
- To reduce the overall landscaped open space requirement
- To permit a reduced visitor parking rate for the proposed development
- To permit an increased maximum height

Through the review process, it was determined that revisions were required to the proposal to ensure conformity with the Block 2 Servicing Strategy, and also that a draft plan of subdivision application is required to create the various blocks for multiple residential development, existing residential, a stormwater management pond, parkland and a future public road.

This resubmission includes the plan of subdivision application to create blocks for residential, the park and stormwater management purposes.





**Figure 1:**  
Location Plan

**LEGEND**

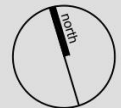
 Subject Lands

**DATE:** June 3, 2021

**SCALE:** 1:20,000

**FILE:** 11172A

**DRAWN:** JB



K11172A-DAL BELLO\_HAMILTONREPORTLOCATION PLAN.DWG

884 Barton Street  
Stoney Creek  
City of Hamilton

City of Hamilton Imagery, 2019

**MHBC** PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9  
P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

## 1.1 Formal Consultation and Submission Requirements

A Formal Consultation meeting was held for the development of the subject property on May 8, 2017 and a copy of the Formal Consultation Document was issued on June 30, 2017. The Formal Consultation Document identified the planning processes required to permit the proposed development on site. A list of the technical requirements for the submission of a complete Application for were included in the Pre-consultation Agreement.

The required items for the Zoning By-law Amendment were identified through the Formal Consultation process, and have been completed, as follows:

### **Reports**

- Planning Justification Report
- Archaeological Assessment
- Environmental Impact Statement
- Hydrogeological Report
- Functional Servicing Report; Stormwater Management Report; and Water and Wastewater Generation Assessment
- Noise Impact Study
- Transportation Impact Brief
- Urban Design Report

### **Plans**

- Concept Plan
- Tree Management Plan

A brief summary of the technical reports is included in **Section 5.0** of this report and a copy of the Formal Consultation Document is included as **Appendix A** of this report.

It should be noted that the technical reports have been updated since the initial application submission to address technical comments and to reflect the revised concept plan. The initial submission was made on September 19, 2018. The City deemed the zoning by-law amendment application complete on October 11, 2018.

Through the review process it was identified that a draft plan of subdivision application was required which was submitted on July 22, 2021. The City deemed the draft plan of subdivision application on August 19, 2021.

## 2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The site is located in Stoney Creek, which was amalgamated as part of the City of Hamilton in 2001. It is located on the south side of Barton Street, immediately west of Glover Road, with frontage on both roads, as shown on **Figure 1**.

The site measures approximately 6.8 hectares in size, with the proposed residential portion measuring approximately 5.7 hectares. The site has approximately 300 metres of frontage on Barton Street. The site also has approximately 149 metres of frontage onto Glover Road to the east. The site previously contained agricultural uses and is currently vacant, with the exception of two existing single detached dwellings, one on each property adjacent to Barton Street. The dwelling on the westerly portion of the property, is proposed to be a separate block on the draft plan of subdivision. The single detached dwelling on the eastern portion is proposed to be demolished.

Surrounding land uses include the following:

- WEST:** Low rise, single family dwellings, agricultural uses.
- NORTH:** Barton Street, various commercial and light industrial uses
- EAST:** Glover Road, low rise residential dwellings, medium density townhouse development (Life Townhomes by Branthaven).
- SOUTH:** Winona Vine Estates Banquet Hall, agricultural uses, low density residential uses. .

The subject property is located along Barton Street and will be in close proximity to the proposed transit corridor (along Highway 8), resulting in the site being an ideal location for a higher density, transit supportive, residential development. The area is anticipated to and planned for significant residential development in the near future, as identified in the City’s Fruitland-Winona Secondary Plan.



# 3.0 PROPOSED DEVELOPMENT AND APPLICATIONS

The overall vision for the development of the site is for a higher density, residential development with a mix of residential unit types, including townhouses, stacked townhouses and maisonette townhouses, as well as a neighbourhood park, a stormwater management facility, surface parking and landscaped space. A proposed concept plan is included as **Figure 2**.

## Residential Development

The proposed development includes 251 residential units, in various forms of townhouses, maisonette townhouses and stacked townhouses. The residential units will offer a range of unit types and sizes.

Details associated with the final unit count will be addressed through a future site plan approval for each block.

## Density

The following table provides a summary of the permitted and proposed densities for the subject lands, in accordance with the Block 2 Servicing Strategy.

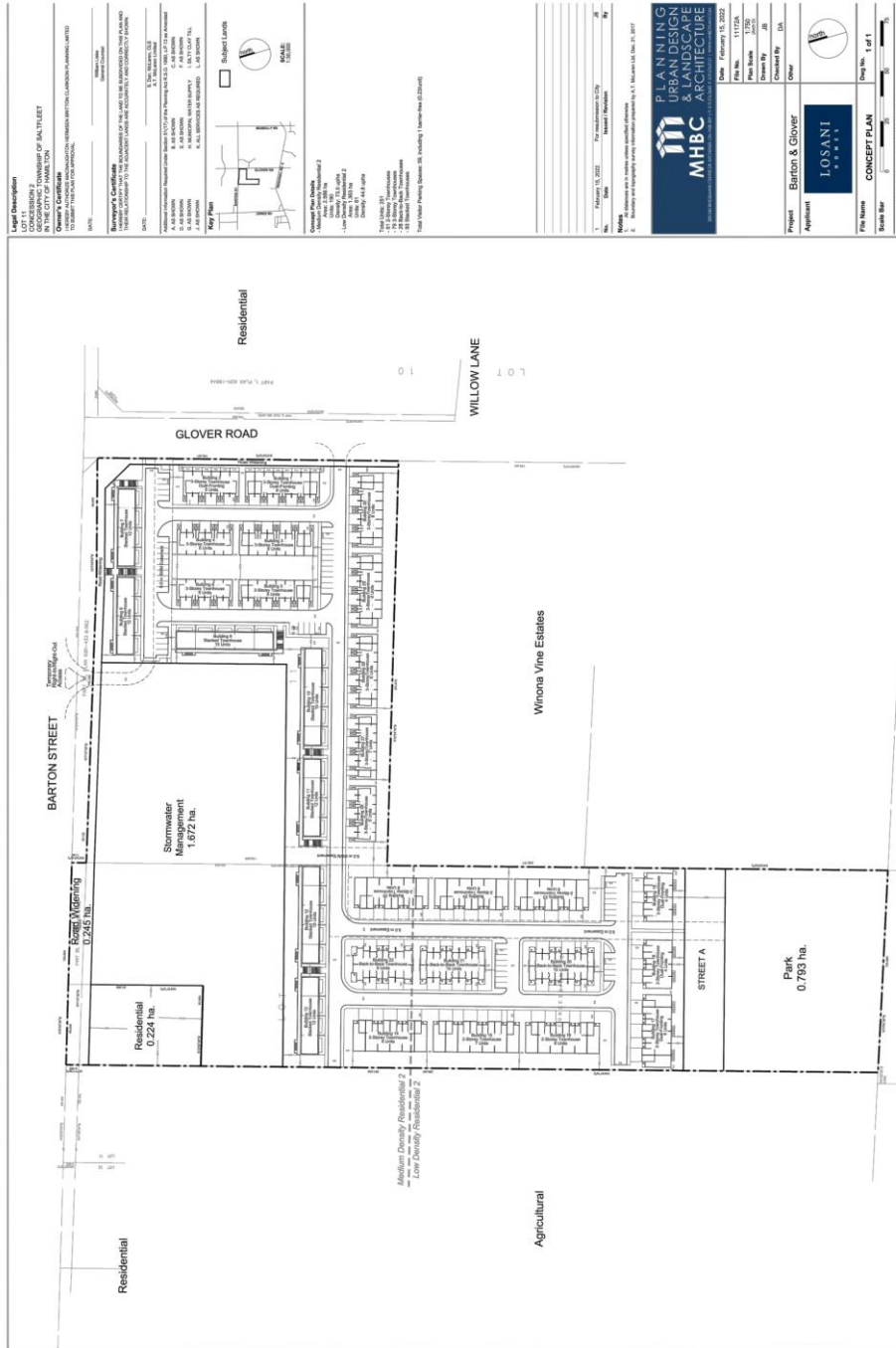
Density Calculations					
	Area (ha)	Permitted Density	Permitted Number of Units	Proposed Density	Proposed Number of Units
Low Density Residential 2	1.363	20-50 units per hectare	27-68	44.8 units per hectare	61
Medium Density Residential 2	2.586	60-75 units per hectare	155-193	73.5 units per hectare	190
<b>Total</b>	4.041		182-261	63.6 units per hectare	251

The proposed development provides for an overall density of 63.6 units per hectare overall, and conforms to the density permissions of both the Low Density Residential 2 and Medium Density Residential 2 designations.

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Page 11 of 88

Figure 2:  
Concept Plan

884 Barton Street  
Stoney Creek  
City of Hamilton



**Project Description**  
LOT 11  
GEORGIAN TOWNSHIP OF HAMILTON  
10000 HWY 10 EAST, STONEY CREEK, ONTARIO L9R 4R1

**Map No.** 11172A  
**File Name** CONCEPT PLAN  
**Scale** As noted  
**Date** February 15, 2022

**Project:** Barton & Glover  
**Applicant:** LOSANI CONSULTANTS  
**Drawn By:** JB  
**Checked By:** DA  
**Scale:** 1" = 100'  
**Sheet No.:** 1 of 1

**Client:** City of Hamilton  
**Project No.:** 11172A  
**Phase:** 1  
**Drawn By:** JB  
**Checked By:** DA  
**Scale:** 1" = 100'

**Project:** Barton & Glover  
**Applicant:** LOSANI CONSULTANTS  
**Drawn By:** JB  
**Checked By:** DA  
**Scale:** 1" = 100'

**Project:** Barton & Glover  
**Applicant:** LOSANI CONSULTANTS  
**Drawn By:** JB  
**Checked By:** DA  
**Scale:** 1" = 100'

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**Appendix “D” to Report PED22114**  
**Page 12 of 88**

The subject lands propose a medium density intensification opportunity located within the Fruitland-Winona Secondary Plan Area and within the Designated Greenfield Area of the settlement area. The proposed development will implement the density requirements in the Fruitland-Winona Secondary Plan as discussed in **Section 4.4** of this Report.

**Access and Roads**

The primary vehicular access point proposed for the subject site is via Glover Road, aligned with Willow Lane. An emergency temporary right-in, right-out access is proposed onto Barton Street, as a result of more than 100 units being proposed with one access point. Future potential road accesses are provided to the lands to the west. It is intended that the temporary right-in, right-out access will remain until such time that the lands to the west are developed and connections are provided. This approach was discussed with City staff through various meetings following the initial submission of the applications.

A municipal road (Street 'A') is proposed to implement the Fruitland Winona Secondary Plan and provide public road frontage for the public park.

Pedestrian and cycling accesses will be provided via Barton Street and Glover Road, and sidewalk connections will be provided throughout the site, to the adjacent site to the west and to the neighbourhood park on the south portion of the site. The Barton Street pedestrian promenade is proposed along the south side of Barton Street and will provide for enhanced pedestrian connectivity in the future.

Road widenings required along Barton Street for the pedestrian promenade and Glover Road have been provided on the draft plan of subdivision and concept plan.

**Parking**

The proposed development will accommodate the majority of parking in private garages, driveways and some surface visitor parking, located internal to the site and screened from views from Barton Street and Glover Road.

502 parking spaces are provided for, at a proposed rate of 2 spaces per unit. Visitor parking is provided at a rate of 0.23 spaces per unit for a total of 59 spaces.

**Neighbourhood Park and Open Space**

The subject site will contain 0.793 hectares of a neighbourhood park located at the south portion of the site, as identified in the Fruitland-Winona Secondary Plan. The configuration of the park has been revised from the approved Secondary Plan, however, policy 4.7.2 b) of the Secondary Plan, identifies that the specific location, size and shape of Neighbourhood Parks may vary subject to approval of the City without amendment to the Secondary Plan. The park is proposed to generally be of the same size and in the same location. This is discussed in detail in **Section 4.4** of this Report.

Landscaped areas will be provided on site, including a large landscape buffer along Barton Street. Additional details regarding landscaping are included in the Urban Design Brief.

### 3.1 Summary of Draft Plan of Subdivision Application

To permit the proposed residential development the subject property a Draft Plan of Subdivision application is required to create the residential blocks and blocks associated with the public uses.

A copy of the proposed draft plan of subdivision is enclosed with the application submission as **Figure 3**.

### 3.2 Summary of Zoning By-law Amendment Application

To permit the proposed mixed use development the subject property will require a Zoning By-law Amendment. As the subject property land use designation and permitted densities were identified through the Fruitland-Winona secondary plan process, a zoning amendment is needed to increase the permitted density on the subject site to conform the Secondary Plan. In addition, the following site specific provisions are hereby requested as part of this application:

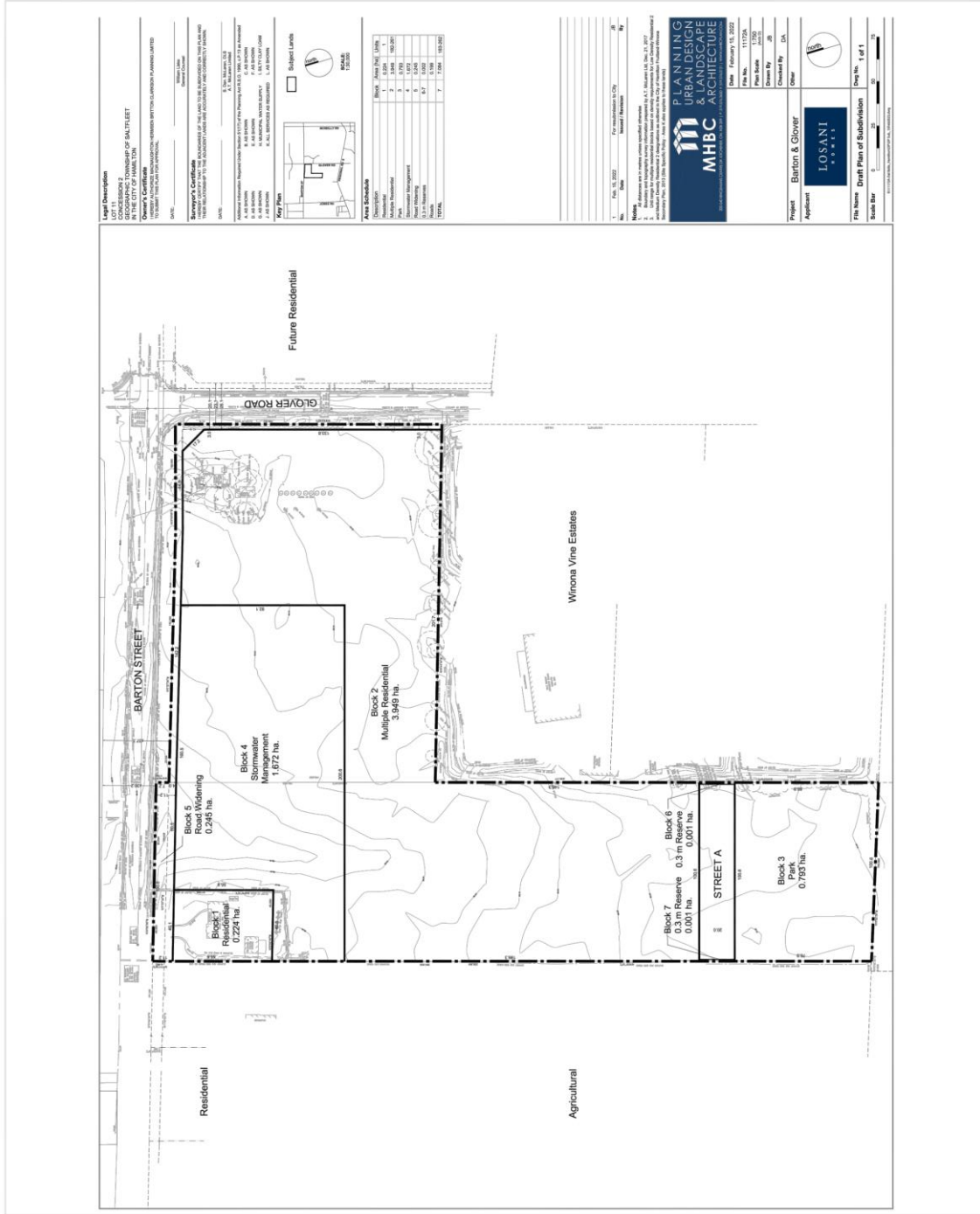
- To reduce minimum front yard, side yard setbacks and rear yard setback
- To increase the maximum permitted density to implement the Fruitland-Winona Secondary Plan
- To reduce the overall landscaped open space requirement
- To remove the requirement for privacy area for maisonette units and stacked townhouse units
- To permit a reduced visitor parking rate for the proposed development
- To permit an increased maximum height
- To permit future development of condominium units or part lot control application and the creation of POTLs

Details regarding the proposed zoning are included under **Section 4.8** of this report.

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Figure 3:  
Draft Plan of Subdivision

884 Barton Street  
Stoney Creek  
City of Hamilton



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P. 519.524.8357 F. 519.524.9321 WWW.MHBCPLAN.COM

# 4.0 PLANNING ANALYSIS

The following is a review of the provincial and municipal land use policy framework related to the subject lands, and how the proposal has met those considerations.

## 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (PPS) was issued by the Province of Ontario in accordance with Section 3 of the Planning Act. The 2020 PPS applies to all decisions regarding the exercise of any authority that affects a land use planning matter made on or after May 1, 2020.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. It provides a vision for land use planning in Ontario that encourages an efficient use of land, resources and public investment in infrastructure. The PPS encourages a diverse mix of land uses in order to provide choice and diversity to create complete communities. A variety of modes of transportation are required to facilitate pedestrian movement, active transportation opportunities and less reliance on the automobile. The PPS strongly encourages development that will provide long term prosperity, environmental health and social wellbeing. One of the key considerations of the PPS is that planning decisions ‘shall be consistent’ with the Policy Statement. The following is an analysis of the proposed development in the context of the policies in the PPS.

### Settlement Areas (1.1.3)

The PPS states that Settlement Areas shall be the focus of growth and development, and that their vitality and regeneration shall be promoted. The proposed development is located within the City of Hamilton which is a designated Settlement Area. Further, land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- efficiently use land and resources;
- are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- minimize negative impacts to air quality and climate change, and promote energy efficiency;
- support active transportation;
- are transit-supportive, where transit is planned, exists or may be developed; and
- are freight-supportive.

The proposed development provides an opportunity for the development of a vacant, greenfield parcel which has been identified as the City as an area for future residential development. The proposed development will provide an additional 251 residential units, in an area that has existing municipal services.

The proposed development will provide for a compact housing form, further minimizing the impacts on air quality and climate change.

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Barton Street is proposed to contain a promenade, including a multi-use pathway, which will provide active transportation connections. Bicycle racks and sidewalk connections are proposed throughout the site, which will encourage cycling and walking.

The B-Line transit route is proposed to be extended east along Highway 8, which will provide for connections west to Eastgate Square, Downtown and McMaster University. The proposed density will be transit-supportive.

The proposed development will make efficient use of land within the Urban Area and designated for residential use, utilize planned infrastructure and services, and is located at the intersection of two Minor Arterial roads, Barton Street East and Glover Road. Barton Street is identified as a potential rapid transit route in the Fruitland-Winona Secondary Plan.

### **Housing (1.4.3)**

The PPS identifies that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households.
- permitting and facilitating: all forms of housing required to meet the social, health, and well-being requirements of current and future residents, including special needs requirements; and all forms of residential intensification, including second units, and redevelopment;
- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
- establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development will provide a range and mix of housing types to support the forecasted housing and population growth in the City. The proposed development will contain a mix of townhouse units, maisonette, and stacked townhouses, which represent a compact form of development to efficiently use designated residential land and planned infrastructure. The proposed development will contribute to the overall development of the Fruitland-Winona area, with the addition of 251 residential units.

Existing infrastructure and services are present in the area surrounding the proposed development and will be able to support the projected increase of 251 units. As per the Fruitland-Winona Secondary Plan, the area is intended to accommodate a large portion of residential uses, as well as other supporting uses, including commercial uses, parks and schools, as detailed in **Section 4.4** of this report. The proposed development achieves the required densities of the Secondary Plan.

### **Public Spaces, Recreation, Parks, Trails and Open Space (1.5.1)**

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The PPS identifies that healthy, active communities should be promoted by:

- planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- providing opportunities for public access to shorelines; and
- recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

The subject property is proposed to contain a 0.793 hectare portion of the planned neighbourhood park for the surrounding area, located on the south portion of the site as identified in the Secondary Plan. This will offer an opportunity for recreation and provide for connections into and out of the proposed development to the surrounding area.

The Barton Street promenade planned for the area will provide active transportation connections for recreation and transportation.

### **Sewage, Water and Stormwater (1.6.6)**

As per the PPS, municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.

The subject lands are within an area with existing and planned services to support the planned development in the area. The site will be able to provide for connections to full municipal services for all 251 units.

The subject lands are proposed to contain a public Stormwater Management (SWM) Facility at the northwest corner of the proposed development, which will provide quantity and quality control for the development in conformity with the Block 2 Servicing Strategy. The SWM facility will also accommodate stormwater from Barton Street and adjacent lands. The SWM facility is designed to meet the full build out conditions (ultimate scenario) of the Block 2 Servicing Study area.

A private storm sewer system is proposed to convey drainage from the subject lands, Winona Vine Estates and from the Glover Rd ditch towards the proposed SWM facility via easements.

Details regarding the proposed servicing and SWM approach are included in the Functional Servicing Report prepared by S. Llewellyn and Associates, dated June, 2021 and submitted in support of these applications.

### **Transportation Systems (1.6.7)**

The PPS identifies that transportation and land use considerations shall be integrated at all stages of the planning process. Further, it promotes multimodal transportation systems, and a land use pattern, density and mix of uses, which minimize the length and number of vehicle trips and support current and future use of transit as well as active transportation.

The subject site is located at the intersection of two Minor Arterial Roads, Barton Street East and Glover Road. Transit service is currently provided in the area, offering connections to Eastgate Square, which provides connections to the B-Line, which planned as the City's Light Rail Transit route. In the future, Eastgate Square will also offer connections to the proposed Confederation GO Transit station at Centennial Parkway and Goderich Road

As a result of the existing transit service and the planned transit expansion, the site is appropriately located for the amount of density proposed. As discussed above, a trail connection is proposed as part of the pedestrian promenade along Barton Street East, which will provide opportunities for active transportation and recreation.

**Based on the above, the applications are consistent with the Provincial Policy Statement.**

## 4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The 2020 A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') came into effect on August 28, 2020. This Plan is the framework for implementing the Provincial Government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps the communities achieve a high quality of life.

The policies of Places to Grow centre on the key themes of directing growth to Settlement Areas, intensification in strategic growth areas, promoting transit-supportive densities and a healthy mix of residential and employment land uses.

Among the guiding principles of the plan include:

- Support the achievement of complete communities that are designed to support healthy and active living and meet the needs of daily living.
- Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability.
- Support a range and mix of housing options
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities
- Provide for different approaches to managing growth that recognize the diversity of communities in the GGH

### **Designated Greenfield Area (2.2.7)**

The subject site is located within the Designated Greenfield Area of the City of Hamilton, as identified on Appendix G – Boundaries Map in the Urban Hamilton Official Plan, as shown on **Figure 4.**






The Growth Plan identifies a minimum density target of 50 people and jobs combined per hectare for the Designated Greenfield Area (DGA) in the City of Hamilton, which is intended to be measured





**Figure 4:**  
Boundaries Map  
Appendix G  
Urban Hamilton Official Plan, 2013

**LEGEND**

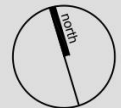
-  Subject Lands
-  Built-up Area
- Other Features**
-  Rural Area
-  Urban Boundary
-  Municipal Boundary

DATE: January, 2022

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DRAWN: JB



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884 Barton Street  
Stoney Creek  
City of Hamilton



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over the entire DGA of the City, with some exceptions including right of ways, employment areas, natural heritage features.

In accordance with Section 2.2.7 of the Growth Plan, an alternative density target of 70 people and jobs per hectare has been established by the City for the FWSP area, as discussed in Section 4.5 of this Report. The proposed development will have a density of 155 people and jobs per hectare, which exceeds the minimum density target, and will contribute to the overall density target for the DGA.

New development occurring within designated greenfield areas will be planned, designated, and zoned in a manner that:

- a) Supports the achievement of complete communities;
- b) Supports active transportation; and
- c) Encourages the integration and sustained viability of transit services.

The proposed development is for a range and mix of medium density townhouse dwellings, which will contribute to the development of the Fruitland-Winona Secondary Plan area, which is planned as a complete community. The proposed development has sidewalk connections throughout, and connections to the future multi-use trail proposed along the south side of Barton Street to encourage active transportation. The Secondary Plan identifies a potential future rapid transit route along Barton Street to Fifty Road. The proposed development provides a transit supportive density and is immediately adjacent to Barton Street and would provide convenient connections to this route.

Overall, the development achieves a density of approximately 63.5 units per hectare, and implements the permitted density of the Low Density Residential 2 and Medium Density Residential 2 designations in the Fruitland Winona Secondary Plan.

### **Housing (2.2.6)**

Section 2.2.6 of the Growth Plan provides policies to support the achievement of complete communities. Specifically, Section 2.2.6.2 states that municipalities will support the development of complete communities by planning to accommodate forecasted growth to the horizon of this Plan; planning to achieve the minimum intensification target and density targets; considering the range and mix of housing options and densities of the existing housing stock; planning to diversify the overall housing stock across the municipality

The proposed redevelopment will assist the City of Hamilton in achieving the minimum density targets set out in the Growth Plan. The proposed residential units will contribute to the range and mix of housing options in the City by offering a medium density housing form, as planned for in the Secondary Plan.

### **Infrastructure to Support Growth (3.2)**

The Growth Plan also identifies that infrastructure planning, land use planning and infrastructure investment should be coordinated, as well as transportation system planning and investment should be coordinated with land use planning.

The proposed development will make use of support existing transportation options, including transit and active transportation, and provide a built form that has a transit supportive density, and will contribute to future transportation options Barton Street is identified as a potential rapid transit route in the Fruitland-Winona Secondary Plan. Further, Barton Street East is proposed to contain a promenade with a multi-use pathway, which will offer opportunities for a range of transportation choices.

**Based on the above, it is concluded that the proposed applications are in conformity with the policies of the Growth Plan.**

### 4.3 City of Hamilton Urban Official Plan

The City of Hamilton’s Urban Official Plan (UHOP) came into effect on August 16, 2013. A review of the Official Plan has identified that the subject property falls within the following designations of the Official Plan:

- **Schedule C – Functional Road Classification**
  - Barton Street E – Major Arterial
  - Glover Road – Minor Arterial
- **Schedule E – Urban Structure (Figure 5)**
  - Barton Street – Secondary Corridor
  - Neighbourhoods
  - Highway 8 – Potential Expansion of Secondary Corridor
- **Schedule E1 – Urban Land Use Designations (Figure 6)**
  - Neighbourhoods

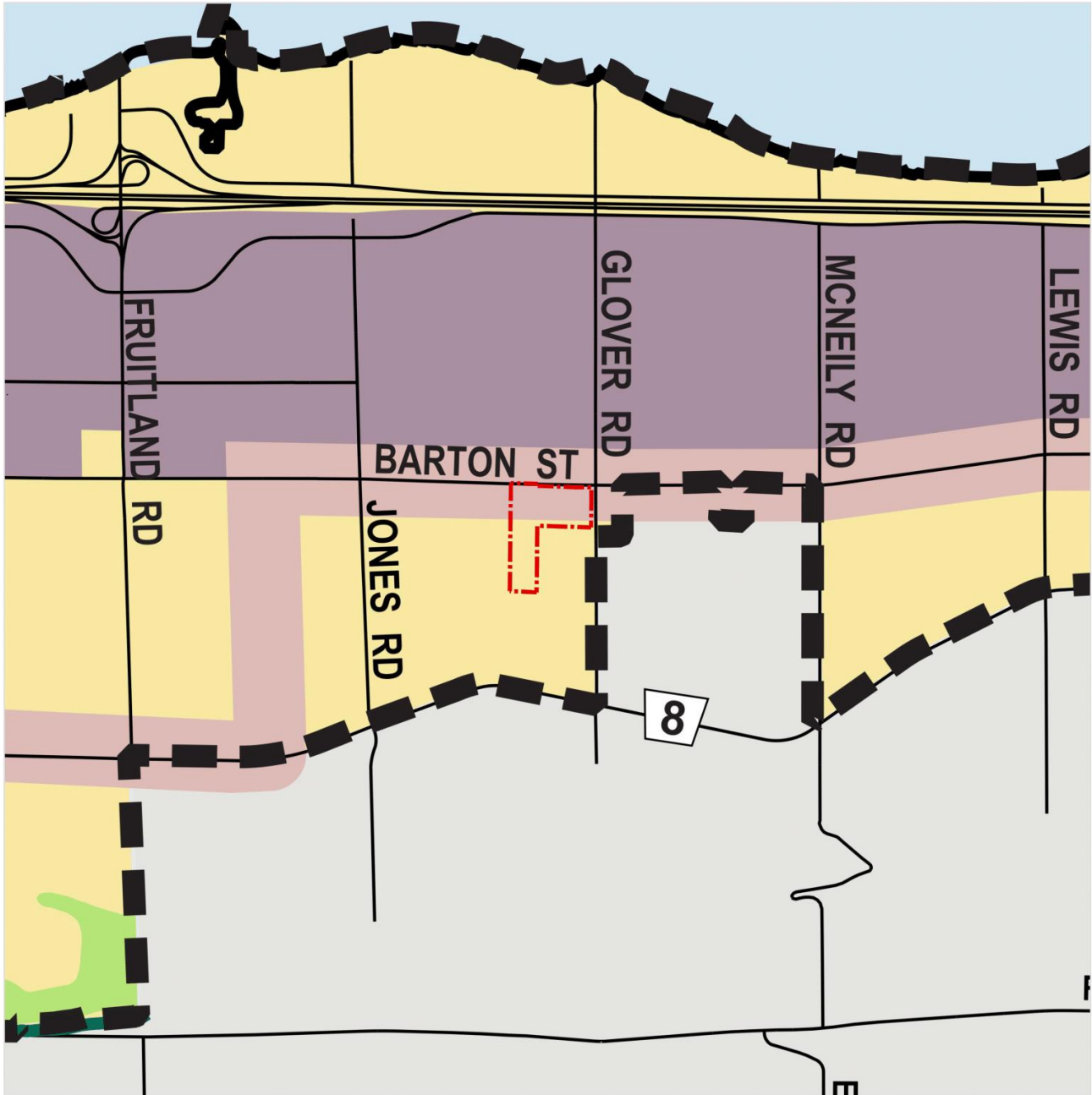
The subject site also falls within the **Fruitland-Winona Secondary Plan Area**, which is detailed in Section 4.4 of this Report.

Below is a review and discussion of the policies associated with the designations within the Official Plan.

#### Urban Systems and Designations

The City of Hamilton is committed to managing its urban growth and development in a sustainable, comprehensive manner that balances the economy, the environment and the social needs of the community. The goals that apply to the urban systems and land use designations in the UHOP include:

- Develop compact, mixed use urban environments that support transit and active transportation
- Develop complete communities where people can live, work, learn and play
- Plan and designate lands for a range of housing types and densities, taking into account affordable housing needs
- Promote and support design which enhances and respects the character of existing neighbourhoods and creates vibrant, dynamic and livable urban places
- Promote and support appropriate residential intensification throughout the urban area and focused in Urban Nodes and Urban Corridors



**Figure 5:**  
Schedule E Urban  
Structure  
Urban Hamilton Official Plan, 2013

**LEGEND**

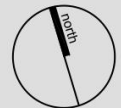
- Subject Lands
- Neighbourhoods
- Employment Areas
- Corridors**
- Secondary
- Other Features**
- Rural Area
- Urban Boundary

DATE: January, 2022

SCALE: 1:20,000

FILE: 11172A

DRAWN: JB

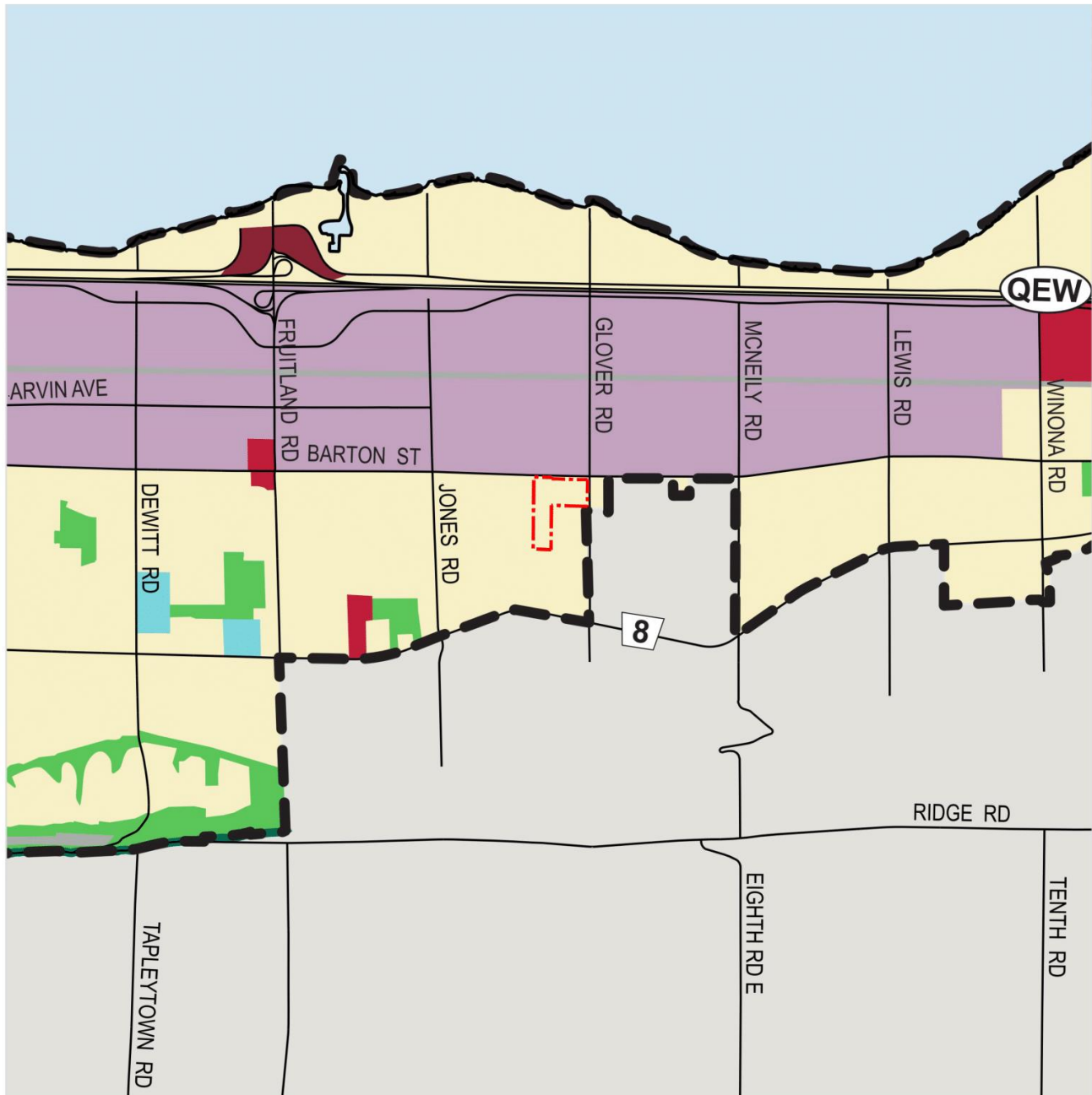


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**Figure 6:**  
Schedule E-1 Urban  
Land Use Designations  
Urban Hamilton Official Plan, 2013

884 Barton Street  
Stoney Creek  
City of Hamilton

**LEGEND**

- Subject Lands
- Neighbourhoods
- Open Space
- Institutional
- District Commercial
- Arterial Commercial
- Business Park
- Rural Area
- Niagara Escarpment
- Urban Boundary

DATE: June 3, 2021

SCALE: 1:30,000

FILE: 11172A

DRAWN: JB



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- Protect and enhanced a system of linked natural areas

### Urban Structure

The City’s Urban Structure identifies how the City will grow over the long term, and is a node and corridor structure, guided by the following principles:

- Nodes and corridors are the focus of reurbanization activities (i.e. population growth, private and public redevelopment, and infrastructure investment)
- Nodes and corridors provide focal points of activity for Hamilton’s local communities and neighbourhoods
- Nodes and corridors are connected to each other and are internally served by various modes of transportation, including higher order transit
- Nodes and corridors provide a vibrant pedestrian environment and facilitate active transportation through careful attention to urban design
- Nodes and corridors evolve with higher residential densities and mixed use developments to achieve their planned functions and support transit.

Barton Street is identified as a Secondary Corridor, on Schedule E of the UHOP. Section 2.4 of the UHOP identifies that Secondary Corridors shall serve to link nodes and employment areas, or Primary Corridors, and may be served by higher order transit service. The built form along the Urban Corridors shall generally consist of low to mid rise forms, but will vary along the length of the corridors with some areas permitted to accommodate high density and high rise built form. Primary Corridors shall have a greater proportion of the corridor length in retail and mixed use forms, while the Secondary Corridors shall generally accommodate retail and mixed use forms in small clusters along the corridors with medium density housing located between the clusters. The intent of this Plan is to evolve the Secondary Corridors to an increasing proportion of multiple storey, mixed use buildings in small cluster locations with at grade retail and service commercial uses.

The proposed development will provide a medium density housing built form in a Secondary Corridor Area. The potential rapid transit route identified in the Fruitland Winona Secondary Plan is intended to provide linkages to any future transit hub in the Fifty Road / QEW area.

The subject site proposes an intensification opportunity located at the intersection of Barton and Glover Roads, and will support the objectives of the Barton Street Secondary Corridor.

### Greenfield Communities

Section E.3.7 of the UHOP provides policies for new greenfield communities, including:

- New greenfield communities shall be designed with a unique and cohesive character. Buildings, streetscapes, street patterns, landscaping, open spaces and infrastructure shall contribute to this character.
- New greenfield communities shall be designed with a focal point. All elements of the design of the community including the layout of streets, trails, pedestrian connections, and transit routes as well as the location of land uses and transit stops, shall contribute to creation of the community focal point.

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- The configuration of streets, trails, and open spaces shall ensure clear and convenient pedestrian, cycling, and vehicular connections from within the greenfield community to the focal point and adjacent neighbourhoods.

The proposed development has been designed as a compact medium density development, with a grid style road network, to create individual blocks with landscaping and sidewalk connections throughout, in accordance with the FSWP objectives. The focal point for this development is the Barton and Glover intersection and Barton Street frontage, which is proposed to contain a future promenade / multi-use trail, and potential rapid transit. The road network and sidewalks in the development offer convenient connections to the Barton Street frontage, with a focus on cycling and pedestrian connections to encourage transit and active transportation.

### Neighbourhoods

Neighbourhoods are where the majority of Hamiltonian’s live, learn, shop, socialize and play and are intended to be all encompassing and represent the concept of complete communities. These areas contain a mix of low, medium and high rise residential areas, roads, parks, open space, commercial areas and institutions including schools and places of worship.

Neighbourhoods shall consist primarily of residential uses and complementary facilities and services intended to serve residents. Neighbourhoods shall permit and provide the opportunity for a full range of housing forms, types and tenure, including affordable housing and housing with supports, as well as a range of commercial uses including retail stores and services. Neighbourhoods shall generally be regarded as physically stable areas, and changes compatible with the existing character or function of the neighbourhood shall be permitted.

The proposed development will provide a dense, residential development offering a range of housing forms and densities.

### Neighbourhoods Designation

The subject lands are designated ‘Neighbourhoods’ in the UHOP, as shown on **Figure 6**. The Neighbourhoods designation intends to recognize that all neighbourhoods are diverse, and that their intention is to provide context for daily life for citizens, and plays where people can live, learn play and socialize on a daily basis, by including a mix of land uses.

General objectives for Residential / Mixed Use Areas, include:

- Develop compact, mixed use, transit-supportive and active transportation friendly neighbourhoods
- Develop neighbourhoods as part of a complete community
- Plan and designate lands for a range of housing types and densities, with consideration for affordable housing needs
- Promote and support design which enhances and respects character of existing neighbourhoods while still allowing for ongoing evolution
- Promote and support residential intensification of appropriate scale and in appropriate locations

The Neighbourhoods designation permits the following uses:

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- Residential dwellings, including second dwelling units and housing with supports
- Open space and parks
- Local community facilities/ services
- Local commercial uses

The proposed development will be compact, and will contain a mix of permitted residential uses, specifically various townhouse built forms, which will allow for a range of types and densities. A portion of the community's neighbourhood park will also be provided for at the south end of the subject lands. The design of the community will reflect the direction of the Fruitland-Winona Secondary Plan.

The proposed development will provide for a transit supportive density, adjacent to Barton Street which is identified as a potential rapid transit route in the Fruitland-Winona Secondary Plan.. The development will also provide sidewalk connections within itself and to the surrounding street network, and connections to the planned Barton Street pedestrian promenade

The UHOP identifies that residential intensification shall enhance and be compatible with the scale and character of the existing residential neighbourhood. The City shall require quality urban and architectural design, and design shall be safe, efficient, pedestrian oriented and attractive, and shall comply with the following criteria:

- New development on large sites shall support a grid system of street of pedestrian scale, short blocks, street oriented structures and a safe, attractive public realm
- Garages, parking areas, and driveways along the public street shall not be dominant. Surface parking between a building and a public street (excluding a public alley) shall be minimized.
- Adequate and direct pedestrian access and linkages to community facilities/services and local commercial uses shall be provided
- Development shall improve existing landscape features and overall landscape character of the surrounding area
- Development shall comply with Section B.3.3 – Urban Design Policies and all other applicable policies.

The proposed development, will support a grid network of streets, with sidewalks internal to and providing connections in and out of the development, and landscaping. The majority of parking is provided within the garages and driveway of the individual dwelling units, which limits the overall amount of surface visitor parking required on site.

The Design Policies are discussed in detail in the associated Urban Design Brief prepared by MHBC Planning, dated June, 2021.

The UHOP provides for three categories of residential land use designations – low, medium and high density. Medium density residential areas are characterized by multiple dwellings forms, on the periphery of neighbourhoods in proximity to major or minor arterial roads, and the site appears to meet the definition of a medium density residential area, which permits multiple dwellings, except street townhouses, and permits a density of 60-100 units per hectare and the maximum height shall be six storeys. The subject lands meet the description for medium density lands.

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The subject site is located within the Fruitland-Winona Secondary Plan Area. A broader discussion surrounding permitted uses, height and density is included in **Section 4.3** of this Report, as it relates to the Fruitland-Winona Secondary Plan.

### Parks and Parkland Dedication

Chapter F of the UHOP provides parkland dedication policies. The policies outline that parkland dedication shall be taken in amount not exceeding 5% for residential proposals, or alternatively, shall not exceed a rate of 1.0 hectare for each 300 dwelling units proposed (the rate to be applied will be that which yields the greater amount of either land or cash-in-lieu), or a combination thereof for developments or redevelopment that contain a mix of residential densities. Specifically, for land designated to permit residential development or redevelopment with a density of 20 to 75 units per hectare, parkland shall be dedicated at a rate not to exceed 1 hectare for each 300 dwelling units proposed.

The total net land area is 3.949 hectares, and 5% of the total land area is approximately 0.20 hectares. At a rate of 1.0 hectare for each 300 dwelling units, a total of 251 residential dwelling units are proposed and 0.837 hectares of parkland would be required to be dedicated. As per the UHOP policies, the rate to be applied will be that which yields the greater amount of either land or cash-in-lieu, which would be 1.0 hectare for each 300 dwelling units, or 0.837 hectares of parkland.

The portion of parkland proposed to be dedicated, a portion of the proposed Neighbourhood Park is 0.793 hectares. Any remaining parkland requirement will be dedicated to the City as cash-in-lieu of parkland. The parkland dedication agreement will be prepared through consultation with City staff.

### Integrated Transportation Network

The UHOP identifies that the transportation network and land uses are mutually inclusive, meaning that land uses are connected and accessible through the transportation network. The network is intended to be integrated and sustainable, as well as safe, environmentally friendly, affordable, efficient, convenient and accessible.

The transportation network should be integrated and also provide for convenient, fast, frequent and affordable public transportation and also increase active transportation and contribute to transportation demand management (TDM) initiatives. The City shall encourage new development to be located and designed to minimize walking distances to existing or planned transit and facilitate the efficient movement where feasible.

More detail on the proposed local transportation system surrounding the proposed development is included in **Section 4.3** of this Report, as it relates to the Fruitland-Winona Secondary Plan Area.

Barton Street East and Glover Road are both identified as Minor Arterials on Schedule E – Functional Transportation Network. Minor Arterials are subject to the following policies:

- The primary function of a minor arterial road shall be to carry moderate volumes of intra-municipal and inter-regional traffic through the City in association with other types of roads.
- Land accesses shall be permitted with some controls.
- The basic maximum right-of-way widths for minor arterial roads shall be 36.576 metres unless otherwise specifically described in Schedule C-2 – Future Road Widening.



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- Minor arterial roads shall generally be organized in a grid pattern with collectors, major and minor arterials, parkways and provincial highways.
- Bicycle lanes may be in place to accommodate cyclists and sidewalks shall generally be provided on both sides of the street for pedestrians.
- Gateway features may be permitted where required.
- On street parking and loading may be prohibited or at minimum be restricted in the peak hours.

The primary vehicular access point proposed for the subject site is via Glover Road, aligned with Willow Lane. An emergency temporary right-in, right-out access is proposed onto Barton Street, as a result of more than 100 units being proposed with one access point. Future potential road accesses are provided to the lands to the west. It is intended that the temporary right-in, right-out access will remain until such time that the lands to the west are developed and connections are provided.

Pedestrian and cycling accesses will be provided via Barton Street and Glover Road, and sidewalk connections will be provided throughout the site, to the adjacent site to the west and to the neighbourhood park on the south portion of the site. The Barton Street pedestrian promenade is proposed along the south side of Barton Street and will provide for enhanced pedestrian connectivity in the future,

The internal proposed road network is a modified grid pattern, with 3 potential future connections to the lands to the west, including a public road connection (Street A) with frontage onto the proposed public park.

Schedule C-2 of the Official Plan identifies that the future road right-of-way for Barton Street East between Nash Road and Fifty Road, adjacent to the subject lands, is 36.576 metres. This road right-of-way has been accounted for on the proposed concept plan.

A Transportation Impact & Parking Study was prepared by Paradigm, dated June, 2021, and has been submitted in support of this application. A summary of this Report is included in **Section 5.6** of this Report.

In summary, the proposed development is consistent with the objective of the Neighbourhoods land use designation by providing for a range of unit types and densities. Further, the proposal has considered parks policies and transportation policies of the Urban Hamilton Official Plan.

**The proposed applications conform to the general intent of the applicable land use policy framework of the City of Hamilton Urban Official Plan.**

## 4.4 Planning Act Section 51(24)

Section 51(24) of the Planning Act outlines criteria that shall be regarded when considering a Draft Plan of Subdivision application. This section analyses the proposed subdivision's conformity with these criteria:

- a) the effect of the proposal on matters of Provincial Interest
  - The proposed development has regard to the applicable matters of Provincial Interest as outlined in Section 2 of the Planning Act.
- b) whether the subdivision is premature or in the public interest
  - The subject lands are designated for residential use the City of Hamilton Urban Official Plan and Fruitland Winona Secondary Plan. The Block 2 Servicing Strategy has been adopted by City Council, which determined the servicing approach and considered transportation and natural heritage aspects of the proposed development and surrounding area. The development of the lands are in a form which is permitted in the Fruitland Winona Secondary Plan. The proposed development is not premature and is in the public interest.
- c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any
  - The applications conform to the City of Hamilton Official Plan as the subject lands are located in a Settlement Area and designated Neighbourhoods which permits a range of residential land uses. The subject lands are designated Low Density Residential 2 and Medium Density Residential 2 in the Fruitland Winona Secondary Plan which permit the proposed form of residential development. There are no adjacent plans of subdivision that require consideration, however the proposed development provides for future connection.
- d) the suitability of the land for the purposes for which it is to be subdivided
  - The proposed development area is suitable to be subdivided. The topography of the subject lands is generally flat and the proposed development does not negatively impact any significant environmental features.
- e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them
  - The proposed road network is a connection of public and private roads. The proposed east-west road connections will provide for a connection to Glover Road, and future road connections to adjacent lands to the west and east. Primary access to the subject site is from Glover Road and a temporary secondary access to the site is planned via Barton Street, until the surrounding lands develop and the road connections can be made. All proposed roads will meet the City's road standards for public and private condominium roads.
- f) the dimensions and shapes of the proposed lots
  - All dimensions and shapes of proposed blocks are appropriate for the intended use of the subject lands.

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- g) the restrictions or proposed restrictions, if any, on the land to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land
- All residential development is proposed in areas identified appropriate for development. No development is proposed within natural features or setback areas.
- h) conservation of natural resources and flood control
- The Environmental Impact Study prepared by Colville confirms that there are no significant natural features on the subject lands. The location of the stormwater management pond was determined by the Fruitland Winona Secondary Plan and the Block 2 Servicing Strategy and consultation with the City of Hamilton and HCA. Drainage infrastructure and the stormwater management pond will be incorporated into the detailed design and will be designed to satisfy City and HCA criteria. There were no concerns raised through ESAIG review. Details can be addressed through condition(s) of draft approval.
- i) the adequacy of utilities and municipal services
- The site can be fully serviced with existing and planned municipal infrastructure and utilities as determined in the Functional Servicing Report prepared by SLA. The proposed stormwater management facility will be constructed to implement the Block 2 Servicing Strategy. Design details can be addressed through condition(s) of draft approval.
- j) the adequacy of school sites
- The location of future school sites were determined as part of the Fruitland Winona Secondary Plan process, in consultation with the school boards, including HWDSB and HWCDSB. A school site is not proposed on the subject lands.
- k) the area of land, if any, exclusive of highways, to be conveyed or dedicated for public purposes
- Lands to be dedicated for public purposes include the park block, stormwater management pond, Barton Street road widening block and Street A block. These will be conveyed as part of the subdivision process.
- l) the extent to which the plan’s design optimizes the available supply, means of supplying, efficient use and conservation of energy;
- The subdivision has been designed to permit the development of a walkway system that will facilitate connections to the future Barton Street promenade, future public park and adjacent neighbourhoods. The nature and location of the compact urban form of the development will facilitate energy conservation. Lastly, the road network will facilitate efficient movement of all vehicles, including those for municipal and emergency service purposes.
- m) the interrelationship between the design of the proposed subdivision and site plan control matters relating to any development of the land, if the land is also located within a site plan control area designated under subsection 41 (2) of the Planning Act.
- The proposed multiple residential block will be subject to site plan control.

## 4.5 Fruitland Winona Secondary Plan

The subject lands are located within the Fruitland-Winona Secondary Plan, which is adopted under the Official Plan. A review of the Secondary Plan has identified that the subject property falls within the following designations:

- **Map B.7.4.1 Land Use Plan:** Low Density Residential 2 and Medium Density Residential 2, Neighbourhood Park (**Figure 7**)
- **Map B.7.4.2 Natural Heritage System:** Vegetation Protection Zone
- **Map B.7.4.3 Transportation Classification Plan:** Major Arterial (Barton Street), Minor Arterial (Glover Road), Barton Street Pedestrian Promenade, Potential Rapid Transit Route (Barton Street), Proposed Extension (**Figure 8**)

### Objectives

The Fruitland-Winona Secondary Plan is in force and effect, with the exception of some site specific appeals. For the subject lands, 860 and 884 Barton Street, the entire Secondary Plan was brought into force and effect by way of an OMB decision issued on December 4, 2015.

The overall objectives of the Fruitland-Winona Secondary Plan include: strengthening existing neighbourhoods; creating transportation, transit and active transportation linkages; creating a safe community; and providing open space and parks, while protecting and enhancing natural heritage features.

Residential objectives of the Fruitland-Winona Secondary Plan include:

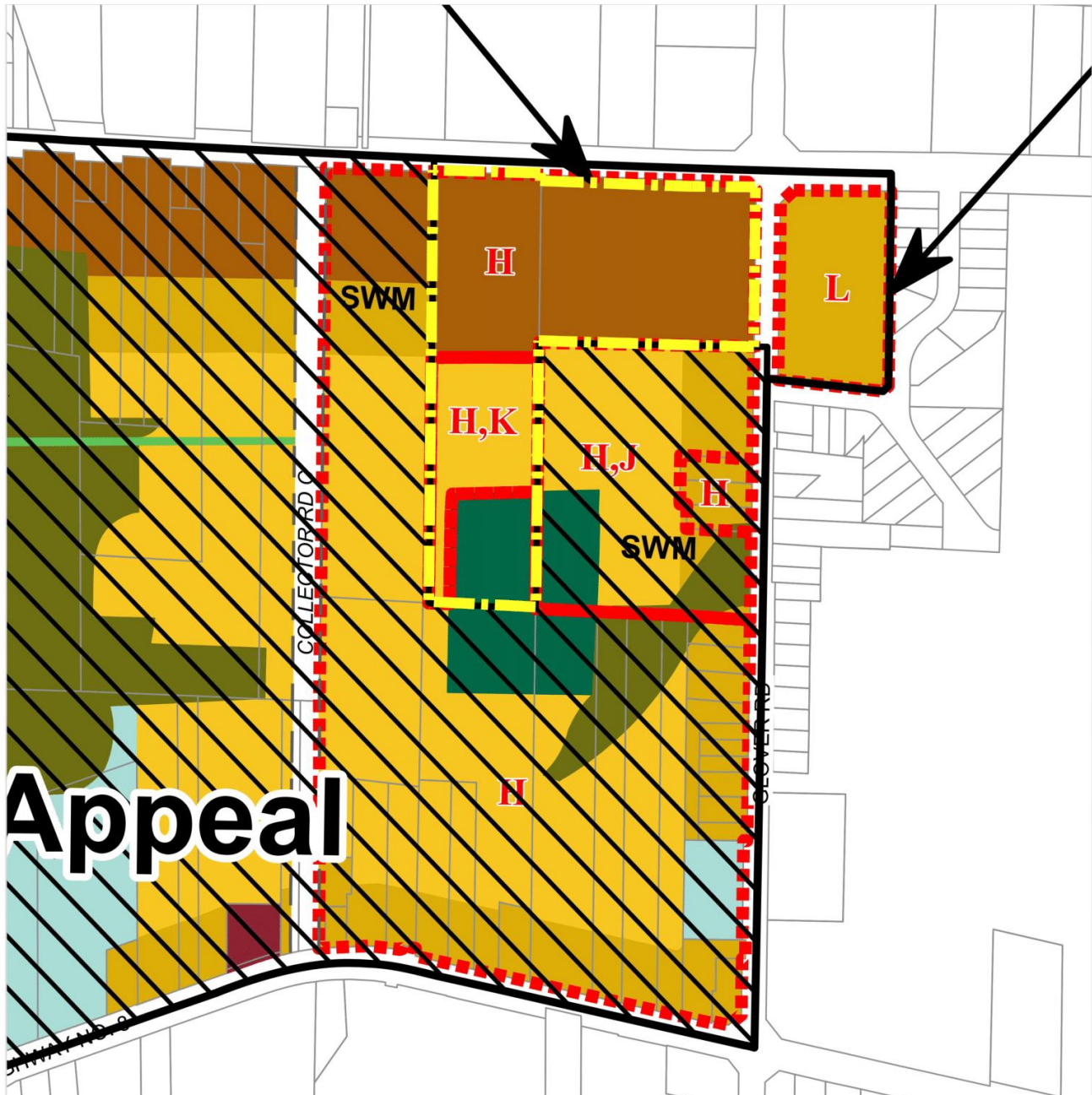
- creating a community that provides for safe, functional, attractive and distinguishable residential neighbourhoods
- encouraging a mix of uses and housing types, and
- providing a compact urban form with higher densities located closer to arterial roads that may serve as future transit corridors, while maintaining views to the Escarpment and other natural features

The proposed development, will provide for a compact urban form, with a mix of medium density residential uses, with high quality design. In addition, the mix of townhouse unit types, will provide more housing choice, and will provide for transit supportive densities, adjacent to two arterial roads, including Barton Street, which may develop as a transit corridor over time.

### General Policies (7.4.3)

The Fruitland-Winona Secondary Plan identifies the following general policies that have been considered in the development of the proposed concept:

- Development within the Fruitland-Winona Secondary Plan area shall provide a mix of housing opportunities in terms of built form, style and tenure that are suitable for residents of different age groups, income levels and household sizes.
- When considering an application for development, the following matters shall be evaluated:



**Figure 7:**  
Map B.7.4-1 Land Use Plan  
Fruitland-Winona Secondary Plan,  
Urban Hamilton Official Plan, 2013

884 Barton Street  
Stoney Creek  
City of Hamilton

**LEGEND**

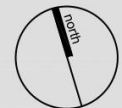
- Subject Lands
- Low Density Residential 2
- Low Density Residential 3
- Medium Density Residential 2
- Arterial Commercial
- Neighbourhood Park
- Natural Open Space
- Institutional
- Area or Site Specific Policy
- Lands Under Appeal

DATE: June 3, 2021

SCALE: 1:5,000

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DRAWN: JB

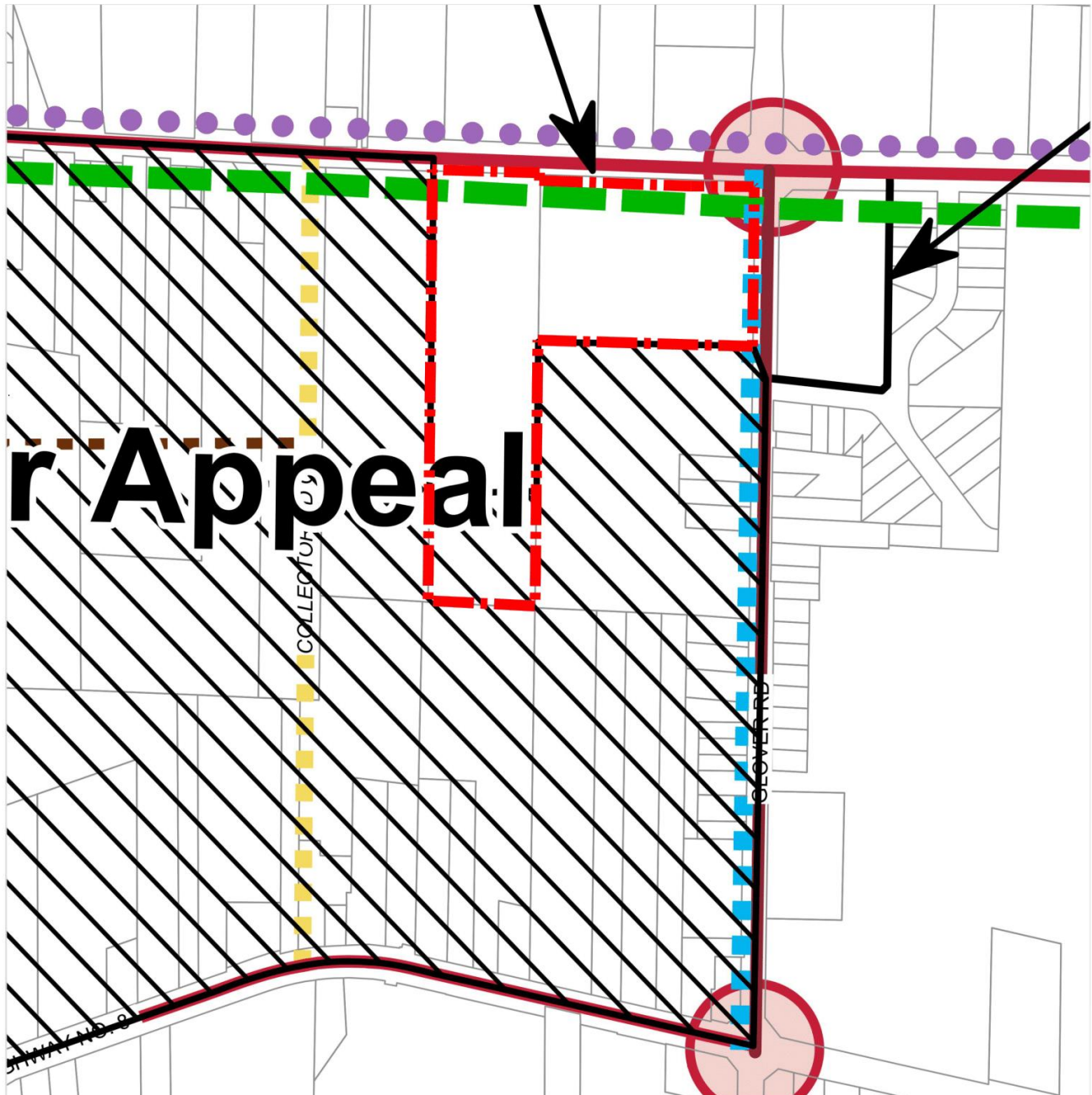


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








**Figure 8:**  
Map B.7.4-3  
Transportation  
Classification Plan  
Fruitland-Winona Secondary Plan,  
Urban Hamilton Official Plan, 2013

884 Barton Street  
Stoney Creek  
City of Hamilton

**LEGEND**

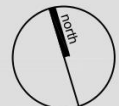
-  Subject Lands
-  Major Arterial Road
-  Minor Arterial Road
-  Proposed Collector Road
-  Potential Intersection Control
-  Proposed Extension of On-Street Bike Route
-  Barton Street Pedestrian Promenade
-  Potential Rapid Transit Route
-  Secondary Plan Boundary

DATE: June 3, 2021

SCALE: 1:5,000

FILE: 11172A

DRAWN: JB



K:\11172A-DAL BELLO\_HAMILTON\REPORT\FW\_SECONDARY PLAN - TRANSPORTATION CLASSIFICATION.DWG

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- Compatibility with adjacent land uses including matters such as shadowing, grading, overlook, noise, lighting, traffic and other nuisance effects;
- The consideration of transition in height and density to adjacent and existing residential development;
- The relationship of the proposed lot(s) with adjacent and existing lot pattern and configuration; and
- In accordance with the policies in Section 7.4.14 – Block Servicing Strategy and all other applicable policies
- Development on Barton Street adjacent to the Barton Street Pedestrian Promenade, located along the south side of Barton Street, as identified on Map B.7.4-3, shall be integrated visually and functionally into the Barton Street Pedestrian Promenade in accordance with Section 7.4.10.16 and Policy 7.4.13.2, of this Plan. An Urban Design Report shall be required to demonstrate how the proposed buildings integrate with the adjacent Barton Street Pedestrian Promenade and address matters such as the following:
  - Pedestrian connections;
  - Built form; and,
  - Landscaping.
- Parking for developments along Barton Street shall be encouraged to be located away or appropriately buffered from the Barton Street Pedestrian Promenade.
- Where possible, connections to the Barton Street Pedestrian Promenade with adjacent natural areas, streets, trails and parks shall be encouraged in accordance with Section 7.4.10.16 of this Plan
- Continuous visual barriers such as tall acoustic or privacy fences or berms shall not be permitted adjacent to the Barton Street Pedestrian Promenade.

The proposed development is one of the first residential properties to develop within the Block 2 Servicing Strategy and Fruitland-Winona Secondary Plan area. The proposed development does not preclude the future development of adjacent lands.

The proposed plan provides for a range and mix of housing types, heights and densities and includes 2 and 3 storey townhouse units, stacked townhouse units and maisonette (back to back) units. The tallest heights (3 storey units) are proposed adjacent to Barton Street, Glover Road or internal to the site, to minimize any impact on surrounding land uses.

The proposed development adjacent to Barton Street, will allow for a sufficient setback, to allow for landscaping to mitigate noise, to prevent a noise wall or barrier, as well as to create visual interest along the Pedestrian Promenade. Pedestrian connections will be provided to the Pedestrian Promenade. Over the long term, no parking or driveway access is proposed from Barton Street, and parking will be located internal to the units, or screened by the dwellings. The temporary right-in, right-out access to Barton Street is intended for emergency vehicular access only, and is intended to be removed once the remainder of the area is developed, and connections to the west are available.

#### **Residential Designations (7.4.4)**

The Fruitland-Winona Secondary Plan identifies the following general residential policies for development in the area, which are applicable to and have been considered for the development of the subject lands:

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- Create a liveable, sustainable greenfield community based on efficient use of land, provision of transportation opportunities, and quality urban design. In accordance with Section A.2.3.3.3 – Greenfield Density Target, of Volume 1, the Fruitland-Winona community has been planned to accommodate a minimum average density of 70 persons and jobs per hectare to meet the overall density target. The City shall not support substantial decreases in density that will impact the overall target of the Plan area unless a remedial density transfer is provided.
- A broad mix of housing types shall be encouraged between and within residential density designations such that no area of the Secondary Plan is dominated by one housing type.
- Where townhouses or multiple dwellings are proposed, a mix of long and short block lengths on either public or private streets shall be encouraged to provide variety to the streetscape. The massing of long townhouse blocks should be broken up through building gaps and/or changes in building façades or the introduction of other dwelling types so a single continuous elevation is not created.
- A variety of housing elevations shall be encouraged within each residential block to provide an interesting streetscape. In support of this policy an Urban Design Report may be required in accordance with Section F.3.2.6 of Volume 1, and may be required to include architectural/design guidelines.
- Direct vehicle access to new individual dwelling units from major or minor arterial roads identified on Map B.7.4-3 – Fruitland-Winona Transportation Classification Plan shall be discouraged and alternative forms of access such as shared or common access points and rear lane arrangements shall be encouraged.
- To mitigate potential noise from the lands on the north side of Barton Street designated Business Park on Schedule E-1 – Urban Land Use Designations of Volume 1, all residential amenity space shall be provided in the rear of the property or within an internal courtyard.

The proposed concept efficiently uses land, by providing an overall density of 63.5 units per hectare and approximately 155 people and jobs per hectare, which will exceed the density target of 70 people and jobs per hectare, as identified for the Fruitland-Winona community. The development will provide for a variety of medium density residential uses, in various forms of townhouse dwellings.

Specifically, two and three storey townhouse units are proposed, as well as stacked townhouses and maisonette townhouses, which provide a mix and range of housing forms. This mix of unit types is reflective of the dual designation on the subject lands of Low Density Residential 2 and Medium Density Residential 2, and intends to integrate the two land use designations together, by providing additional density towards Barton Street. The proposed development implements the permitted densities of the Low Density Residential 2 and Medium Density Residential 2 designations in the Fruitland Winona Secondary Plan..

Blocks of street townhouses range from 4 to 8 units per block, creating visual variety and changes in the façade and elevations will also be provided. The urban design policies are detailed in the Urban Design Brief prepared by MHBC Planning, dated June, 2021.

The temporary right-in, right-out access to Barton Street is intended for emergency vehicular access only, and will be removed once the remainder of the area is developed, and connections to the west are available. Over the long term, no vehicular access is proposed from Barton Street, to restrict interruptions to the proposed promenade. One vehicular access is proposed from Glover Road



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which will connect to the internal private road network, and three future road connections to the west are proposed.

A noise study has been prepared by Novus, dated June, 2021, and is summarized in **Section 5.5** of this Report and submitted in support of this application.

### Height and Density

The front portion of the subject lands, adjacent to Barton Street is designated Medium Density Residential 2, while the rear portion is designated Low Density Residential 2, as shown on the image on the following page. The southernmost portion of the site is designated Neighbourhood Park. The land use designations are shown on **Figure 7**.

Area Specific Policies – Area H and Area K also apply to the subject lands, which provide policy direction related to land use, height and density permissions. As detailed below, the maximum permitted density for the Low Density Residential 2 designation is 50 units per hectare, and a density of 44.8 units per hectare is proposed for a total of 61 units. For the Medium Density Residential 2 designation, the maximum permitted density is 75 units per hectare, and a density of 63.5 units per hectare is proposed for a total of 190 units. The proposed development conforms to the density requirements of the Fruitland Winona Secondary Plan.

Area Specific Policy – Area ‘H’ identifies several properties within the Fruitland-Winona area, for which sections and policies of the Greenbelt Plan permit the implementation of the urban land use designations and policies of the Fruitland-Winona Secondary Plan. The proposed development implements the urban land use designations and policies of the Fruitland-Winona Secondary Plan.

In summary, with regard to height and density, the Medium Density Residential 2 designation policies apply to the front portion of the site, while Low Density Residential 2 and Area K Specific Policy Area policies apply to the rear portion.

#### Medium Density Residential 2 Portion

The Medium Density Residential 2 policies of the Fruitland-Winona Secondary Plan apply to the front portion of the subject lands, as shown on **Figure 7** of this Report. The policies are as follows:

- In addition to permitted residential uses, and subject to additional criteria, additional uses may be permitted including community facilities/services and live-work housing units.
- The net residential density shall be greater than 60 units per hectare and shall not exceed 75 units per hectare.
- The maximum height shall be 3.5 storeys.
- All vehicular access should be from collector roads, local roads or private laneways located at the rear of the property. Where this is not possible, shared access from Barton Street may be considered.

The Medium Density Residential 2 portion provides for stacked townhouses, maisonette units and street townhouses. The proposed density of this portion of the subject lands is approximately 73 units per hectare, which conforms to the permitted density of 60-75 units per hectare. The maximum height of the proposed units is 3 storeys, and therefore conforms to the maximum permitted height of 3.5 storeys. One vehicular access point is proposed from Glover Road, and a

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temporary connection to Barton Street, and private roads are proposed to provide access to individual units within the proposed development. Therefore, the proposed concept meets the intent of the Medium Density Residential 2 policies within the Fruitland-Winona Secondary Plan.

### Low Density Residential 2 Portion

Area Specific Policy - Area ‘K’ applies to the subject lands (860 and 884 Barton Street), for the Low Density Residential 2 portion, as shown on **Figure 5** of this Report. The following policies shall apply, in addition to the policies in Section E.3.4. in the UHOP :

- All forms of townhouses shall be permitted
- The net residential density shall be greater than 20 units per hectare and shall not exceed 50 units per hectare
- Low-rise, ground related residential development that caters to a wide variety of housing types and demographics is encouraged.

The Low Density Residential 2 portion provides for maisonette units and street townhouses. The proposed density for this portion of the site is approximately 45 units per hectare, which conforms to the permitted density of 20-50 units per hectare and therefore conforms to the UHOP and Fruitland-Winona Secondary Plan. The maximum permitted height in the Urban Hamilton Official Plan for areas designated Low Density Residential is three storeys. The maximum proposed height for the Low Density portion of the subject lands is two storeys. Therefore, the proposed concept meets the intent of the Low Density Residential 2 policies within the Fruitland-Winona Secondary Plan.

In summary, the two land use designations work together to allow for the development of a medium density development, while providing higher density dwelling units towards Barton Street, and offering a mix of housing forms throughout the development.

### **Neighbourhood Park**

The rear portion of the property is designated Neighbourhood Park, which represents a portion of the planned Neighbourhood Park for the larger community. Lands designated Neighbourhood Park shall:

- Be visible and accessible to the public with unobstructed views provided to improve natural surveillance;
- Generally be square or rectangular in shape and have significant street frontage. The specific location, size and shape of Neighbourhood Parks may vary subject to approval of the City without amendment to this plan; and,
- Be constructed by developers on the City’s behalf during the construction of the subdivision provided an adequate amount of parkland is available and the capital funding for the park development is available.

The subject lands will contain 0.793 hectares of a neighbourhood park located at the south portion of the site, as identified in the Fruitland-Winona Secondary Plan. The configuration of the park has been revised from the approved Secondary Plan, however, policy 4.7.2 b) of the Secondary Plan, identifies that the specific location, size and shape of Neighbourhood Parks may vary subject to

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approval of the City without amendment to the Secondary Plan. The park is proposed to generally be of the same size and in the same location. This is discussed in detail in **Section 4.4** of this Report.

The proposed portion of the Neighbourhood Park will be visible to the public realm, by providing a street that runs parallel to the park, and will offer potential future road connections to the west. This will provide opportunities for natural surveillance on the park. The park block is generally rectangular in shape.

It is understood that the public road (Street A) and the Neighbourhood Park will be constructed in the future, once other lands in the area develop. Details surrounding the construction of the park will be determined through the process of the zoning by-law amendment application and future site plan application.

### Urban Design, Streetscape and Built Form

The Fruitland-Winona Secondary Plan identifies the following urban design objectives:

- Ensure the development of an attractive, safe, and pedestrian oriented community environment;
- Promote a high quality of design for public parks, open spaces, and buildings;
- Ensure compatibility between areas of different land use or development intensity;
- Establish gateway features at appropriate locations to function as entranceways to the City, and the communities of Fruitland and Winona;
- Provide integrated community design that coordinates land use, open space, street network, and built form elements to achieve the community vision;
- Protect views of the Niagara Escarpment and other natural features;
- Create street and building design that promotes neighbourhood vitality and pedestrian comfort at the grade level of buildings;
- Promote public transit, active transportation such as walking, and recreational connections through a well-connected system of streets, walkways, and trails; and,
- Promote design variety within streetscapes.

The Fruitland-Winona Secondary Plan provides policy direction for urban design as well as streetscape and built form. Generally, these policies encourage architectural variation, variation in the number of storeys, and discourage continuous rows of repetitive building facades.

The layout of streets, configuration of lots and siting of buildings shall ensure:

- There is no reverse lotting adjacent to streets, streets and open spaces
- Streets and open spaces have an appropriate degree of continuity
- Opportunities are provided for the creation of views both within the community and adjacent to natural heritage areas
- Pedestrian connections to public streets and other outdoor spaces are encouraged
- The safety and security of all persons in public places including streets, parks and amenity areas shall be promoted through the design and siting of buildings, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance
- Loading, service/garbage and parking facilities shall be integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm. Where this integration is not feasible, these facilities shall be:
  - grouped and/or located to minimize their visual impact on the public street

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- o screened with enhanced landscaping and fencing constructed. and,
  - o designed in keeping with the design of the building
- Joint access driveways between adjacent sites on arterial and collector roads shall be considered to reduce collision conflict points, minimize disruption to the public sidewalk, maximize the areas available for landscaping, and minimize expanses of pavement
- Parking should be located away from the street to maintain unimpeded views of the building façade and to enhance a pedestrian oriented environment; and,
- Parking lots abutting the street should be screened with low walls and landscape materials to provide a sense of enclosure along the setback line.

The proposed development proposes a mix of townhouse built forms, including two storey and three storey units, as well as maisonette and stacked townhouse forms. The variety of unit types will provide variety and will limit the repetition of unit types within the development. A variety of elevations and facades will be provided.

Pedestrian connections are proposed to Barton Street, the Neighbourhood Park, and throughout the development which will encourage walkability. The Neighbourhood Park is parallel to the proposed private roadway, and will provide for visibility and connectivity.

With regard to parking, each individual townhouse unit has two parking spaces available, one internal to the building (garage) and one in the driveway. An additional 59 visitor parking spaces are proposed, which are grouped throughout the development and located away from Barton Street and Glover Road to minimize the visual impact, and allow for facades and landscaping to face these two streets. One vehicular access point is proposed from Glover Road, minimizing conflict points and disruption to public sidewalks, and the future Barton Street Pedestrian Promenade.

For a detailed discussion and analysis of the urban design policies, please refer to the Urban Design Brief, prepared by MHBC Planning, dated June, 2021.

### **Barton Street Pedestrian Promenade**

The Barton Street Pedestrian Promenade is a four metre wide trail planned to extend from Fruitland Road to Fifty Road on the south side of Barton Street. The promenade shall be designed as a meandering, City owned, multi-use paved trail system within the road right-of-way. The intent of the promenade is to provide a safe, paved pathway for pedestrians and cyclists to connect public spaces, including schools and parks to future transit services.

The proposed site plan for the subject lands has been designed with consideration for the promenade and provides for a sufficient setback from the promenade, to allow for landscaping and visual interest.

### **Vegetation Protection Zone**

The northwesterly portion of the site is identified as a Vegetation Protection Zone on Map B.7.4-2. Where possible, these areas should restore or enhance these features and and/or ecological functions of the Core Area as recommended by an Environmental Impact Statement (EIS). An EIS has been prepared in support of the proposed development and has concluded that no significant features, core areas or linkages exist on the subject lands, as detailed in **Section 5.2** of this Report.

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### Integrated Transportation Network

The transportation network for the Fruitland-Winona area shall consist of public roads, pedestrian sidewalks, multi-use pathways, cycling routes, public transit routes, the planned accommodation of higher order/rapid transit, truck routes, and railways.

As shown on **Figure 8**, the subject lands are located at the intersection of two arterials – Barton Street and Glover Road, are located adjacent to the proposed Barton Street Pedestrian Promenade. Further, Barton Street is identified as a potential rapid transit route, and Glover Road is proposed for an extension for an on-street bike route.

- **Active Transportation Network** – Walkability shall be promoted in the design, by providing transit facilities, transportation demand management (TDM), pedestrian facilities, and connections between major destinations such as schools, parks and commercial areas. The Barton Street Pedestrian Promenade shall include a four metre wide multi-use trail for use by pedestrians, cyclists, and users of other non-motorized forms of transportation.

The proposed development includes sidewalk connections within the site, and to Barton Street, Glover Road and the proposed Neighbourhood Park. A parking reduction is proposed for the subject lands which will minimize the number of vehicle trips from the proposed development. Bicycle parking is also proposed in various locations throughout the site. The subject lands are located adjacent to the future Barton Street Pedestrian Promenade, will promote active transportation to and from the subject lands.

- **Access Management** – The alignment of the local road network shall be detailed within the plans of subdivision in accordance with the Block Servicing Strategy and policies of Section 7.4.14. Joint vehicular access to development along Barton Street shall be encouraged to not interrupt the Barton Street Pedestrian Promenade.

One full movement vehicular access point is proposed from Glover Road, adjacent to Willow Lane, which will not interrupt the Barton Street Pedestrian Promenade. An emergency access only is proposed to Barton Street.

- **Traffic Management** - Traffic calming devices, such as roundabouts, curb extensions at intersections, raised crosswalks or raised intersections, shall be installed by the developer at the time of development of adjacent lands where warranted, and in accordance with City traffic policies.

The details of the proposed private roadways servicing the development will be determined through the site plan process.

- **Local Transit and Rapid Transit** - The proposed Collector Road “A” located between Fruitland Road and Jones Road shall be a preferred location for a public transit route and the need or transit service and facilities along any collector/arterial road, and their specific form and design, shall be reviewed as demand warrants. The proposed Rapid Transit Route shall be located along the proposed north/south Collector Road “A” between Fruitland Road and Jones Road and The City shall evaluate the potential to accommodate the proposed Rapid Transit Route within the Barton Street right-of-way.

Proposed public transit and rapid transit may be located on Collector Road ‘A’, west of the subject lands, and Barton Street, adjacent to the subject lands, as shown on **Figure 8**. The addition of transit in proximity to the subject lands, will minimize the vehicular traffic to and from the site, and will improve transit connections to the rest of the City and surrounding area.

The subject lands are well located for future transit and active transportation connections. The proposed development will have a transit supportive density, and encourage a range and mix of transportation options.

It should be noted that stormwater management facility locations are not designated on the land use plan in the Secondary Plan, and the plan defers to the Block 2 Servicing Strategy, which is discussed in Section 4.5 of this Report.

### **Summary**

The proposed development conforms to the Fruitland-Winona Secondary Plan, as it is a medium density residential development with a range of townhouse dwelling forms. It will provide 251 residential units in a range of unit types and has an overall proposed density of approximately 63.5 units per hectare and approximately 155 people and jobs per hectare.

**The proposed development conforms to and implements the policies of the Fruitland-Winona Secondary Plan.**

## 4.6 Block 2 Servicing Strategy and Stormwater Management Approach

The subject lands are located in the area of ‘Block Servicing Strategy 2 (B2ss) for the Fruitland-Winona Secondary Plan Lands’, which was approved by Council on September 12, 2018.

At the time of the adoption of the B2SS, Council included the following resolution:

- a) *That staff be directed to use the Block 2 Servicing Strategy for Fruitland-Winona Secondary Plan Lands Final Report, July 31, 2018, as a basis for reviewing and approving all development applications within the Block 2 Servicing Strategy area; and*
- b) *That the Senior Director, Growth Management, or their designate, be directed to use their discretion in applying the Block 2 Servicing Strategy for the Fruitland-Winona Secondary Plan Lands Final Report, July 31, 2018 to individual developments by making any necessary minor modifications to the Block 2 Servicing Strategy provided that the intent of the Block 2 Servicing Strategy is maintained.*

During the preparation of the B2SS, MHBC Planning prepared and submitted comments in conjunction with Colville Consulting, S. Llewellyn and Associates, and Terra-Dynamics Consulting. The updated reports submitted with the resubmission reflect numerous meetings and discussions

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with City staff that have occurred since the submission of comments and the zone change application.

With regard to stormwater management (SWM), the Fruitland-Winona Secondary Plan identifies that SWM facilities shall be located and designed to maintain ecological function of the Natural Heritage feature, located adjacent to the Barton Street Pedestrian Promenade and other Open Space Designations where possible, and if located along the Barton Street Pedestrian Promenade they shall be designed to promote public safety, and, where possible, shall not be fenced. In addition, they shall be designed to provide visual attraction and passive recreation where possible.

The proposed site plan, proposes a SWM facility for the proposed development, adjacent to the proposed Barton Street Pedestrian Promenade, generally in the location identified on the B2SS, although it is larger in size and shifted to the east to avoid any impacts on the existing residential dwelling. The SWM facility is not proposed to be fenced, and will provide a safe, and visually attractive experience for users of the Promenade, and provide an opportunity for passive recreation. Details of the proposed SWM facility are included in the FSR prepared by S. Llewellyn and Associates.

The proposed local road network is intended to implement the direction of the B2SS, while also providing a connection to Glover Road, and some minor modifications to the local road network. The proposed East-West public road is proposed to be shifted further south to provide access to the slightly reconfigured Neighbourhood Park, as well as a future connection adjacent to Willow Lane. The remaining roads within the proposed development are intended to be private roads.

The natural heritage features discussed in the B2SS, are evaluated and discussed in detail in the EIS prepared by Colville Consulting.

Generally, the proposed development has been designed to implement the B2SS as a result of discussion and review with City staff on the design of the development. A figure showing how the B2SS can be amended if required is included as **Figure 9**.

An Environmental Impact Statement, Functional Servicing Brief (including Stormwater Management) and a Hydrogeology Report have been prepared and are submitted in support of these applications, and outline how the applications conform to the Block 2 Servicing Strategy. A summary of each of these reports is included in **Section 5.0** of this Report.

### 4.7 Stoney Creek Zoning By-law 3692-92

The subject lands are currently zoned Agricultural Specialty ‘AS’, in Stoney Creek Zoning By-law 3692-92, as shown on **Figure 10**.

The existing Agricultural Specialty ‘AS’ zone permits the following uses:

- Agricultural Uses
- A Single Detached Dwelling
- Uses, buildings or structures accessory to a permitted use
- A Home Occupation





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To permit the proposed mixed use development the subject property will require a Zoning Amendment to rezone the subject lands as follows:

- Block 1 - Single Residential (R1);
- Block 2 - Multiple Residential 3 with special provisions (RM3-xx);
- Block 3 - Park (P); and
- Block 4 - Open Space (OS).

### Block 1 – Single Residential (R1)

The applicant is requesting to amend the current Zoning Designation of Agricultural Specialty ‘AS’ for Block 1 to Single Residential “R1” zone. The proposed R1 zone will rezone the portion of land (Block 1) proposed to contain the existing single detached residential dwelling, and continue to recognize the existing dwelling. A proposed zoning schedule is included as **Figure 11**.

The proposed Single Residential zone permits the following uses:

- Single Detached Dwelling;
- Uses, buildings or structures accessory to a permitted use;
- A Home Occupation

The following table provides a summary of the applicable zoning provisions:

<b>Proposed Block 1 Zoning: R1</b>				
<b>Section</b>	<b>Provision</b>		<b>Required</b>	<b>Proposed</b>
<b>Section 6.2</b>	<b>Minimum Lot Area</b>	<b>(square metres)</b>	600 m <sup>2</sup>	2,236 m <sup>2</sup>
	<b>Minimum Lot Frontage</b>		18 m	40 m
	<b>Minimum Front Yard</b>		6.0 m	18.7 m
	<b>Minimum Side Yard</b>		No part of any dwelling shall be located closer than 1.25 m except on an interior lot, where no attached garage is provided, the min. side yard on one side shall be 3 m	Dwelling: 5.9 m
	<b>Minimum Rear Yard</b>		7.5 m	21.5 m
	<b>Maximum Building Height</b>		11.0 m	Conforms
	<b>Maximum Lot Coverage</b>		40%	15.9 %
<b>Section 6.2.4</b>	<b>Minimum Number of</b>	<b>Parking Spaces</b>	2 per dwelling	Minimum 2 spaces

The applicant is requesting to amend the current Zoning Designation of Agricultural Specialty ‘AS’ to Multiple Residential ‘RM3’ zone. Site specific zoning provisions are also proposed to implement




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**Figure 11:**  
Proposed Zoning  
Stoney Creek Zoning By-law  
3692-92 & City of Hamilton Zoning  
By-law 05-200

884 Barton Street  
Stoney Creek  
City of Hamilton

**LEGEND**

-  Subject Lands
-  Part 1 - RM3-XX
-  Part 2 - RM3-XX

- Multiple Residential Zone (RM3)
- Single Residential Zone (R1)
- Park Zone (P)
- Open Space Zone (OS)
- Agriculture Zone (A1)\*
- Agricultural Specialty (AS)
- Rural Residential Zone (RR)
- Highway Commercial Zone (HC)
- Rural Commercial Zone (RC)
- Existing Rural Commercial Zone (E1)\*
- Existing Rural Industrial Zone (E2)\*
- General Business Park (M2)\*
- Prestige Business Park Zone (M3)\*
- Small Scale Institutional Zone (IS)
- Major Institutional Zone (I)
- Open Space Zone (P4)\*
- Conservation/Hazards Lands (P5 & P6)\*
- Intensive Recreation Zone (IR)

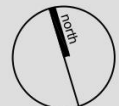
\*Zoned in City of Hamilton By-law 05-200  
Source: City of Hamilton Online Mapping

DATE: June 3, 2021

SCALE: 1:10,000

FILE: 11172A

DRAWN: JB



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the Fruitland Winona Secondary Plan and permit the proposed development. A proposed zoning schedule is included as **Figure 11**.

**Block 2 – Multiple Residential with special provisions (RM3-xx)**

The proposed Multiple Residential ‘RM3’ zone permits the following uses:

- Maisonettes
- Street Townhouses
- Townhouses
- Apartment Dwellings
- Dwelling Groups
- A Home Occupation
- Uses, buildings or structures accessory to a permitted use

The following table provides a summary of the applicable zoning provisions:

<b>Proposed Block 4 Zoning: Multiple Residential with Special Provisions (RM3-xx)</b>			
Section	Provision	Required	Proposed
<b>Section 6.10</b>	<b>Minimum Lot Area (square metres)</b>	4000 m <sup>2</sup>	70,835.3 m <sup>2</sup>
	<b>Net Lot Area</b>		39,487 m <sup>2</sup> **
	<b>Minimum Lot Frontage</b>	50 m	98.8 m
	<b>Minimum Front Yard (Barton Street)</b>	7.5 m	6.0 m*
	<b>Minimum Side Yard</b>	6.0 m / 7.5 m Flankage Yard	1.4 m Side Yard* 3.0 m Flankage Yard (Glover Road)*
	<b>Minimum Rear Yard (Opposite )</b>	6.0 m	5.9 m*
	<b>Minimum Distance Between Buildings on Same Lot</b>	15.0 m, except 3 m between end walls and 9 m between an end wall and a rear wall	12.0 m, except 3 m between end walls and 9 m between an end wall and a rear wall*
	<b>Maximum Density</b>	50 upha	75 upha for Part 1 50 upha for Part 2
	<b>Maximum Building Height</b>	11.0 m	12.0m*
	<b>Maximum Lot Coverage</b>	35%	33.0%
	<b>Privacy Area</b>	Depth of 4.5 metres per unit	Complies with the exception of maisonette units and stacked townhouse units*
	<b>Minimum Landscaped Open Space</b>	50%	40.1%*

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<b>Section 6.10.5</b>	<b>Minimum Number of Parking Spaces</b>	502 (2/unit)	502 (2/unit)
	<b>Minimum Number of Visitor Parking Spaces</b>	126 spaces (0.5/unit)	59 spaces (0.23/unit)*

\* special provision required

\*\* net of existing residential lot, road widening, public ROW, SWM block and park

### Special Provisions:

The following special provisions are required to implement the proposed development, and are discussed in detail in **Section 4.8** of this Report below. A draft zoning by-law for the proposed development is enclosed as **Appendix B** of this Report.

1. Reduce minimum front yard along Barton Street
2. Reduce minimum side yards
3. Reduce minimum rear yard
4. Reduce minimum separation between building walls from 15m to 12 m
5. Increase in the maximum permitted density to 75 units per hectare for Part 1 and increase in the maximum permitted density to 50 units per hectare for Part 2 (refer to **Figure 11**)
6. Increase in the maximum permitted building height to 12.0 metres
7. Remove the requirement for privacy area for maisonette and stacked townhouse units
8. Reduce the minimum required landscape open space to 30%
9. Reduce the required visitor parking rate to 0.23 spaces per unit
10. Add a provision to ensure that regardless of a future plan of condominium application or part lot control application, that the zoning should be calculated on a block-by-block basis, not based on each individual Parcel of Tied Land (POTL).

Block 3 and Block 4 are proposed to rezoned Park and Open Space accordingly to permit the development of the lands as Neighbourhood Park and a SWM Facility in accordance with the Fruitland Winona Secondary Plan and the Block 2 Servicing Strategy.

## 4.8 Zoning By-law Amendment Request and Justification

The applicant is requesting the following special provisions to the Multiple Residential zone to permit the proposed development:

### 1. Reduce Minimum Front Yard along Barton Street

The zoning by-law amendment requests to reduce the minimum side yard from 7.5 m to 6.0 along Barton Street. The units along Barton Street are stacked townhouse units. The required road widening along Barton Street reduces the setback between the proposed buildings and future property limit. These units do not have typical front or rear yards, and will have private amenity space in the form of balconies and rooftop amenity space, and front entrances will be from the internal road network. This setback will allow for sufficient separation between the stacked townhouses and Barton Street, and provide enough space for enhanced landscaping. Locating buildings closer to

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the street will also enhance the public realm and streetscape from the public road and future multi-use pathway.

**The proposed reduction in the front yard setback conforms to the City of Hamilton Official Plan and Fruitland-Winona Secondary Plan.**

## **2. Reduce Minimum Side Yards**

The zoning by-law amendment requests to reduce the minimum side yard from 6.0 m to 1.4 m. The units adjacent to Street A, are perpendicular to the lot lines, which results in the side yards being adjacent to the property lines. This setback will allow for sufficient separation between a future block of townhouses to the west.

The application also requests a reduction to the flankage side yard requirement from 7.5 m to 3.0 m, as the flankage is along Glover Road which will generally function as a front? yard for the units, and an exterior side yard for other units. A 3.0 m setback will provide for sufficient space will be provided for private amenity area, and a sufficient setback from Glover Road for privacy purposes.

**The proposed reduction in the side yard setbacks conforms to the City of Hamilton Official Plan and Fruitland-Winona Secondary Plan.**

## **3. Reduce Minimum Rear Yard**

The zoning by-law amendment requests to reduce the minimum side yard from 6.0 m to 5.9 m. As the rear lot line is opposite to Barton Street, there is one lot that has a rear yard of 5.9, as the lot line adjacent to Winona Wine Estates is not parallel to Barton Street. Generally, this minor reduction will permit a sufficient area for private amenity space for townhouse dwellings.

**The proposed reduction in the rear yard setback conforms to the City of Hamilton Official Plan and Fruitland-Winona Secondary Plan.**

## **4. Reduce Minimum Distance Between Building Walls**

The zoning by-law amendment requests to reduce the minimum distance between building walls from 15 metres to 12 metres for the rear walls for some of the townhouse uses. The requested reduction is for rear yards, and will allow a 12 metre separation, or 6 metres per lot which is adequate for a rear yard (6 metres per lot), and will not have adverse impacts on privacy, overlook etc.

**The proposed reduction in the minimum distance between building walls conforms to the City of Hamilton Official Plan and Fruitland-Winona Secondary Plan.**

## **5. Increase in Maximum Permitted Density**

The zoning by-law amendment requests to increase the permitted density on the subject lands to 75 units per hectare for Part 1 and 50 units per hectare for Part 2 to implement the maximum density permissions in the Fruitland Winona Secondary Plan. The proposed density is 62.1 units per hectare for the entire property.

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The current permitted density in the RM3 zone is 50 units per hectare. The Fruitland Winona Secondary Plan, designates the subject property both Medium Density Residential 2 (front portion), which permits a density of 60-75 units per hectare and Low Density Residential 2, Special Policy Area K which permits a density of 20-50 units per hectare on the rear portion of the subject lands. The maximum densities of 75 units per hectare for Part 1 and 50 units per hectare for Part 2 implements the direction of both land use designations on the overall site.

**The zoning by-law amendment request to increase the permitted density on the subject lands to 75 units per hectare on Part 1 and 50 units per hectare on Part 2, conforms to the City of Hamilton Official Plan and implements the Fruitland-Winona Secondary Plan.**

#### **6. Increase in Maximum Permitted Height**

The proposed maximum height is 12.0 metres, whereas the permitted height is 11.0 metres. The zoning by-law amendment requests to increase the permitted density on the subject lands to 12.0 metres.

The proposed increase in height will allow for a range of medium density housing forms, including 3 storey stacked and 3 storey maisonette (back-to-back) townhouses. The requested amendment is consistent with the direction of the Fruitland-Winona Secondary Plan, which permits these housing forms, and designates the front portion of the subject lands Medium Density Residential 2, which intends for medium density housing forms.

The proposed development is located at the intersection of two arterial streets, and the tallest heights (3 storeys) are proposed to front onto Barton Street and Glover Road, or are internal to the site, minimizing impacts on adjacent lands.

**The proposed increase in height conforms to the City of Hamilton Official Plan and Fruitland-Winona Secondary Plan.**

#### **7. Remove the requirement for privacy area for maisonette and stacked townhouse units**

Maisonette or back to back units, share a minimum of two (end unit) or three common walls with adjacent units. The provision of balconies or porches with these types of units is challenging given the unit configuration and layout. The stacked townhouse units, specifically, the ground floor units will have a balcony for private amenity space, while the upper 2-storey units will have rooftop terraces. Generally, balconies and porches will be provided, where feasible, and this provision will remove the minimum size requirement to allow flexibility in the design of these spaces. Further, significant landscape open space, a SWM block and a park block are proposed as part of the proposed development.

**The proposed removal for privacy area for maisonette units and stacked townhouse units conforms to the City of Hamilton Official Plan and Fruitland-Winona Secondary Plan.**

#### **8. Reduction in Required Landscape Open Space**

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The proposed reduction in landscaped open space from 50% to 40.1% will allow for a denser development with a total of 251 townhouse units, and a total density of 62.1 units per hectare to reflect the land use direction in the Fruitland Winona Secondary Plan.

In addition, the proposed plan includes a stormwater management block of approximately 1.67 hectares, and a park block of approximately 0.79 hectares, which will provide for significant open space, as well as active and passive recreation opportunities and amenity area. Individual residential units will have private outdoor amenity areas, such as patios and decks.

**The proposed reduction in landscape open space conforms to the City of Hamilton Official Plan and Fruitland-Winona Secondary Plan.**

#### **9. Reduction in Required Visitor Parking Rate**

The applicant is requesting relief from Section 6.10.5 to allow for a visitor parking ratio of 0.23 spaces per unit, whereas the Zoning By-law requires a minimum of 0.5 visitor spaces per unit. This would provide for a total of 59 visitor parking spaces, whereas 126 are required.

The subject lands have been designed to provide for a higher density development, as set out in the Fruitland-Winona Secondary Plan, and thus the inclusion of a large amount of surface parking makes this density very difficult to achieve, and does not implement the urban design policies of the Secondary Plan.

Each townhouse unit is proposed to have two parking spaces, one in the garage and one in the driveway, leaving the remaining 59 visitor parking spaces available for visitors.

Over time, and to be determined through the ongoing Barton Street Environmental Assessment process, the area is intended to build out with local transit service, as well as potential rapid transit. Further, the Barton Street Pedestrian Promenade will provide active transportation opportunities such as walking and cycling. These transportation projects will provide residents and visitors with other available modes of travel, and will therefore reduce the parking requirement over time.

**A detailed discussion and justification for the proposed visitor parking reduction is discussed and supported in the Transportation Impact and Parking Study, prepared by Paradigm, dated June, 2021. The proposed reduction in visitor parking conforms to the City of Hamilton Official Plan and Fruitland-Winona Secondary Plan.**

#### **10. Condominium or Part Lot Control Provision**

The proposed development is intended to develop as a condominium. The inclusion of this provision will allow for flexibility in the final lot or POTL boundaries, so that the proposed zoning regulations as outlined in Appendix B apply to the entire Block of the subdivision as a whole, not each individual parcel of tied land (POTL).

**Given the foregoing, it is our opinion that the proposed amendment is appropriate.**

# 5.0 TECHNICAL REPORTS

The following reports were requested through Pre-Submission Consultation to support the request for Zoning Amendment by commenting authorities. These reports were submitted with the application and have been reviewed by the City and agencies through the resubmission process. A short summary of the findings of each report has been provided below.

## 5.1 Archaeological Assessment

A Stage 1 and Stage 2 Archaeological Assessment was prepared by AMICK Associates Ltd., in 2017. As a result of the Stage 2 Assessment, no archaeological resources were encountered, and the following recommendations were made:

- No further archaeological assessment of the study area is warranted;
- The Provincial interest in archaeological resources with respect to the proposed undertaking has been addressed; and
- The proposed undertaking is clear of any archaeological concern.

An acknowledgement letter regarding the Stage 1-2 assessment has been received from the Ministry of Tourism, Culture and Sport, dated February 9, 2018.

## 5.2 Environmental Impact Statement

Colville Consulting prepared an Environmental Impact Statement for the subject lands, dated June, 2021.

The EIS concluded that no portion of the subject lands or the adjacent lands meets the criteria to be considered a Core Area or Linkage, as defined in the Urban Hamilton Official Plan. It is therefore concluded that the proposed project will have no impact on any Core Areas or Linkages.

To minimize impacts to the watercourse located in the northwest corner of the 860 Barton Street property, it is recommended that the proposed mitigation measures, included in Section 8.0 of the Report be implemented during construction, which are summarized as follows:

- A light duty silt fence should be installed at the limit of excavation and stockpiling to help prevent any off-site movement of soil material during construction. The silt fence should remain in place until all disturbed areas have been vegetated and stabilized.
- The silt fence should be properly embedded into the ground to maintain effectiveness.
- It is recommended that grading and excavation be limited within the dripline of any trees located within the treed lawn south of 860 Barton Street.
- Any required vegetation removal should be conducted in a manner to avoid impacts to nesting birds that may be utilizing habitats on the property. The breeding bird period for this area is generally March 15 to August 31. A survey for active bird nests should be



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conducted prior to any vegetation removal or site alteration planned to occur during this window.

- Any plantings to be implemented as part of the Landscape Plan should incorporate only native species suitable for the growing conditions on the Site.

To minimize any potential impacts to trees located in the treed lawn area to the south of 884 Barton Street, it is recommended that excavation and grading be limited within the dripline of trees located near the property boundary. It is further recommended that native trees species be incorporated into the planting plan for the neighbourhood park, which will help maintain habitat for wildlife species in this area.

### 5.3 Hydrogeological Report

A Hydrogeological Report was prepared by Terra-Dynamics Consulting Inc., dated June 26, 2018. The report identified the following conclusions:

- The site is situated on a thick deposit of low permeability shale. The 180 m-thick Queenston Shale Formation is considered a regionally extensive aquitard which yields very poor groundwater supplies.
- Groundwater flow is towards the north and Lake Ontario at an approximate velocity of 1.0 m/year.
- The use of Low Impact Development techniques such as grassed swales, soakaway pits, etc. will have a low potential to recharge groundwater beneath the site as was stated by Aquafor Beech (2018) from a water balance perspective. The site is located above a low permeability aquitard.
- The proposed development should not affect the very limited private groundwater supply users within 500m of the development.
- Based on the above study findings, there does not appear to be any hydrogeological constraints to the proposed development.

### 5.4 Functional Servicing Report

A Functional Servicing Report (FSR) was prepared by Scott Llewellyn and Associates, dated June, 2021. The FSR concluded that the proposed development can be constructed to meet the City of Hamilton and Hamilton Conservation Authority requirements, and conform to the Block 2 Servicing Strategy. In summary, The FSR provided for the following recommendations:

- The development be graded and serviced in accordance with the Preliminary Grading Plan and the Preliminary Site Servicing Plan prepared by S. Llewellyn & Associates Limited;
- A proposed stormwater management facility (wet pond) will provide the required amount of stormwater storage on-site for the Block 2 Servicing lands under interim and full build out conditions
- A 135mm orifice plate and 260 mm orifice plate be installed in the proposed ditch inlets within the proposed stormwater management facility to provide the required quantity control for the Block 2 Servicing lands under interim and full build out conditions;
- The permanent pool component within the proposed stormwater management facility will provide the required amount of quality control for the Block 2 Servicing lands under interim and full build out conditions;;

- The proposed sanitary and water servicing system be installed as per the Preliminary Site Servicing Plan and this report to adequately service the proposed development.
- All two-storey townhouse units with basements within the proposed development are to be equipped with sump pumps connected to the proposed 150 mm storm services;
- All townhouse units within the proposed development will be serviced with 150 mm sanitary laterals and 25 mm water services;
- Erosion and sediment controls be installed as described in the FSR to meet City of Hamilton and Block 2 Servicing requirements.

## 5.5 Environmental Noise Assessment

SLR prepared an Environmental Noise Assessment, dated June, 2021 in support of the proposed applications. An assessment of both transportation noise impacts from surrounding roadways, and stationary noise from the surrounding area was completed.

With regards to transportation noise impacts from Barton Street and Glover Road, the assessment concluded the following:

- Upgraded glazing is not required to meet the MECP Publication NPC-300 Indoor Sound Level limits for the noise sensitive spaces. Ontario Building Code (OBC) building components are anticipated to be sufficient for all residential units.
- Based on the roadway sound levels, the MECP Publication NPC-300 Outdoor Sound Level limits are met for the rear yards of the development, and physical noise mitigation measures are not required.
- Ventilation requirements are recommended, and include the provision for Air Condition for Buildings 1,2,7,8,9, and 30, which are the blocks in proximity of Barton Street and Glover Road;
- Warning Clauses are to be included in all agreements of purchase and sale or lease and all rental agreements along select facades, summarized as follows:
  - Type C Warning Clauses - Buildings 1,2,7,8,9, and 30:
  - *“This dwelling unit has been designed with the provision for adding central air conditioning at the occupant’s discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment and Climate Change.”* Type A Warning Clauses- Buildings 1 and 2:
  - *“Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment.”*

With regards to stationary noise, the assessment provided the following conclusions:

- Significant noise sources identified during the SLR-Novus site visit and review of aerial photography include G Mason Construction and the Winona Vine Estates Banquet Hall.
- Ambient levels are considered to be higher than the MECP NPC-300 Class 2 default guideline limits during the daytime period. As a conservative assessment of impacts, the exclusionary guideline limits were applied in this study.

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- Stationary noise impacts from G Mason Construction and Winona Vine Estates are predicted to meet the applicable MECP Publication NPC-300 Class 2 Area criteria for all periods of the day. No additional noise control measures are required
- An MECP Publication NPC-300, Type E noise warning clause should be included in all agreements of purchase of sale or lease and all rental agreements for the residential units:
  - Type E Warning Clause:  
*“Purchasers/tenants are advised that due to the proximity of the surrounding industries, noise from these industries may at times be audible”.*

### 5.6 Transportation Impact and Parking Study

Paradigm prepared a Transportation Impact & Parking Study, dated June, 2021. Based on the assessment, the report provided the following conclusions:

#### Conclusions:

- Existing Traffic Conditions: The intersections within the study area are currently operating with acceptable levels of service and well within capacity during the AM and PM peak hours. Localized congestion is forecast to occur at Highway 8 intersection with Jones Road during the AM and PM peak hours.
- Development Generated Traffic: The subject site is estimated to generate approximately 114 new AM peak hour trips and approximately 134 new PM peak hour trips.
- Background Traffic Conditions: Capacity issues are forecast to occur at all the study area intersections during the AM and PM peak hours except for the intersection of Highway 8 at Glover Road and Highway 8 at Driveway A.
- Class EA Improvements: The growth in background traffic is driving the need for the City of Hamilton to complete two Municipal Class Environmental Assessment (Class EA) processes for Highway 8 from Dewitt Road to Fifty Road and Barton Street from Fruitland Road to Fifty Road and for Fifty Road from Highway 8 to the South Service Road.
- Total Traffic Conditions: The capacity issues forecast to occur under the background traffic horizon are expected to continue to occur with, or without the development of the subject site. The planned EA improvements are expected to alleviate the identified capacity issues. The site driveway approaches, with or without the temporary driveway to Barton Street are forecast to operate with minimal delays, queuing and v/c ratios during the AM and PM peak hours.
- Remedial measures include the recommended improvements as part of the EA, and Transportation Demand Management (TDM) measures should be considered to help improve transportation efficiency (reduced congestion), encourage use of alternative modes of transportation, reduce reliance on single occupant vehicles, and encourage a change in behaviour.
- Parking: The site’s parking demand is estimated to be in the order of 304 to 473 spaces. With 561 spaces proposed, the site’s parking demand for both occupants and visitors is estimated to be less than the proposed supply.

Based on the Study, the Paradigm report provides the following recommendations:

- The City of Hamilton continue the EA process to identify and implement the recommended improvements for both the Highway 8 and Barton Street corridors.
- The temporary right-in/right-out driveway to Barton Street East remain in place until a second connection to the adjacent lands is established.

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- The following TDM measures be included in the site concept plan:
  - Cycling – Short-term bicycle parking spaces at a rate of 0.05 to 0.20 spaces per unit.
  - Walking – Pedestrian amenities be provided in the on-site common areas.
  - Transit – Enhance walking routes be provided to any future nearby transit stops.
  - Wayfinding and Travel Planning – Wayfinding and Travel Planning resources be provided to residents.

## 5.7 Urban Design Guidelines

MHBC Planning prepared Urban Design Guidelines in support of the proposed application dated July, 2021. The Urban Design Guidelines includes an analysis of the relevant urban design policy in the Urban Hamilton Official Plan, Fruitland-Winona Secondary Plan and the City's terms of reference for urban design guidelines.

# 6.0 PUBLIC CONSULTATION STRATEGY

The Formal Consultation for the proposed development identified that a Public Consultation Strategy is required to ensure that neighbouring residents are informed about the proposal and provided opportunities to provide input. The initial submission outlined a proposed public consultation strategy.

As part of the initial application submission in 2018, a notice was circulated for the Zoning By-law Amendment application. A Community Information Meeting was hosted by Losani Homes and MHBC Planning on January 29, 2019 to provide more information about the proposed development and receive comments and feedback from the public, which have informed the revised application submission.

It is intended that feedback from the public will be included in City Staff's Planning Report that will be presented at the Public Meeting before the Planning Committee.

Following the application review process, a Formal Public Meeting will be scheduled to be heard before the City's Planning Committee. The Formal Public Meeting date will be posted to the Public Notice Sign, and Public Meeting Notices will be circulated to property owners within 120 metres of the subject lands and additional individuals who requested notification.

A copy of the Formal Consultation Document is attached as **Appendix A**.

# 7.0 SUMMARY and CONCLUSIONS

The proposed zoning by-law amendment for the subject lands is appropriate and represents good planning for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe.
2. The proposed development supports intensification targets and growth policies in the provincial, regional and municipal planning policy, and will provide for a density of 155 people and jobs per hectare.
3. The proposal conforms to the City of Hamilton Urban Official Plan.
4. The proposal conforms to the general policies, and implements the density targets of the City of Hamilton’s Fruitland Winona Secondary Plan. The proposed development mantas the interest and implements the objections of the Block 2 servicing strategy.
5. The proposed development is in keeping with the various growth policies in Provincial and local policy documents by promoting the use of municipal water, sanitary sewer and stormwater services.
6. The proposed development can be adequately serviced in accordance with the Block 2 Servicing Strategy, and is supported by a Functional Servicing Report.
7. The proposed development is appropriate given the proximity to proposed transit routes, and the ability to implement Transportation Demand Management (TDM) initiatives. The reduction in parking is supported by a Traffic Impact Brief & TDM Options Report.
8. The plan of subdivision addresses the requirements of Section 51(24) of the Planning Act and has regard to matters of Provincial interest.

Respectfully submitted,

**MHBC**



David W. Aston MSc, MCIP, RPP  
Partner



Stephanie Mirtitsch, BES, MCIP, RPP  
Associate

# Appendix A

## Formal Consultation Agreement

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**Hamilton**

Mailing Address:  
71 Main Street West, 5<sup>th</sup> Floor  
Hamilton, Ontario  
Canada L8P 4Y5  
www.hamilton.ca

Planning and Economic Development Department  
Development Planning, Heritage and Design  
71 Main Street West, 5<sup>th</sup> Floor, Hamilton ON L8P 4Y5  
Phone: 905-546-2424 Fax: 905-546-4202

June 30, 2017

File: FC-17-058

RECEIVED JUL 06 2017

MHBC Planning  
c/o Dave Aston  
200-540 Bingemans Centre Drive  
Kitchener, ON N2B 3X9

Dear Sir / Madam:

**RE: Formal Consultation Meeting – Application by Losani Homes (1998) Limited for Lands Located at 884 Barton Street, Stoney Creek, (Ward 11)**

Please find the attached Formal Consultation Document from the Development Review Team Meeting held on **May 08, 2017**, which identifies the required items that must accompany a future **Urban Hamilton Official Plan Amendment Application, Complex Zoning By-law Amendment Application, Full Site Plan Control Application and Draft Plan of Condominium Application** in order to deem the applications complete, in accordance with the *Planning Act*.

As part of the Formal Consultation Process, signatures by the Owner(s) and Agent/Applicant are required. Please return a signed copy of the Formal Consultation Document to the Development Planner. Should you wish to proceed with the submission of an **Urban Hamilton Official Plan Amendment Application, Complex Zoning By-law Amendment Application, Full Site Plan Control Application and Draft Plan of Condominium Application** for this proposal, please enclose a copy of the signed Formal Consultation Document with your application.

If you have any questions or require assistance at any time throughout the development process, please feel free to contact Danielle Beck at 905.546.2424 ext. 1285 or by e-mail at [Danielle.Beck@hamilton.ca](mailto:Danielle.Beck@hamilton.ca), or myself at ext. 1258.

Yours truly,

Anita Fabac, MCIP, RPP  
Manager of Development Planning, Heritage and Design  
Planning Division

AF:dmb  
Attachment



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**Re: Formal Consultation Meeting – Application by  
Losani Homes (1998) Limited for Lands Located at  
884 Barton Street, Stoney Creek (Ward 11)**

**June 30, 2017  
Page 2 of 2**

cc: Losani Homes (1998) Limited  
c/o Fred Losani  
430 Losani Road  
Stoney Creek, ON L8E 5E3



Hamilton

Planning and Economic Development Department  
 Development Planning, Heritage and Design  
 71 Main Street West, 5<sup>th</sup> Floor, Hamilton ON L8P 4Y5  
 Phone: 905.546.2424 - Fax: 905.546.4202

## Formal Consultation Document

Meeting Date: May 8, 2017 File No: FC-17-058

Owner: Losani Homes (1998) Ltd (c/o Fred Losani)

Agent: MHBC Planning (c/o David Aston)

### PROPERTY INFORMATION

Address and/or Legal Description: 884 Barton Street, Stoney Creek

Concession 2, Saltfleet, 62R-433 and 62R-562, Part

Lot 11, Except Part 36

Lot Frontage (metres): ±147m Lot depth (metres): ±405m Lot Area(ha): ±3.14ha

Urban Hamilton Official Plan Designation: Neighbourhoods

Fruitland – Winona Secondary Plan Designations: Medium Density Residential 2, Low Density Residential 2, Neighbourhood Park, Area Specific Policy Area H, Site Specific Policy Area K

Stoney Creek Zoning By-law No. 3692-92: Agriculture Specialty "AS" Zone

Description of current uses, buildings, structures and natural features on the subject lands: Two, single detached residential dwellings and agriculture. Previously there was a wood lot located on the lands. Since removed, ponding has developed on the lands.

Brief description of proposal: The proposed development will be a condominium development, comprised of regular townhouses and back-to-back townhouses with a neighbourhood park to the south. The existing single detached dwelling located in the western corner will remain.

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**APPLICATIONS REQUIRED**

Urban Hamilton Official Plan Amendment (Fruitland – Winona Secondary Plan)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Zoning By-law Amendment (Complex)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Condominium (Type: Standard)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Site Plan (Type: Full)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Other	Yes <input type="checkbox"/>	No <input type="checkbox"/>

**Note:** The City of Hamilton is in the process of creating a new comprehensive Zoning By-law for the entire City. The new Zoning By-law is being prepared in phases by Land Use topic. New Commercial and Residential zoning may be implemented which could be different than the current zoning. Accordingly, additional applications may be required. If a Building Permit has not been issued by the City prior to the new zoning coming into effect, the approved site plan may be affected, related to zoning compliance, which may require further planning approvals (i.e. Minor Variance, Zoning Amendment, etc.).

**2017 FEES REQUIRED**

City of Hamilton:	UHOPA = \$17,995 ZBLA = \$22,260 Subtotal = \$40,215 25% joint application reduction = \$30,161.25 Minus FC credit = \$29,076.25  CONDO = Base Fee \$35,825 *Per Block Fee \$630 (x4 blocks) = \$38,345  SITE PLAN = \$9,275
Hamilton Conservation Authority Review Fees:	<i>To be confirmed with HCA</i>
Tree Management Review Fee:	\$288.15
ESAIEG Review Fee:	\$365.00
Tree Protection Review Fee:	\$570.00
Access Permit Fee:	\$113.20
City of Hamilton TOTAL:	\$78,032.60

*\*Per block / unit charge fee to be determined once form of development confirmed*

**Notes:**

- *Formal Consultation fee may be credited towards a future application*
- *Notwithstanding the fees noted above, all fees are payable based on the rate in the fee schedule by-law in effect on the date the payment is made.*
- *Further fees may be required at a later date as per the fee schedule.*
- *Separate cheques are payable to the City of Hamilton and the applicable Conservation Authority.*
- *A Cost Acknowledgement Agreement for potential costs at the Ontario Municipal Board may also be required.*

**DESIGN REVIEW PANEL**

The Design Review Panel shall provide urban design advice to Planning Division staff on Planning applications with respect to complex Zoning and Site Plan applications in the following Design Priority Areas:

- Downtown Hamilton Secondary Plan Area;
- Areas of Major Change and Corridors of Gradual Change within the West Harbor Secondary Plan Area;
- Primary Corridors as shown on Schedule E – "Urban Structure" of the Urban Hamilton Official Plan;
- Any other large scale projects that may impact the physical environment functionally and/or aesthetically.

The Director of Planning or his or her designate may waive projects from the review of the Design Review Panel, if the project is not deemed to have the potential to significantly impact the physical environment functionally and/or aesthetically.

Design Review Panel review required?  Yes  No

**REQUIRED INFORMATION AND MATERIALS**

All identified reports, studies, and/or plans must be submitted before an application is deemed complete. Unless otherwise noted, 5 copies of each item and an electronic digital file in PDF locked file format must be submitted.

Reports, Studies, Plans	Required	Staff Responsible for providing guidelines or terms of reference
<b>Background Information</b>		
Survey Plan	<input checked="" type="checkbox"/>	With submission of all applications. D. Beck x 1285
Concept Plan	<input checked="" type="checkbox"/>	With submission of OPA

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		and ZBA. D. Beck x 1285
<b>Planning</b>		
Affordable Housing Report/Rental Conversion Assessment	<input type="checkbox"/>	
Draft OPA, and By-laws	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. D. Beck x 1285
Land Use/Market Needs Assessment	<input type="checkbox"/>	
Planning Justification Report	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. D. Beck x 1285
Site Plan and Building Elevations	<input checked="" type="checkbox"/>	With submission of Site Plan. D. Beck x 1285
Urban Design Guidelines	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. A. Cruceru x 5707
<b>Cultural</b>		
Archaeological Assessment	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. J. Parsons x 1214
Cultural Heritage Impact Assessment	<input type="checkbox"/>	
<b>Environmental</b>		
Aggregate Resource Assessment	<input type="checkbox"/>	
Aggregate/Mineral Resource Analysis	<input type="checkbox"/>	
Air Quality Study	<input type="checkbox"/>	
Channel Design and Geofluvial Assessment	<input type="checkbox"/>	
Chloride Impact Study	<input type="checkbox"/>	
Cut and Fill Analysis	<input type="checkbox"/>	
Demarcation of top of bank, limit of wetland, limit of natural hazard, limit of Environmentally Significant Area (ESA), or limit of Conservation Authority regulated area	<input type="checkbox"/>	
Environmental Impact Statement (EIS)	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. M. Kiddie x 1290
Erosion Hazard Assessment	<input type="checkbox"/>	
Fish Habitat Assessment	<input type="checkbox"/>	
Floodline Delineation Study/Hydraulic Analysis	<input type="checkbox"/>	
General Vegetation Inventory (GVI)	<input type="checkbox"/>	
Impact Assessment for new Private Waste Disposal Sites	<input type="checkbox"/>	
Karst Assessment/Karst Contingency Plan	<input type="checkbox"/>	
Landscape Plan	<input type="checkbox"/>	As a condition of Site Plan. D. Beck x 1285

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Linkage Assessment	<input type="checkbox"/>	
Meander Belt Assessment	<input type="checkbox"/>	
Nutrient Management Study	<input type="checkbox"/>	
Odour, Dust and Light Assessment	<input type="checkbox"/>	
Restoration Plan (in conjunction with EIS)	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. M. Kiddie x 1290
Shoreline Assessment Study/Coastal Engineers Study	<input type="checkbox"/>	
Slope Stability Study and Report	<input type="checkbox"/>	
Species Habitat Assessment	<input type="checkbox"/>	
Tree Management Plan	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. S. Bush x 7375
Tree Protection Plan (TPP)	<input checked="" type="checkbox"/>	As a condition of Site Plan. M. Kiddie x 1290
<b>Environmental/Servicing and Infrastructure</b>		
Contaminant Management Plan	<input type="checkbox"/>	
Record of Site Condition (RSC)	<input type="checkbox"/>	
Erosion and Sediment Control Plan	<input checked="" type="checkbox"/>	As a condition of Site Plan. C. Sager x 1353
Hydrogeological Report	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. C. Sager x 1353
Grading Plan	<input checked="" type="checkbox"/>	As a condition of Site Plan. C. Sager x 1353
Master Drainage Plan	<input type="checkbox"/>	
Stormwater Management Report	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. C. Sager x 1353
Hydrogeological Report	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. C. Sager x 1353
Sub-watershed Plan and/or update to an existing Sub-watershed Plan	<input type="checkbox"/>	
<b>Financial</b>		
Financial Impact Analysis	<input type="checkbox"/>	
Market Impact Study	<input type="checkbox"/>	
<b>Servicing and Infrastructure</b>		
Recreation Feasibility Study	<input type="checkbox"/>	
Recreation Needs Assessment	<input type="checkbox"/>	
School Accommodation Issues Assessment	<input type="checkbox"/>	
School and City Recreation Facility and Outdoor Recreation/Parks Issues Assessment	<input type="checkbox"/>	

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Functional Servicing Report	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. C. Sager x 1353
Servicing Report	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. C. Sager x 1353
Water and Wastewater Generation Assessment	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. C. Sager x 1353
<b>Land Use Compatibility</b>		
Agricultural Impact Assessment	<input type="checkbox"/>	
Dust Management Plan	<input checked="" type="checkbox"/>	As a condition of Site Plan. D. Beck x 1285
Land Use Compatibility Study	<input type="checkbox"/>	
Landfill Impact Study	<input type="checkbox"/>	
Minimum Distance Separation Calculation	<input type="checkbox"/>	
Noise Impact Study	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. D. Beck x 1285
Odour Impact Assessment	<input type="checkbox"/>	
Sun/Shadow Study	<input type="checkbox"/>	
Vibration Study	<input type="checkbox"/>	
Wind Study	<input type="checkbox"/>	
<b>Transportation</b>		
Cycling Route Analysis	<input type="checkbox"/>	
Transportation Impact Brief	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. J. Ng x 4577
Parking Analysis/Study	<input type="checkbox"/>	
Pedestrian Route and Sidewalk Analysis	<input type="checkbox"/>	
Roadway/Development Safety Audit	<input type="checkbox"/>	
Modern Roundabout and Neighbourhood Roundabout Analysis	<input type="checkbox"/>	
Neighbourhood Traffic Calming Options Report	<input type="checkbox"/>	
Transit Assessment	<input type="checkbox"/>	
Transportation Demand Management Options Report	<input checked="" type="checkbox"/>	As a condition of Site Plan. T. Wolsey x 2553
Road Widening and Daylight Triangle	<input checked="" type="checkbox"/>	As a condition of Site Plan. C. Sager x 1353
<b>Cost Recoveries</b>		
Cost Acknowledgement Agreement	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. D. Beck x 1285
<b>DRP Submission Requirements</b>	<input type="checkbox"/>	

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<b>Public Consultation Strategy</b>	<input checked="" type="checkbox"/>	With submission of OPA and ZBA. D. Beck x 1285
<b>Other:</b> Pest Control Plan	<input checked="" type="checkbox"/>	As a condition of Site Plan. D. Beck x 1285

**ADDITIONAL INFORMATION**

Additional Agencies to be contacted: HCA

Comments: Until the Block 2 Servicing Study is completed, any future application is premature.

OPA is required as the density for the form of development in the "Medium Density Residential 2" designation does not appear to meet the minimum 60-75 uph.

**PLEASE BE ADVISED OF THE FOLLOWING:**

1. *The purpose of this document is to identify the information required to commence processing a complete application as set out in the Planning Act. Formal Consultation does not imply or suggest any decision whatsoever on behalf of City staff or the City of Hamilton to either support or refuse the application.*
2. *This document expires 1 year from the date of signing or at the discretion of the Director of Planning.*
3. *In the event this Formal Consultation Document expires prior to the application being accepted by the City, another document may be required.*
4. *If an application is submitted without the information and materials identified in this Formal Consultation Document the City may deem such an application incomplete and refuse to accept the application.*
5. *In accordance with the Planning Act, it is the policy of the City of Hamilton to provide public access to all Planning Act applications and supporting documentation submitted to the City. Therefore, the information contained in an application and any documentation, including reports, studies and drawings, provided in support of an application, by the owner, or the owner's agents, consultants and solicitors,*



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*constitutes public information and will become part of the public record. With the filing of an application, the applicant consents to the City of Hamilton making the application and its supporting documentation available to the general public, including copying and disclosing the application and its supporting documentation to any third party upon their request.*

6. *It may be determined during the review of the application that additional studies or information will be required as a result of issues arising during the processing of the application.*
  
7. *The above requirements for deeming an application complete are separate and independent of any review under the Ontario Building Code (OBC) as part of the Building Permit review process. In the event that a building permit application does not comply with the OBC, a letter outlining the deficiencies or areas of non-compliance will be issued to the owner and/or agent. Formal consultation and building permit review are separate and independent processes.*

**SIGNATURES**

<u>Danielle Beck</u> Planning Staff	<u>DBICKL</u> Planning Staff Signature	<u>June 30/17</u> Date
<u>Anita Fabac</u> Planning Staff	<u>Cutakaba</u> Planning Staff Signature	<u>June 30/17</u> Date
_____ Engineering Staff	_____ Engineering Staff Signature	_____ Date
_____ Owner	_____ Owner Signature	_____ Date
_____ Applicant (I have the authority to bind the Owner)	_____ Applicant Signature	_____ Date
_____ Agent (I have the authority to bind the Owner)	_____ Agent Signature	_____ Date

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_____ Other Staff or Agency	_____ Signature	_____ Date
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_____ Other Staff or Agency	_____ Signature	_____ Date
--------------------------------	--------------------	---------------

_____ Other Staff or Agency	_____ Signature	_____ Date
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# Appendix B

## Draft Zoning By-law Amendment

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**CITY OF HAMILTON**

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

**To Amend Zoning By-law No. 3692-92, Respecting Lands Located at 860-884 Barton Street East (Stoney Creek)**

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

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

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

**AND WHEREAS** Zoning By-law No. 3692-92 (Stoney Creek) was enacted on the 8<sup>th</sup> day of December, 1992, and approved by the Ontario Municipal Board on the 31<sup>st</sup> day of May, 1994;

**AND WHEREAS** the Council of the City of Hamilton, in adopting Item \_\_\_\_\_ of Report PED \_\_\_\_\_ of the Planning Committee at its meeting held on the \_\_\_\_\_ day of \_\_\_\_\_, 2022, recommended that Zoning By-law No. 3692-92 (Stoney Creek), be amended as hereinafter provided; and,

**AND WHEREAS** this By-law will be in conformity with the Urban Hamilton Official Plan.

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

1. That Map No. 10 of Schedule “A”, appended to and forming part of By-law No. 3692-92 (Stoney Creek), is amended as follows:
  - (a) by changing the zoning from Agricultural Speciality “AS” Zone to Multiple Residential “RM3-XX” Zone, Modified, on the lands to the extent and boundaries of which are shown on a Plan hereto annexed as Schedule “A” as Part 1;
  - (b) by changing the zoning from Agricultural Speciality “AS” Zone to Multiple Residential “RM3-XX” Zone, Modified, on the lands to the extent and boundaries of which are shown on a Plan hereto annexed as Schedule “A” as Part 2;
  - (c) by changing the zoning from Agricultural Speciality “AS” Zone to Single Residential “R1” Zone, on the lands to the extent and boundaries of which are shown on a Plan hereto annexed as Schedule “A”;

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- (d) by changing the zoning from Agricultural Speciality “AS” Zone to Open Space “OS” Zone on the lands to the extent and boundaries of which are shown on a Plan hereto annexed as Schedule “A”; and
  - (e) by changing the zoning from Agricultural Speciality “AS” Zone to Park “P” Zone on the lands to the extent and boundaries of which are shown on a Plan hereto annexed as Schedule “A”.
2. That Subsection 6.10.2 of the Multiple Residential “RM3-XX” Zone be modified by adding the following permitted use:
- (a) Stacked Townhouses
3. For the purpose of the regulations contained in the Stoney Creek Zoning By-law No. 3692-92, as amended by this By-law, the boundary of the subject lands shall be deemed to be the lot lines for this purpose, and the regulations of the “RM3-XX” Zones as shown on Block 2 of the Plan of Subdivision, prepared by MHBC, dated February 15, 2022 and not from individual property boundaries of dwelling units created by registration of a condominium plan or created by Part Lot Control.

That Subsection 6.10.3 “RM3-XX” of the Multiple Residential “RM3-XX” Zone of Zoning By-law No. 3692-92, be modified for the lands shown as RM3-XX on Schedule “A” of this by-law to include the following special requirements:

- a) Notwithstanding Subsection 6.10.3 (c) “Minimum Front Yard”, a minimum front yard depth of 6.0 metres shall apply;
- b) Notwithstanding Subsection 6.10.3 (d) “Minimum Side Yard for Maisonettes, Townhouses and Dwelling Groups” a minimum side yard of 1.4 metres shall apply, except for 3.0 metres abutting the Glover Road flankage yard;
- c) Notwithstanding Subsection 6.10.3 (f) “Minimum Rear Yard for Maisonettes, Townhouses and Dwelling Groups”, a minimum rear yard depth of 5.9 metres shall apply;
- d) Notwithstanding Subsection 6.10.3 (h) “Minimum Distance Between Buildings on the Same Lot”, a minimum distance of 12 metres, except 3 metres between end walls and 9 metres between an end wall and a rear wall shall apply;
- e) Notwithstanding Subsection 6.10.3 (i) “Maximum Density”, the following maximum densities shall apply:
  - i) 75 units per hectare for Part 1, and
  - ii) 50 units per hectare shall apply for Part 2;
- f) Notwithstanding Subsection 6.10.3 (j) “Maximum Building Height”, a maximum building height of 12.0 metres shall apply;

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- g) Notwithstanding Subsection 6.10.3 (l) "Privacy Area", no privacy area shall be required for maisonette or stacked townhouse uses.
  - h) Notwithstanding Subsection 6.10.3 (m) "Minimum Landscaped Open Space", the following shall apply:
    - i) A minimum of 30% of the entire site shall be landscaped, including privacy areas,
    - ii) No requirement for a landscaped strip between any privacy area and any lot line for maisonettes, or
    - iii) No requirement for a landscaped strip between adjacent to every portion of any lot that abuts a street.
4. Notwithstanding the provisions of Paragraphs (a)(1) of Subsection 6.10.5 of the Multiple Residential "RM3" Zone, the following regulation shall apply:
- (a) Minimum Number of Parking Spaces:
    - i) 2 parking spaces for each maisonette and townhouse dwelling unit, and 0.23 visitor parking spaces for each maisonette and townhouse dwelling unit.
    - ii) Tandem parking is permitted for non-visitor parking spaces.
5. Notwithstanding the provisions of Subsection 6.1.12, this provision shall also apply to maisonette and Stacked Townhouse dwellings.
6. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act*.

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

\_\_\_\_\_  
F. Eisenberger  
Mayor

\_\_\_\_\_  
A. Holland  
City Clerk

ZAC-18-049

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## Ontario Land Tribunal

655 Bay Street, Suite 1500, Toronto, ON M5G 1E5  
Tel: 416-212-6349 | 1-866-448-2248  
Web Site: olt.gov.on.ca

## Appeal Form (A1)

<b>Municipal/Approval Authority Date Stamp</b>
--

<b>Receipt Number (OLT Office Use Only)</b>
<b>OLT Case Number (OLT Office Use Only)</b>

<b>Date Stamp – Appeal Received by OLT</b>
--

Please complete this Appeal Form by following the instructions in the companion document titled "Appeal Form Instructions". Please read **both** documents carefully to ensure you submit the correct information and complete this form correctly.

There are guides available for review on the Tribunal's [website](#) for different appeal types to assist you in filing an appeal.

**Please review the notice of the decision you are appealing to determine the appeal deadline and the specific official with whom the appeal should be filed (e.g. Secretary-Treasurer, Clerk, Minister, Ontario Land Tribunal) prior to completing this Appeal Form. Relevant portions of the applicable legislation should also be reviewed before submitting this form. Your appeal must be filed with the appropriate authority within the appeal period as set out in the notice of the decision and applicable legislation.**

### Section 1 – Contact Information (Mandatory)

Applicant/Appellant/Objector/Claimant Information			
Last Name:		First Name:	
<b>Liske</b>		<b>William</b>	
Company Name or Association Name (Association must be incorporated – include copy of letter of incorporation):			
<b>Losani Homes (1998) Limited</b>			
Email Address:			
Daytime Telephone Number:		Alternative Telephone Number:	
	ext.		
Mailing Address			
Unit Number:	Street Number:	Street Name:	P.O. Box:

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City/Town:	Province:	Country:	Postal Code:



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Representative Information			
X I hereby authorize the named company and/or individual(s) to represent me			
Last Name:		First Name:	
<b>Meader</b>		<b>Jennifer</b>	
Company Name or Association Name (Association must be incorporated – include copy of letter of incorporation):			
<b>Turkstra Mazza Associates</b>			
Email Address:		LSO Number (if applicable):	
<u>jmeader@tmalaw.ca</u>		<b>59190B</b>	
Daytime Telephone Number:		Alternative Telephone Number:	
<b>905.529.3476</b>	ext.	<b>416.605.0508</b>	
Mailing Address			
Unit Number:	Street Number:	Street Name:	P.O. Box:
	<b>15</b>	<b>Bold Street</b>	
City/Town:	Province:	Country:	Postal Code:
<b>Hamilton</b>	<b>ON</b>	<b>Canada</b>	<b>L8P 1T3</b>
<p><b>Note:</b> If your representative is not licensed under the <i>Law Society Act</i>, please confirm that they have your written authorization, as required by the <i>OLT Rules of Practice and Procedure</i>, to act on your behalf and that they are also exempt under the Law Society's by-laws to provide legal services. Please confirm this by checking the box below.</p>			
<p><input type="checkbox"/> I certify that I understand that my representative is not licensed under the <i>Law Society Act</i> and I have provided my written authorization to my representative to act on my behalf with respect to this matter. I understand that my representative may be asked to produce this authorization at any time along with confirmation of their exemption under the Law Society's by-laws to provide legal services.</p>			

Location Information	
Are you the current owner of the subject property?    X Yes <input type="checkbox"/> No	
Address and/or Legal Description of property subject to the appeal:	
<b>Address: 860 &amp; 884 Barton Street</b>	
Municipality:	
<b>City of Hamilton</b>	
Upper Tier (Example: county, district, region):	

**Language Requirements**

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Do you require services in French?  Yes  No

To file an appeal, please complete the section below. Complete one line for each appeal type

Subject of Appeal		Type of Appeal (Act/Legislation Name)	Reference (Section Number)
Example	Minor Variance	<i>Planning Act</i>	45(12)
1	<b>Zoning By-law Amendment</b>	<b>Planning Act</b>	<b>34(11)</b>
2	<b>Plan of Subdivision</b>	<b>Planning Act</b>	<b>51(34)</b>
3			
4			
5			

**Section 2 – Appeal Type (Mandatory)**

Please select the applicable type of matter

Select	Legislation associated with your matter	Complete Only the Section(s) Below
X	Appeal of <i>Planning Act</i> matters for Official Plans and amendments, Zoning By-Laws and amendments and Plans of Subdivision, Interim Control By-laws, Site Plans, Minor Variances, Consents and Severances	3A
<input type="checkbox"/>	Appeal of <i>Development Charges, Education Act, Aggregate Resources Act, Municipal Act</i> matters	3A
<input type="checkbox"/>	Appeal of or objection to <i>Ontario Heritage Act</i> matters under subsections 29, 30.1, 31, 32, 33, 40.1 and 41	3A
<input type="checkbox"/>	Appeal of <i>Planning Act</i> (subsections 33(4), 33(10), 33(15), 36(3)), <i>Municipal Act</i> (subsection 223(4)), <i>City of Toronto Act</i> (subsection 129(4)) and <i>Ontario Heritage Act</i> (subsections 34.1(1), 42(6)) matters	3A & 3B
<input type="checkbox"/>	Appeal of <i>Clean Water Act, Environmental Protection Act, Nutrient Management Act, Ontario Water Resources Act, Pesticides Act, Resource Recovery and Circular Economy Act, Safe Drinking Water Act, Toxics Reduction Act, and Waste Diversion Transition Act</i> matters	4A
<input type="checkbox"/>	Application for Leave to Appeal under the <i>Environmental Bill of Rights, 1993</i>	4B
<input type="checkbox"/>	Appeal under the <i>Niagara Escarpment Planning and Development Act (NEPDA)</i>	5A
<input type="checkbox"/>	Application to amend the <i>Niagara Escarpment Plan</i>	5B



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<input type="checkbox"/>	Appeal of <i>Conservation Authorities Act, Mining Act, Lakes and Rivers Improvement Act, Assessment Act, and Oil, Gas and Salt Resources Act</i> matters	6
<input type="checkbox"/>	Legislation not listed above	Contact OLT before filing your appeal

**Section 3A – Planning Matters**

**Appeal Reasons and Specific Information**

Number of new residential units proposed:

**251**

Municipal Reference Number(s):

**Municipal File Nos. 25T-202109 & ZAC-18-049**

List the reasons for your appeal:

**Please see attached covering letter.**

Has a public meeting been held by the municipality?       Yes     No

For appeals of Official Plans, Official Plan Amendments, Zoning By-laws and Zoning By-law Amendments, please indicate if you will rely on one or more of the following grounds:

A: A decision of a Council or Approval Authority is:

- Inconsistent with the Provincial Policy Statement issued under subsection 3(1) of the *Planning Act*
- Fails to conform with or conflicts with a provincial plan
- Fails to conform with an applicable Official Plan

**And**

B: For a non-decision or decision to refuse by council:

- Consistency with the provincial policy statement, issued under subsection 3(1) of the *Planning Act*
- Conformity with a provincial plan

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Conformity with the upper-tier municipality's Official Plan or an applicable Official Plan

If it is your intention to argue one or more of the above grounds, please explain your reasons:

**Please see attached covering letter and Planning Justification Report.**

**Oral/Written submissions to council**

Did you make your opinions regarding this matter known to council?

Oral submissions at a public meeting of council

Written submissions to council

Not applicable

**Related Matters**

Are there other appeals not yet filed with the Municipality?

Yes  No

Are there other matters related to this appeal? (For example: A consent application connected to a variance application).

Yes  No

If yes, please provide the Ontario Land Tribunal Case Number(s) and/or Municipal File Number(s) for the related matters:

**Section 3B – Other Planning Matters**

**Appeal Specific Information (Continued)**

Date application submitted to municipality if known (yyyy/mm/dd):

Date municipality deemed the application complete if known (yyyy/mm/dd):

Please briefly explain the proposal and describe the lands under appeal:

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There are required documents and materials to be submitted to the Ontario Land Tribunal (OLT) based on the type of legislation and section you are filing under. Please see the [Section 3B Checklist\(s\)](#) located [here](#) and submit all documents listed.

**Section 4A – Appeals under Environmental Legislation**

**Appeal Specific Information**

Outline the grounds for the appeal and the relief requested:

Reference Number of the decision under appeal:

Portions of the decision in dispute:

Date of receipt of Decision or Director's Order (yyyy/mm/dd):

Applying for Stay?  Yes  No

If Yes, outline the reasons for requesting a stay: (Tribunal's Guide to Stays can be viewed [here](#))

There are required documents and materials to be submitted to the Ontario Land Tribunal (OLT) based on the type of legislation and section you are filing under. Please see the [Section 4A Checklist\(s\)](#) located [here](#) and submit all documents listed on the checklist.

**Section 4B – Environmental Application for Leave to Appeal**



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Are you filing an Application for Leave to Appeal under the <i>Environmental Bill of Rights, 1993</i> ? <input type="checkbox"/> Yes <input type="checkbox"/> No
Identify the portions of the instrument you are seeking to appeal:
Identify the grounds you are relying on for leave to appeal. Your grounds should include reasons why there is good reason to believe that no reasonable person, having regard to the relevant law and to any government policies developed to guide decisions of that kind could have made the decision; and why the decision could result in significant harm to the environment:
Outline the relief requested:
There are required documents and materials to be submitted to the Ontario Land Tribunal (OLT) based on the type of legislation and section you are filing under. Please see the <a href="#">Section 4B Checklist(s)</a> located <a href="#">here</a> and submit all documents listed on the checklist.

**Section 5A – Appeal regarding Development Permit Application under the *Niagara Escarpment Planning and Development Act***

<b>Appeal Specific Information</b>
Development Permit Application File No:
Name of Applicant for Development Permit:
Reasons for Appeal: Outline the nature and reasons for your appeal. Specific planning, environmental and/or other reasons are required. (The Niagara Escarpment Plan is available on the Niagara Escarpment Commission's website ( <a href="http://www.escarpment.org">www.escarpment.org</a> ))

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**Section 5B – Application to amend the *Niagara Escarpment Plan***

Owner				
Last Name:		First Name:		
Email Address:				
Daytime Telephone Number:		Alternative Telephone Number:		
		ext.		
Mailing Address				
Unit Number:	Street Number:	Street Name:		P.O. Box:
City/Town:		Province:	Country:	Postal Code:

Property Location & Information				
Municipality:		Street Number:	Street Name:	
Lot:	Concession:	<b>And/or</b>	Lot:	Plan:
Assessment Roll Number or PIN:			Lot Size:	

Property Servicing				
Existing Road Frontage:	<input type="checkbox"/> Municipal	<input type="checkbox"/> Private	Proposed Road Frontage:	<input type="checkbox"/> Municipal <input type="checkbox"/> Private
Existing Water Supply:	<input type="checkbox"/> Municipal	<input type="checkbox"/> Private	Proposed Water Supply:	<input type="checkbox"/> Municipal <input type="checkbox"/> Private
Existing Sewage Disposal:	<input type="checkbox"/> Municipal	<input type="checkbox"/> Private	Proposed Sewage Disposal:	<input type="checkbox"/> Municipal <input type="checkbox"/> Private



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Is the Proposal the Subject of a Current Application? Please identify:

- Development Permit under *Niagara Escarpment Planning and Development Act*
- The *Planning Act* (Official Plan or Zoning By-law Amendment)
- The *Aggregate Resources Act* (License)
- Committee of Adjustment (Minor Variance)
- Land Division Committee (Severance)
- Other:

Description of the Property

Describe the current use of the property including any existing buildings or structures:

Category of the Proposed Amendment

- Change in Designation
- Change to Policy
- Request for Urban Servicing
- Change to Plan Boundary
- Other:

Detailed Description of Proposed Amendment

Provide a detailed description of the proposed amendment:

Justification and Rationale

(Including Reasons, Argument and Evidence in Support of the Amendment)

(See Niagara Escarpment Plan Amendment Guidelines)

The justification submitted with the application should address the following:



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1. Analysis of how the proposed amendment is consistent with the *Niagara Escarpment Planning and Development Act*, the Niagara Escarpment Plan, and shall be consistent with other relevant Provincial plans.
2. A justification which includes the rationale for the amendment, as well as reasons, arguments or evidence in support of the change to the Plan proposed through the amendment.

The following studies and reports may be necessary to be submitted in support of justification of the proposed amendment (The applicability of the following will depend on the nature of the application):

- Agricultural Land Use Impacts
- Air Quality Impact Assessment
- Engineering Reports
- Environmental Impact Study
- Geological Studies
- Grading Plans – Existing and proposed and Slope Stabilization Plans and Typical Cross Sections
- Historical/Cultural/Archeological Impact Assessment
- Hydrogeological Impact Assessment
- Landscape/Visual Impact Analysis
- Noise Impact Assessment
- Setback from the Brow of the Escarpment
- Suitable for Septic Systems
- Traffic Impact Assessment
- Tree Removal/Planting including Berming and Landscaping
- Other:

#### Site Plan

Please attach an accurate Site Plan drawn to scale. The Site Plan may be drawn on a blank sheet; on an attached Survey, or by using mapping software (Ontario Make a Map etc.). The Site Plan must show existing features, such as, buildings and structures, streams, changes in grades, rock outcrops, driveways, forested areas and proposed uses to changes to the property or the features.

**NOTE:** For amendments regarding Mineral Resource Extraction Areas, please provide copies of the Site Plan as required by Regulation under the *Aggregates Resources Act*.

**Appendix "D" to Report PED22114  
Page 85 of 88**

Appeal Specific Information
List the subject Mining Claim Number(s) (for unpatented mining claims) and accompanying Townships, Areas and Mining Division(s) where mining claims are situated. List all "Filed Only" Mining Claims, if appropriate: (This is to be completed for <i>Mining Act</i> appeals only.)
List the Parcel and the Property Identifier Numbers (PIN), if rents or taxes apply to mining lands, if appropriate (mining claims only):
Provide the date of the Decision of the Conservation Authority or the Provincial Mining Recorder, as appropriate:
Provide a brief outline of the reasons for your application/appeal/review. If other lands/owners are affected, please include that information in the outline being provided below:

Respondent Information			
Conservation Authority:			
Contact Person:			
Email Address:			
Daytime Telephone Number:	Alternative Telephone Number:		
	ext.		
Mailing Address or statement of last known address/general area they were living and name of local newspaper if address is not available			
Unit Number:	Street Number:	Street Name:	P.O. Box:
City/Town:	Province:	Country:	Postal Code:



**Appendix “D” to Report PED22114  
Page 86 of 88**

There are required documents and materials to be submitted to the Ontario Land Tribunal (OLT) based on the type of legislation and section you are filing under. Please see the [Section 6 Checklist\(s\)](#) located [here](#) and submit all documents listed on the checklist.

### Section 7 – Filing Fee

#### Required Fee

Please see the attached link to view the [OLT Fee Chart](#).

Total Fee Submitted: **\$2,200.00**

Payment Method	<input type="checkbox"/>	Certified Cheque	<input type="checkbox"/>	Money Order	<input checked="" type="checkbox"/>	Lawyer's general or trust account cheque
	<input type="checkbox"/>	Credit Card				

If you wish to pay the appeal fee(s) by credit card, please check the box above and OLT staff will contact you by telephone to complete the payment process upon receipt of the appeal form.

If a request for a fee reduction is being requested, please pay the minimum filing fee for each appeal and complete/submit the [Fee Reduction request form](#).

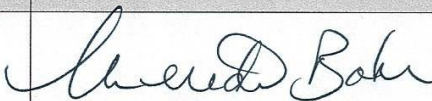
Request for Fee Reduction form is attached (if applicable – see Appeal Form Guide for more information)

### Section 8 – Declaration (Mandatory)

#### Declaration

I solemnly declare that all the statements and the information provided, as well as any supporting documents, are true, correct and complete.

By signing this appeal form below, I consent to the collection of my personal information.

Name of Appellant/Representative	Signature of Appellant/Representative	Date (yyyy/mm/dd)
Jennifer Meader	 Meredith Baker per Jennifer Meader	2022/03/17

Personal information or documentation requested on this form is collected under the authority of the *Ontario Land Tribunal Act* and the legislation under which the proceeding is commenced. All information collected is included in the Ontario Land Tribunal (OLT) case file and the public record in this proceeding. In accordance with the *Freedom of Information and Protection of Privacy Act* and section 9 of the *Statutory Powers Procedure Act*, all information collected is available to the public subject to limited exceptions.

We are committed to providing services as set out in the *Accessibility for Ontarians with Disabilities Act, 2005*. If you have any accessibility needs, please contact our Accessibility Coordinator at [OLT.Coordinator@ontario.ca](mailto:OLT.Coordinator@ontario.ca) or toll free at 1-866-448-2248 as soon as possible.

### Section 9 – Filing Checklists (Mandatory)

**Appendix “D” to Report PED22114  
Page 87 of 88**

**Filing/Submitting your form and documentation**

You must file your Appeal Form with the appropriate authority(s) by the filing deadline.

<b>If the completed Section is:</b>	<b>Refer to the relevant checklist and submit all documents listed on the checklist when filing your Appeal Form.</b>
Section 3B	Review the Section 3B Checklist(s) and attach all listed documents.
Section 4A	Review the Section 4A Checklist(s) and attach all listed documents.
Section 4B	Review the Section 4B Checklist(s) and attach all listed documents.

<b>If the completed Section is:</b>	<b>You must file with the following:</b>	
Section 3A	Municipality or the Approval Authority/School Board  *If you are filing under the <i>Ontario Heritage Act</i> , including under <b>s. 34.1(1)</b> , please carefully review the specific section of that legislation to determine if your appeal needs to be filed with the Tribunal <b>in addition</b> to the Municipality or Approval Authority.	
Section 3A & 3B or Section 4A or Section 4B or Section 6	<p align="center">Ontario Land Tribunal 655 Bay Street, Suite 1500 Toronto, ON M5G 1E5</p> <p align="right">Phone: 416-212-6349   1-866-448-2248 Website: <a href="http://www.olt.gov.on.ca">www.olt.gov.on.ca</a></p>	
Section 5A or 5B	<p align="center"><b>For the Areas of:</b> Dufferin County (Mono) Region of Halton Region of Peel Region of Niagara City of Hamilton</p> <p align="center"><b>File with:</b>  NIAGARA ESCARPMENT COMMISSION 232 Guelph Street, 3<sup>rd</sup> Floor Georgetown, ON L7G 4B1  Phone: 905-877-5191</p>	<p align="center"><b>For the Areas of:</b> Bruce County Grey County Simcoe County Dufferin County (Mulmur, Melancthon)</p> <p align="center"><b>File with:</b>  NIAGARA ESCARPMENT COMMISSION 1450 7<sup>th</sup> Avenue Owen Sound, ON N4K 2Z1  Phone: 519-371-1001 Fax: 519-371-1009</p>

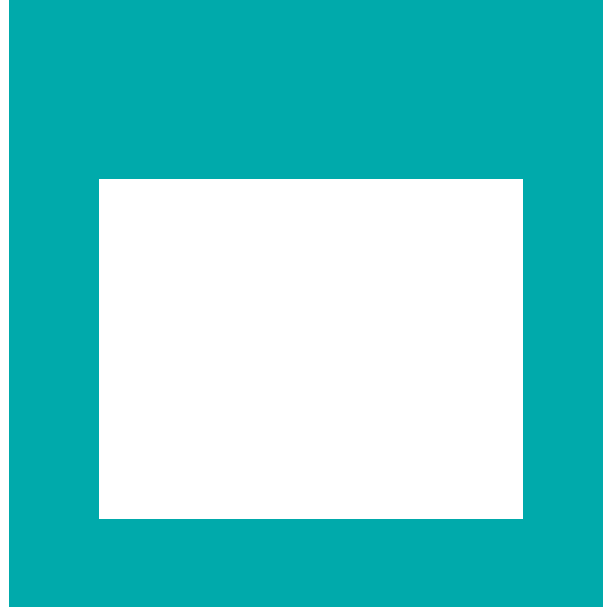


**Appendix "D" to Report PED22114  
Page 88 of 88**

	Fax: 905-873-7452 Website: <a href="http://www.escarpment.org">www.escarpment.org</a> Email: <a href="mailto:necgeorgetown@ontario.ca">necgeorgetown@ontario.ca</a>	Website: <a href="http://www.escarpment.org">www.escarpment.org</a> Email: <a href="mailto:necowensound@ontario.ca">necowensound@ontario.ca</a>
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**NOTE:** Please review the notice of the decision you are appealing to determine the appeal deadline and the specific official with whom the appeal should be filed (e.g. Secretary-Treasurer, Clerk, Minister, Ontario Land Tribunal).

**NOTE:** Relevant portions of the applicable legislation should be reviewed before submitting this form. Please ensure that a copy of this Appeal Form is served in accordance with the requirements of the applicable legislation.



WELCOME TO THE CITY OF HAMILTON

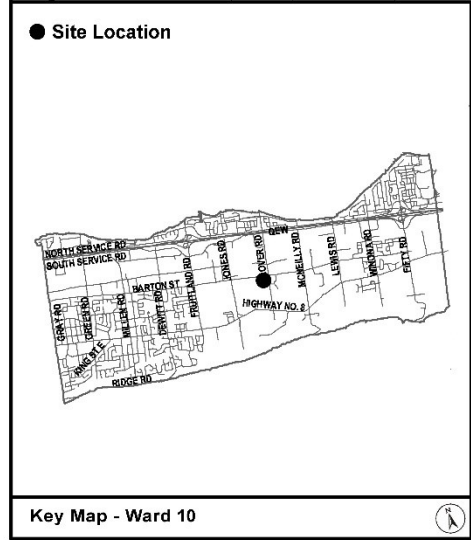
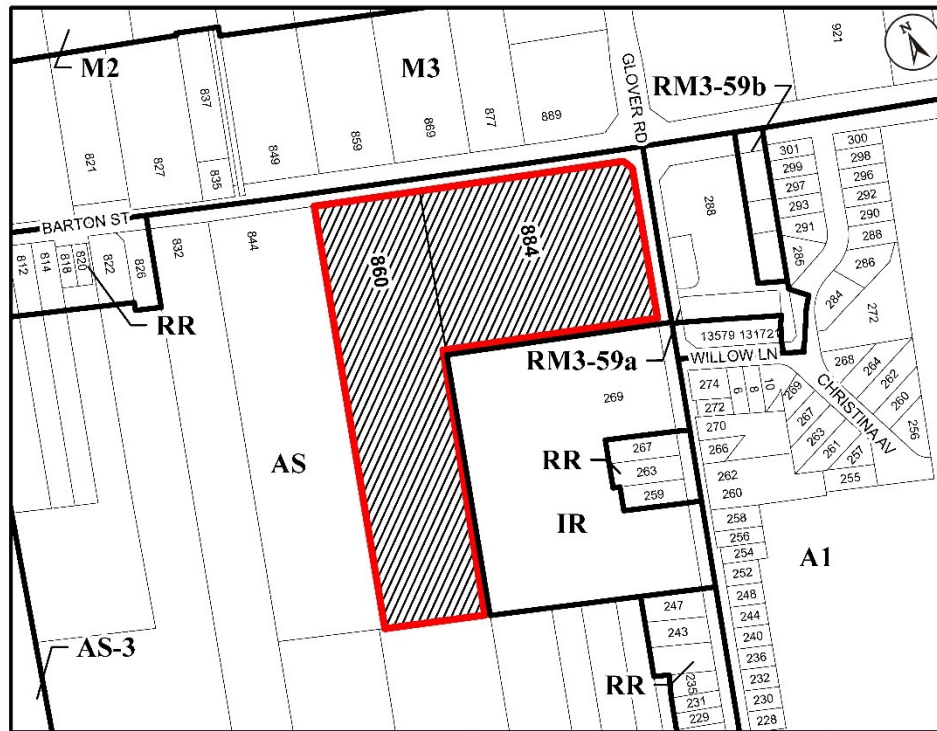
# PLANNING COMMITTEE

May 17, 2022

# PED22114 – (ZAC-18-049/25T-202109)


Appeal of Zoning By-law Amendment Application ZAC-18-049 and Draft Plan of Subdivision Application 25T-202109 for Lands Located at 860 and 884 Barton Street, Stoney Creek

Presented by: Tim Vrooman




### Location Map

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

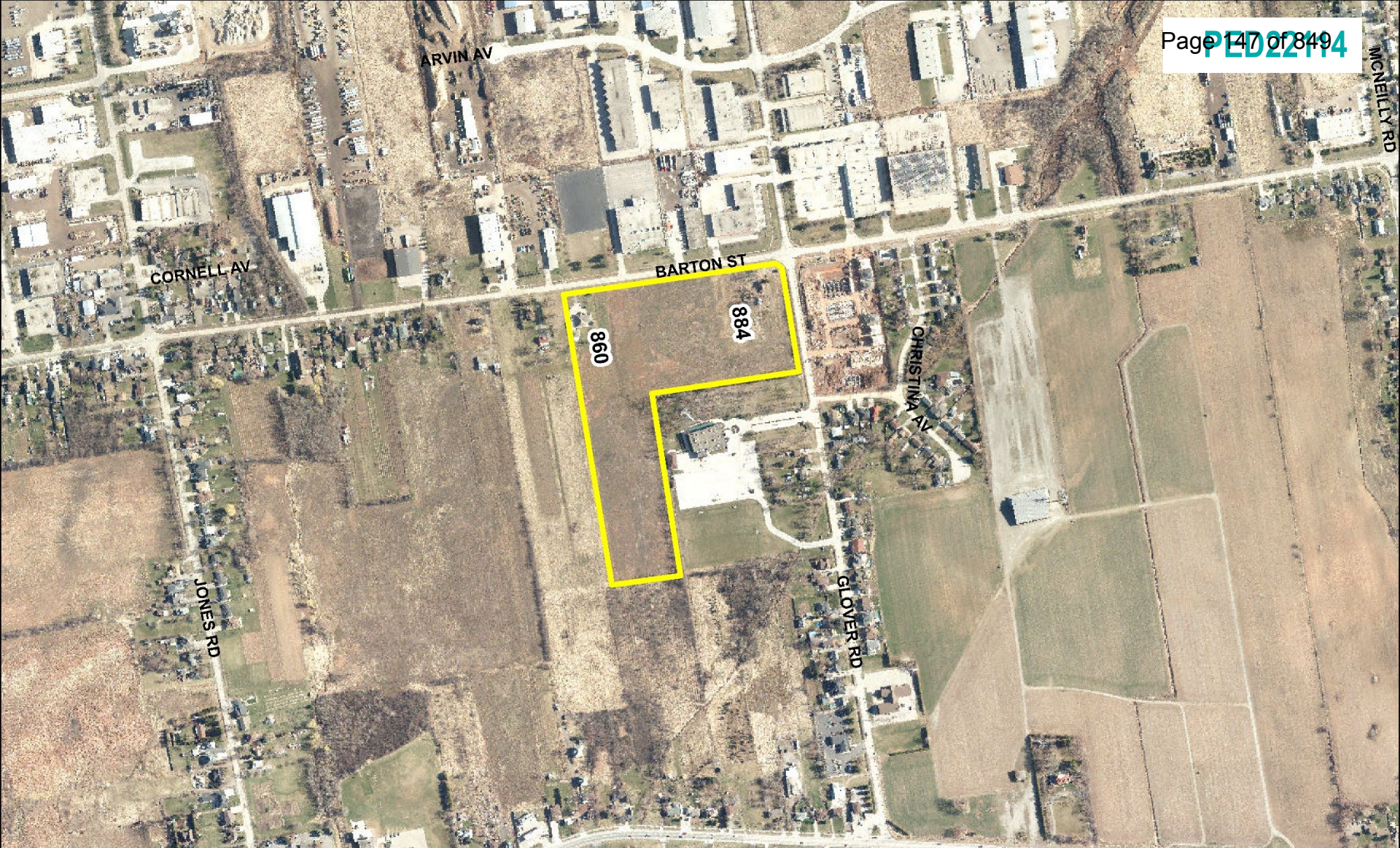
  
Hamilton

File Name/Number: ZAC-18-049 & 25T-202109	Date: May 4, 2022
Appendix "A"	Scale: N.T.S.
Planner/Technician: TV/VS	

**Subject Property**

 880 & 884 Barton Street, Stoney Creek



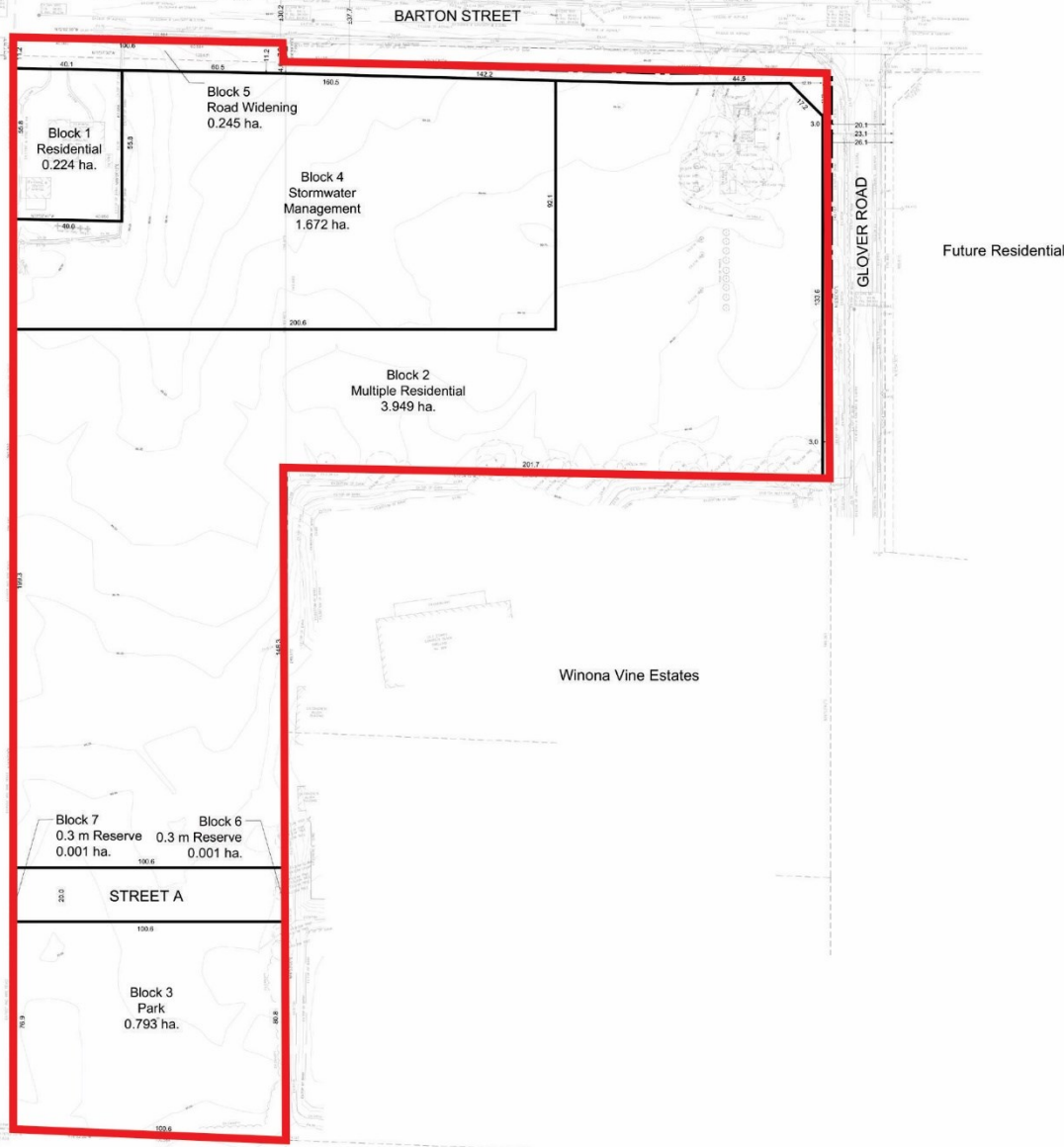


**SUBJECT PROPERTY**



**860 and 884 Barton Street, Stoney Creek**





**Legal Description**  
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

**Surveyor's Certificate**  
 DATE: \_\_\_\_\_  
 S. Dan McLaren, OLS  
 A.T. McLaren Limited

Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended:  
 A. AS SHOWN      B. AS SHOWN      C. AS SHOWN  
 D. AS SHOWN      E. AS SHOWN      F. AS SHOWN  
 G. AS SHOWN      H. MUNICIPAL WATER SUPPLY      I. SILENT CLAY LOAM  
 J. AS SHOWN      K. ALL SERVICES AS REQUIRED      L. AS SHOWN



**Area Schedule**

Description	Block	Area (ha)	Units
Residential	1	0.224	1
Multiple Residential	2	3.949	183-261
Park	3	0.793	
Stormwater Management	4	1.672	
Road Widening	5	0.245	
0.3 m Reserve	6-7	0.002	
Roads		0.199	
<b>TOTAL</b>	<b>7</b>	<b>7.084</b>	<b>183-262</b>

1 Feb. 15, 2022 For submission to City  
 No. \_\_\_\_\_ Date \_\_\_\_\_ Issued / Revision \_\_\_\_\_ By \_\_\_\_\_

**Notes**  
 1. All distances are in metres unless specified otherwise.  
 2. Boundary and topography survey information prepared by A.T. McLaren Ltd. Dec. 21, 2017.  
 3. Unit range for multiple residential blocks based on density requirements for Low Density Residential 2 and Medium Density Residential 2 designations as outlined in the City of Hamilton Franchise Winona Secondary Plan, 2013 (Site Specific Policy - Annex K also applies to these lands).



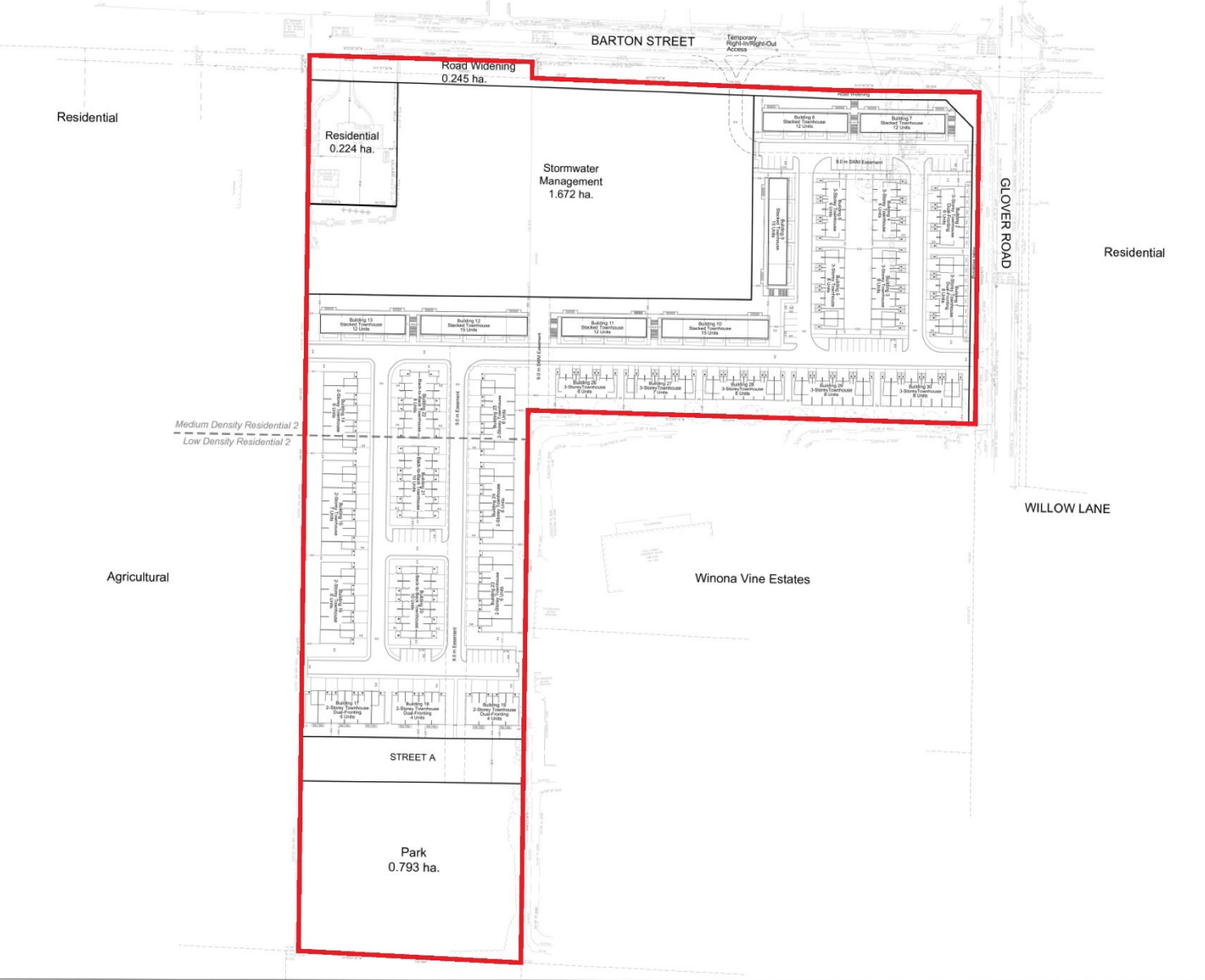
Date: February 15, 2022  
 File No.: 11172A  
 Plan Scale: 1:750  
 Drawn By: JB  
 Checked By: DA

Project: Barton & Glover  
 Applicant: Other



File Name: Draft Plan of Subdivision  
 Dwg No.: 1 of 1





Owner's Certificate  
 HEREBY AUTHORIZED  
 TO SUBMIT THIS PLAN  
 DATE: \_\_\_\_\_

Surveyor's Certificate  
 HEREBY CERTIFY THAT  
 THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN  
 DATE: \_\_\_\_\_



**Concept Plan Details**

- Medium Density Residential 2
  - Area: 2,595 ha
  - Units: 190
  - Density: 73.5 upha
- Low Density Residential 2
  - Area: 1,363 ha
  - Units: 61
  - Density: 44.8 upha

Total Units: 251  
 - 51 2-Bedroom Townhouses  
 - 79 3-Bedroom Townhouses  
 - 29 Back-to-Back Townhouses  
 - 93 Stacked Townhouses

Total Visitor Parking Spaces: 69, including 1 barrier-free (0.23unit)

No.	Date	Issued / Revision	By
1	February 15, 2022	For resubmission to City	JB

**Notes:**  
 1. All distances are in metres unless specified otherwise.  
 2. Boundary and topography survey information prepared by A.T. McLaran Ltd, Dec. 21, 2017

**MHBC**  
 PLANNING  
 URBAN DESIGN  
 & LANDSCAPE  
 ARCHITECTURE

2250 BAYVIEW AVENUE, SUITE 100, SCARBOROUGH, ONTARIO M1W 2P1 | P: 416-291-3888 | WWW.MHBCONTO.COM

Date	February 15, 2022
File No.	11172A
Plan Scale	1:750 (Arch. D)
Drawn By	JB
Checked By	DA

**Project** Barton & Glover **Other**

**Applicant**

File Name	CONCEPT PLAN	Dwg No.	1 of 1
-----------	--------------	---------	--------

Scale Bar: 0 25 50 75

K:\11172A-2022-02-15-01-10-00-00\DWG\Concept Plan - 10482022.dwg



View of Subject Lands to south from Barton Street



View of Subject Lands to east from Barton Street





Existing Dwelling to be retained on Subject Lands



Existing Dwellings along Barton Street





View to the west along Barton Street





View to the east along Barton Street



Employment uses on north side of Barton Street



Employment uses on north side of Barton Street at Glover Road





Employment uses on north side of Barton Street at Glover Road



View of Subject Lands from Barton Street and Glover Road





Block townhouses on east side of Glover Road from Barton Street



Block townhouses on east side of Glover Road from south





View to the north along Glover Road



Recreational/private club south and east of Subject Lands





View to the south along Glover Road

Residential



GLOVER ROAD

Residential

WILLOW LANE

Medium Density Residential 2  
 Low Density Residential 2

Agricultural

DATE: \_\_\_\_\_  
 Surveyor's Cert  
 I HEREBY CERTIFY THAT  
 THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

S. Dav. McLean OLS  
 A.T. McLean Limited  
 Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended  
 A. AS SHOWN B. AS SHOWN C. AS SHOWN  
 D. AS SHOWN E. AS SHOWN F. AS SHOWN  
 G. AS SHOWN H. MUNICIPAL WATER SUPPLY I. SALT CLAY TILL  
 J. AS SHOWN K. ALL SERVICES AS REQUIRED L. AS SHOWN



**Concept Plan Details**  
 Medium Density Residential 2  
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 Units: 190  
 Density: 73.5 up/ha  
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 Area: 1,363 ha  
 Units: 61  
 Density: 44.8 up/ha

Total Units: 251  
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 Total Visitor Parking Spaces: 69, including 1 barrier-free (0.23unit)

No.	Date	Issued / Revision	By
1	February 15, 2022	For resubmission to City	JB

**Notes**  
 1. All distances are in metres unless specified otherwise.  
 2. Boundary and topography survey information prepared by A.T. McLean Ltd, Dec. 21, 2017

2250 BAYVIEW AVENUE, SUITE 200, SCARBOROUGH, ONTARIO M1S 5V7 | P: 416-291-0800 | WWW.MHBCONTO.COM

Date	February 15, 2022
File No.	11172A
Plan Scale	1:750 (Arch. D)
Drawn By	JB
Checked By	DA

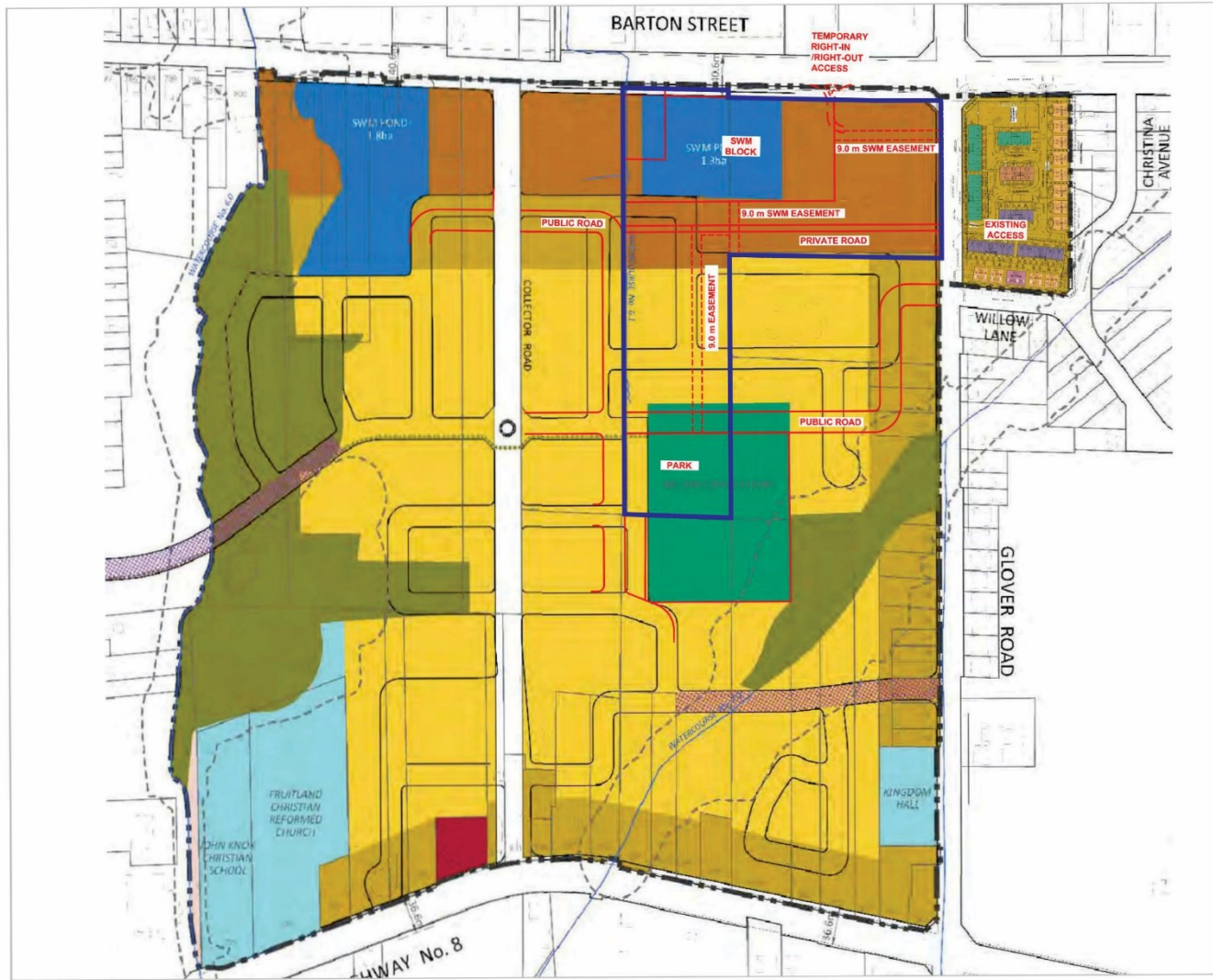
Project **Barton & Glover** Other

Applicant

File Name **CONCEPT PLAN** Dwg No. **1 of 1**







**Figure 7:**  
 Block 2 Servicing Strategy Plan -  
 Redline Overlay  
 For Discussion Purposes

Barton St and Glover Rd  
 Part Lot 11, Conc. 2 Saltfleet  
 City of Stoney Creek

**LEGEND**

- Subject Lands
- Servicing Strategy Study Area

Note: Figure 4.4 - Concept Plan - Block 2 Servicing Strategy for the Fruitland-Vivona Secondary Plan Lands Draft Report (Agreement is approximate only)

DATE: June 4, 2021

SCALE: 1:3,500

FILE: 11172A

DRN: JB

K:\11172A\DAL BELLO\HAM\TOP\853\8535 CONCEPT\_REDLINE\_A4R201.DWG

**MHBC** PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE  
 205-540 BINGHAM CENTRE DR. RICHMOND ON, L4B 3P7  
 P: 905-276-3300 F: 905-276-0721 | WWW.MHBC-PA.COM



# THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE



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

<b>TO:</b>	Chairs and Members Planning Committee
<b>COMMITTEE DATE:</b>	May 17, 2022
<b>SUBJECT/REPORT NO:</b>	Modifications and Updates to existing Secondary Dwelling Unit and Secondary Dwelling Unit – Detached Regulations (PED20093(c)) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Shannon McKie (905) 546-2424 Ext. 1288 Alana Fulford (905) 546-2424 Ext. 4771
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

## RECOMMENDATION

That City Initiative CI-20-E respecting the repealing and replacing of the Secondary Dwelling Unit and Secondary Dwelling Unit – Detached regulations in the Hamilton Zoning By-law No. 05-200 and the Zoning By-laws applicable to the Town of Ancaster, Town of Dundas, Town of Flamborough, Township of Glanbrook, City of Hamilton, and City of Stoney Creek, be approved on the following basis:

- (a) That the Draft By-laws to amend Zoning By-law No. 05-200, the Town of Ancaster Zoning By-law No. 87-57, Town of Dundas Zoning By-law No. 3581-86, the Town of Flamborough Zoning By-law No. 90-145-Z, the Township of Glanbrook Zoning By-law No. 464, City of Hamilton Zoning By-law No. 6593, and the City of Stoney Creek Zoning By-law No. 3692-92, attached as Appendix “A” to Appendix “G” to Report PED20093(c), which have been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- (b) That the proposed changes in zoning are consistent with the Provincial Policy Statement (2020), conform with A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended, and comply with the Rural and Urban Hamilton Official Plans.

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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.



**SUBJECT: Modifications and Updates to existing Secondary Dwelling Unit and Secondary Dwelling Unit – Detached Regulations (PED20093(c)) (City Wide) - Page 2 of 11**

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**EXECUTIVE SUMMARY**

On May 12, 2021, Council approved By-law Nos. 21-071 to 21-077 (inclusive) permitting Secondary Dwelling Units (SDU) in the Urban and Rural Areas, and Secondary Dwelling Units – Detached (SDU-D) in the Urban Area. These By-laws amended Zoning By-law No. 05-200 and each of the Community Zoning By-laws to add permissions for accessory dwelling units to be provided within a single detached, semi-detached, or townhouse/rowhouse dwelling (SDU) or within a detached structure (SDU-D), including the conversion of existing accessory buildings.

Staff have been monitoring the SDU and SDU-D regulations through Building Permits and Minor Variance Applications and have identified several interpretation issues. Accordingly, the SDU and SDU-D regulations have been revised to better organize, simplify and align the regulations with the parent Zoning By-laws (see Appendix “A” – “G” attached to Report PED20093(c)). A summary of the amendments to the regulations is provided in Appendix “H” attached to Report PED20093(c) and include:

- Reorganizing the SDU / SDU-D regulations to group the regulations into categories;
- Removing redundant regulations;
- Aligning SDU / SDU-D regulations with the parent Zoning By-law;
- Providing clarification to the existing parking regulations in all Zoning By-laws where no parking is required for the SDU / SDU-D only (shall not apply to the Rural Area); and,
- Other technical and cross-referencing updates to provide consistency in all Zoning By-laws.

As monitoring of the regulations continue, for the ease of administration, it is recommended to repeal and replace the SDU and SDU-D regulations in Hamilton Zoning By-law No. 05-200 and the Zoning By-laws applicable to the Town of Ancaster, Town of Dundas, Town of Flamborough, Township of Glanbrook, City of Hamilton, and City of Stoney Creek.

The planning framework and zoning permission for additional dwelling units continues to evolve through the continued work on the Residential Zoning project. In anticipation of future amendments to permit conversions of existing dwellings, staff have amended the language in Zoning By-law No. 05-200 from Secondary Dwelling Units and Secondary Dwelling Units - Detached to Additional Dwelling Units and Additional Dwelling Units – Detached. For the purposes of this Report, the former Community Zoning By-laws will retain the Secondary Dwelling Unit language. Rebranding the housing options allows for more flexibility moving forward in the new Residential Zoning for Zoning By-law No. 05-200.

---

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Modifications and Updates to existing Secondary Dwelling Unit and Secondary Dwelling Unit – Detached Regulations (PED20093(c)) (City Wide) - Page 3 of 11**

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In addition to Report PED20093(c), work remains in progress to bring detached SDU permissions to the Rural Area (except in areas where servicing constraints exists). In addition, staff are currently reviewing the regulations for farm labour residences. The results of the review will be presented to Planning Committee in Q1 2023.

**Alternatives for Consideration – See Page 10**

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: As required by the *Planning Act*, Council shall hold at least one Public Meeting to consider amendments to the Zoning By-laws.

Notice of the Public Meeting was placed in the Hamilton Spectator and the Community Newspapers on April 29, 2022.

The Rural Hamilton Official Plan (RHOP) and the Urban Hamilton Official Plan (UHOP) contain polices to permit SDUs in accordance with the provisions of *Bill 108*. Therefore, in accordance with Section 34(19.1) of the *Planning Act*, appeals of the proposed Zoning By-law Amendments pertaining to SDUs, attached as Appendix “A” to Report PED20093(a), are not permitted because the City’s Official Plan contains policies permitting SDUs.

**HISTORICAL BACKGROUND**

**1.0 Introduction of new SDU Regulations – May 2021**

On May 12, 2021, City Council approved By-law Nos. 21-071 to 21-077 (inclusive) permitting SDUs in the Urban and Rural Area to Zoning By-law No. 05-200 and the Zoning By-laws applicable to the Town of Ancaster, Town of Dundas, Town of Flamborough, Township of Glanbrook, City of Hamilton, and City of Stoney Creek. In addition to general parking requirements and definitions for SDUs, the regulations included:

- Urban Area Specific Regulations:
  - SDU within a principal dwelling:
    - Parent zone regulations that apply to additions to the principal dwelling.

**SUBJECT: Modifications and Updates to existing Secondary Dwelling Unit and Secondary Dwelling Unit – Detached Regulations (PED20093(c)) (City Wide) - Page 4 of 11**

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- Detached SDU:
  - Locational requirements such as setbacks and lot coverage;
  - Regulations to meet the health and safety requirements in accordance with the Ontario Fire Code;
  - Design requirements such as height and maximum Gross Floor Area; and,
  - Additions over 10% of the floor area of the existing building must meet the size and height requirements of a detached SDU for conversions.
- Rural Area Specific Regulations:
  - SDU within a principal dwelling only:
    - Minimum lot area and adequate servicing requirements;
    - Prohibition of SDUs where servicing constraints exists; and,
    - Technical amendments to Farm Labour Residence regulations.

Phase 2 of the SDU project focuses on proposing regulations to permit detached SDUs in the Rural Area, where appropriate. For more information, refer to Bullet 2.0 – Next Steps under the Analysis and Rationale for Recommendation to Report PED20093(c).

## **2.0 SDU Housekeeping Amendment – October 2021**

SDU regulations are monitored at the Building Permit Application stage and Committee of Adjustment to ensure whether there are barriers to their construction and where clarification is needed to eliminate interpretation matters.

A Housekeeping Amendment to the SDU regulations was approved by Planning Committee and Council in October 2021 to address the following regulations:

- Parking Requirements for SDUs;
- Amendments to performance standards, including side and rear yard setbacks and SDU location in a cellar; and,
- Other technical and cross-referencing amendments.

## **3.0 Continued SDU By-law Monitoring**

Since approval of the SDU By-laws (21-071 – 21-077, inclusive) in May 2021, there have been 55 Applications to the Committee of Adjustment (as of April 30, 2022), respecting SDUs / SDU-Ds. Of this total, 50 have been approved and 5 have been denied. The modifications associated with the Applications include, but are not limited to:

**SUBJECT: Modifications and Updates to existing Secondary Dwelling Unit and Secondary Dwelling Unit – Detached Regulations (PED20093(c)) (City Wide) - Page 5 of 11**

---

- Recognizing existing conditions associated with the principal dwelling (i.e. driveway locations, doors, front yard landscaped areas, parking);
- Amending development standards for SDU-D (i.e. reduced setbacks, reductions to unobstructed paths, landscaping treatments in the required side yards); and,
- Reducing on-site parking associated with an SDU/SDU-D.

As a result of these variances, staff have reviewed and evaluated the SDU / SDU-D regulations to remove any unnecessary regulations and to avoid interpretation issues. The evaluation also takes into consideration the impacts of future amendments being considered to implement the No Urban Boundary Expansion option as discussed in Report PED21067(b). These modifications allow for a fulsome update and sets the appropriate framework for any future amendments required as a result of the approved intensification option. While the overall intent of the regulations remains, a full repeal and replacement of the regulations are proposed for ease of implementation. The principles and permissions are not altered through the proposed administrative changes to the By-laws.

#### **4.0 Additional Dwelling Units**

The amendments to the Urban Hamilton Official Plan to implement a No Urban Boundary Expansion option (Report PED21067(b)) will allow for more intensification in lower density areas. As a result, staff have evaluated the existing SDU and SDU-D framework to adapt the regulations to incorporate additional units. For the purposes of this Report, the revisions reorganize and simplify the regulations and set the framework for additional units. Additional units may be through development of SDU and SDU-D or conversion of existing dwellings. The amendments to Zoning By-law No. 05-200 include renaming the SDU and SDU-D General Provision to accommodate these future regulations and to allow for the evolution of intensification options in existing residential area. At this time, no revisions are contemplated however, as indicated in Report PED21067(b), additional residential uses and permissions may be implemented in the future.

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

### **1.0 Provincial Legislation and Policy Framework**

*Bill 108 (More Homes, More Choice Act, 2019)* received Royal Assent on June 6, 2019 for a broad change to various pieces of legislation such as the *Planning Act*, *Ontario Heritage Act*, and the *Development Charges Act*, amongst others. By-law Nos. 21-071 to 21-077 (inclusive) approved by Hamilton Council on May 12, 2021 implemented these provincial policy requirements.

**SUBJECT: Modifications and Updates to existing Secondary Dwelling Unit and Secondary Dwelling Unit – Detached Regulations (PED20093(c)) (City Wide) - Page 6 of 11**

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Further, By-law Nos. 21-071 to 21-077 (inclusive) were approved by Hamilton Council on the basis that they were consistent with the Provincial Policy Statement (2020) and conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended.

The proposed Zoning By-law modifications and updates to existing SDU regulations for the Urban and Rural Area to Zoning By-law No. 05-200 and the Zoning By-laws applicable to the Town of Ancaster, Town of Dundas, Town of Flamborough, Township of Glanbrook, City of Hamilton, and City of Stoney Creek conform to and are consistent with Provincial legislation and policy.

## **2.0 Urban and Rural Hamilton Official Plans**

On May 12, 2021, Hamilton Council approved SDU regulations on the basis that it conforms to the UHOP and RHOP which included proposed policy changes to implement *Bill 108 (More Homes, More Choice Act, 2019)*. Based on the foregoing, the proposed housekeeping and updated amendments to existing SDU / SDU-D regulations for the Urban and Rural Area to Zoning By-law No. 05-200 and the Zoning By-laws applicable to the former municipalities conform to the to the Urban and Rural Hamilton Official Plans.

## **3.0 Hamilton-Wentworth Official Plan, City of Hamilton Official Plan, West Harbour (Setting Sail) Secondary Plan**

The subject lands are not included within the UHOP as they are part of Non-Decision No. 113. As a result, the policies of the Hamilton-Wentworth Official Plan, City of Hamilton Official Plan and West Harbour (Setting Sail) Secondary Plan remain in effect. The Council approved SDU regulations conformed to these plans and the proposed housekeeping and updated amendments to the existing SDU / SDU-D regulations applicable to Zoning By-law No. 05-200 and former City of Hamilton Zoning By-law No. 6593 applicable to this area conform to the Hamilton-Wentworth Official Plan, City of Hamilton Official Plan and West Harbour (setting Sail) Secondary Plan.

## **4.0 Zoning By-laws**

The approval by Council of By-law Nos. 21-071 to 21-077 (inclusive) expanded existing permissions and regulations for SDUs across all existing in-force Zoning By-laws city wide and implemented Provincial directions and corporate goals and objectives at the property level. Subsequent to becoming in force and effect, Building Permit and Minor Variance Applications have been submitted as regulations are being tested through the review of proposed SDUs and SDU-Ds. As part of continued monitoring of the regulations, it was determined that revisions were required to reorganize the

**SUBJECT: Modifications and Updates to existing Secondary Dwelling Unit and Secondary Dwelling Unit – Detached Regulations (PED20093(c)) (City Wide) - Page 7 of 11**

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regulations, remove redundant and duplicate regulations and simplify the language. The proposed By-law amendments (included as Appendices “A” – “G” attached to Report PED20093(c)) repeal and replace the existing regulations. The proposed amendments maintain the intent of the original SDU / SDU-D regulations while providing additional clarity to the regulations, thereby improving By-law interpretation and implementation on a go-forward basis. More information can be found in the Analysis and Rationale for Consideration Section on page 6 to Report PED20093(c).

## **RELEVANT CONSULTATION**

Committee of Adjustment staff and Zoning staff of the Planning and Economic Development Department were consulted throughout the process to identify interpretation or implementation related issues respecting the SDU regulations. The interpretation and implementation issues have been addressed in the draft Zoning By-laws (See Appendix “A” to “G” attached to Report PED20093(c)). The rationale for each amendment is summarized in Appendices “H” attached to Report PED20093(c).

Notice of these amendments was posted in the Hamilton Spectator on April 29, 2022.

## **ANALYSIS AND RATIONALE FOR RECOMMENDATION**

### **1.0 Proposed By-law Amendments**

To address modifications and updates to Zoning By-law No. 05-200 and the six Zoning By-laws applicable to the former municipalities, draft Zoning By-laws are included in this Report (see Appendix “A” – “G” attached to Report PED20093(c)). Most of the amendments are identical across all seven Zoning By-laws to provide consistency in regulations city wide. The amendments include reorganizing the regulations, removing redundant regulations, simplifying language, clarifying the parking requirements, and cross-referencing amendments. A summary of the changes is provided in Appendix “H” attached to Report PED20093(c).

### **1.1 Reorganizing SDU Regulations**

The in effect SDU By-laws 21-071 – 21-077 (inclusive) included regulations for both SDU and SDU-Detached, including location, height, lot coverage, setbacks, landscaping and parking requirements. The proposed amendments include categorizing the existing regulations to provide clarity for the reader and to reduce interpretation issues. All regulations that apply to both SDU and SDU-D (i.e. parking) have been pulled forward to a general section and the regulations associated with an SDU and SDU-D have been further separated to provide a clear distinction between the two forms of additional units.



**SUBJECT: Modifications and Updates to existing Secondary Dwelling Unit and Secondary Dwelling Unit – Detached Regulations (PED20093(c)) (City Wide) - Page 8 of 11**

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These revisions create simpler, well defined categories and will make the regulations easier to use.

## **1.2 Removing Redundant Regulations and Simplifying Language**

The SDU By-laws included regulations that were duplicated from the parent Zoning By-laws and were duplicated within the regulations themselves. To avoid redundancies and avoid interpretation issues, each of the regulations have been reviewed and only those regulations being modified to allow SDUs have been included in the revisions. For example, definitions that had been previously added to the SDU section have been removed and added to the relevant Definition Section of the parent Zoning By-law. These types of changes will allow for a consistent Application of the Zoning By-law, including those regulations associated with SDUs / SDU-Ds.

These amendments also take into consideration the regulations of the parent Zoning By-law and potential conflicts with the SDU / SDU-D regulations. For example, where the parent Zoning By-law does not already include regulations for the amount and location of driveways, the SDU regulations should not establish a restriction. In the situation that an existing lot legally has two driveways, the addition of a SDU / SDU-D would trigger minor variances to recognize the existing situation. In review of the minor variances since approval of the SDU By-laws in May of 2021, modifications to recognize existing conditions were the most prevalent.

## **1.3 Parking Requirements for the Principal Dwelling and SDU**

Each of the Zoning By-laws were updated to include a parking requirement of one space per SDU / SDU-D. However, the SDU regulations recognize that where a principal dwelling is legally established with no parking, that no additional parking is required for the SDU / SDU-D. Clarification has been provided to ensure that the existing conditions are recognized and that no further parking is required as a result of adding an SDU.

The parking regulations have been further amended so that reduced parking requirements do not apply to the Rural Area as there are few transportation alternatives to driving, and therefore the need for parking spaces will be greater.

These recommended updates to the parking regulations impacts Zoning By-law No. 05-200 and the six Zoning By-laws applicable to the former municipalities, which provides clarity and consistency respecting parking requirements for existing dwellings. These recommended changes are found in see Appendix “A” – “G” attached to Report PED20093(c).

**SUBJECT: Modifications and Updates to existing Secondary Dwelling Unit and Secondary Dwelling Unit – Detached Regulations (PED20093(c)) (City Wide) - Page 9 of 11**

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## **1.4 Other Technical Amendments**

When regulations were introduced in May 2021 to establish permissions for Secondary Dwelling Units and Secondary Dwelling Units – Detached, among the six former municipal Zoning By-laws, the new regulations either replaced existing residential conversion regulations or created a new set of regulations to permit SDUs and SDU-Detached throughout the urban area. The new regulations were introduced to harmonize and provide consistency across the entire City. The changes proposed to the SDU and SDU-D regulations through this Report presents an opportunity to provide clarity on the distinction between Secondary Dwelling Units and conversion regulations that remain in place in the former municipal Zoning By-laws for Dundas and Stoney Creek.

### **1.4.1 Town of Dundas Zoning By-law No. 3581-86**

The Town of Dundas Zoning By-law No. 3581-86 permits conversions of existing dwellings in the Low Density Residential Zone (R4), the Medium Density Multiple Dwelling Zone (RM2), and the Residential and Commercial Conversion Zone (R.C.C).

The existing conversion regulations are intended to be modified to clarify that the SDU regulations apply to conversions that add one internal dwelling unit, whereas the conversion regulations apply when an existing dwelling is converted to contain greater than two dwelling units, up to the maximum permitted in the zone.

Parking requirements are proposed for conversions that align with the parking requirements for SDUs and SDU-D. If the required parking spaces for the existing dwelling continue to be provided and maintained, only the fourth dwelling unit of a conversions is required to provide a parking space. The second dwelling unit of a conversion is subject to the SDU parking requirements. The third dwelling unit of a conversion, provided it represents the third dwelling unit on the lot, is not required to provide parking if the required parking for the existing dwelling continues to be provided. This approach is consistent with the SDU / SDU-D parking requirements and recognizes that additional dwelling units may be located within the existing dwelling or separate as a SDU-D.

### **1.4.2 City of Stoney Creek Zoning By-law No. 3692-92**

In the City of Stoney Creek Zoning By-law No. 3692-92, the Multiple Residential “RM1” Zone permits conversions. As with Dundas, conversions in the “RM1” Zone are to be clearly distinguished from SDUs, and the proposed parking requirement integrated alongside the SDU and SDU-D parking requirements.

**SUBJECT: Modifications and Updates to existing Secondary Dwelling Unit and Secondary Dwelling Unit – Detached Regulations (PED20093(c)) (City Wide) - Page 10 of 11**

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## **2.0 Next Steps**

Phase 2 of the SDU project focuses on developing new regulations to permit SDU-D in the Rural Area, where appropriate. The previous By-law (By-law 21-071) did not incorporate SDU-D regulations for the rural area. The Rural Zones, A1, A2, and S1 in Zoning By-law No. 05-200, were previously amended to include SDU permissions. To ensure that issues related to sustainable private servicing are addressed in future zoning regulations, a servicing study is being undertaken in collaboration with Hamilton Water staff. The findings of the servicing study will assist in informing future zoning regulations such as the minimum lot size to be eligible to establish a SDU-D.

## **ALTERNATIVES FOR CONSIDERATION**

If the proposed Housekeeping Amendment By-law is not approved, inconsistencies in the interpretation and Application of the regulations for Secondary Dwelling Units in Hamilton Zoning By-law No. 05-200 and the six Zoning By-laws applicable to the former municipalities will continue to occur which may lead to additional requirements for Minor Variance Applications and delays in approvals for some SDUs / SDU-Ds.

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

### **Economic Prosperity and Growth**

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

### **Built Environment and Infrastructure**

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

## **APPENDICES AND SCHEDULES ATTACHED**

Appendix “A” to PED20093(c) – Draft By-law to Zoning By-law No. 05-200

Appendix “B” to PED20093(c) – Draft By-law to Town of Ancaster Zoning By-law No. 87-57

Appendix “C” to PED20093(c) – Draft By-law to Town of Dundas Zoning By-law No. 3581-86

Appendix “D” to PED20093(c) – Draft By-law to Town of Flamborough Zoning By-law No. 90-145-Z

Appendix “E” to PED20093(c) – Draft By-law to Township of Glanbrook Zoning By-law No. 464

Appendix “F” to PED20093(c) – Draft By-law to City of Hamilton Zoning By-law No. 6593

**SUBJECT: Modifications and Updates to existing Secondary Dwelling Unit and  
Secondary Dwelling Unit – Detached Regulations (PED20093(c)) (City  
Wide) - Page 11 of 11**

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Appendix “G” to PED20093(c) – Draft By-law to City of Stoney Creek Zoning By-law No.  
3692-92

Appendix “H” to PED20093(c) – Summary of Regulation Changes

SM/AF:sd

**Appendix “A” to Report PED20093(c)**  
**Page 1 of 12**

**Authority:** Item  
 Report: (PED20093(c))  
 CM:  
 Ward: City-wide

**Bill No.**

**CITY OF HAMILTON**

**BY-LAW No. \_\_\_\_\_**

**To Amend Zoning By-law No. 05-200  
 Respecting Modifications and Updates to  
 Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations**

**WHEREAS** Council approved Item \_\_\_\_\_ of Report \_\_\_\_\_ of the Planning Committee, at its meeting held on the 17<sup>th</sup> of May, 2022;

**AND WHEREAS** this By-law is in conformity with the Urban and Rural Hamilton Official Plans.

**NOW THEREFORE** the Council of the City of Hamilton amends Zoning By-law No. 05-200 as follows:

1. That Section 3: Definitions be amended by renaming the following definitions:

**Secondary Dwelling Unit**

**Additional Dwelling Unit**

**~~Secondary Dwelling Unit -  
 Detached~~**

**Additional Dwelling Unit -  
 Detached**

2. That Section 4.8.1: Buildings Accessory to Residential Uses, be amended by modifying Subsection 4.8.1.1 b) to replaced “Secondary Dwelling Unit – Detached” with “Additional Dwelling Unit – Detached”.
3. That Section 4.12: Vacuum Clause be amended by modifying Subsection h) to replace “Secondary Dwelling Unit” with “Additional Dwelling Unit” so that the first sentence reads:

“h) Notwithstanding Sections 1.4 and 1.7 of this By-law, a Building Permit for an Additional Dwelling Unit...”

**Appendix “A” to Report PED20093(c)**  
**Page 2 of 12**

4. That Section 4: General Provisions, be amended by deleting Section 4.33 and 4.33.1 and replacing it with the following:

**“4.33 Additional Dwelling Unit and Additional Dwelling Unit – Detached**

- (a) Parking shall be provided in accordance with Section 5: Parking of this By-law and the following:
- i) For lands within the D5, I1, I2, C1 and TOC3 Zones, no additional parking space shall be required for either an Additional Dwelling Unit or an Additional Dwelling Unit - Detached, provided the required parking spaces which existed on May 12, 2021 for the existing dwelling shall continue to be provided and maintained; and,
  - ii) Notwithstanding Section 5.1 b) i) and ii), a maximum of two parking spaces for an Additional Dwelling Unit and/or Additional Dwelling Unit - Detached may be provided in the required Front Yard.
  - iii) In addition to Section 5.1 b) viii) 1., parking for a Additional Dwelling Unit and/or Additional Dwelling Unit – Detached shall maintain a minimum of 50% landscaped area in the Flankage Yard.

**4.33.1 Additional Dwelling Unit**

- (a) For lands within a D5, I1, I2, C1, TOC3, A1, A2 and S1 Zone, a maximum of one Additional Dwelling Unit shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling, or a Street Townhouse Dwelling on a divided or undivided lot and shall not result in a change to the defined dwelling type on the lot.
- (b) All the regulations of this By-law applicable to the existing dwelling shall continue to apply unless specifically provided in Section 4.33.1.
- (c) There shall be no outside stairway above the first floor other than a required exterior exit.
- (d) A maximum of one entrance shall be permitted on the front façade of a dwelling containing an Additional Dwelling Unit.



- i) Notwithstanding Section 4.33.1 (d) an additional entrance may be located on the front façade of the principal dwelling for lands identified on Figure 24 of Schedule F – Special Figures.

#### **4.33.2 Additional Dwelling Unit – Detached**

- (a) For lands within a D5, I1, I2, C1, and TOC3 Zone, a maximum of one Additional Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling, or a Street Townhouse Dwelling.
- (b) In addition to Section 4.33.2 (a), a legally established accessory building existing as of May 12, 2021, may be converted to the one Additional Dwelling Unit - Detached permitted on a lot containing an existing Single Detached Dwelling, Semi-Detached Dwelling, or Street Townhouse Dwelling subject to the following provision:
  - i) Any additions over 10% of the existing gross floor area of the legally established accessory building converted to an Additional Dwelling Unit – Detached shall be in accordance with the regulations of Section 4.33.2.
- (c) All the regulations of this By-law applicable to the existing dwelling shall continue to apply unless specifically provided in Section 4.33.2.
- (d) An Additional Dwelling Unit – Detached shall only be permitted in a Rear and/or interior Side Yard.
- (e) A minimum 1.2 metre setback shall be provided from the interior Side Lot Line and Rear Lot Line.
  - i) Notwithstanding Section 4.33.2 (e), an eave or a gutter may extend a maximum of 0.45 metres into a required minimum setback area.
  - ii) In addition to Section 4.33.2 (e), a landscape strip is required to be provided within the required side yard adjacent to an Additional Dwelling Unit – Detached and shall be limited to sod, ground cover, or permeable pavers.

**Appendix “A” to Report PED20093(c)****Page 4 of 12**

- (f) An Additional Dwelling Unit – Detached shall not be located closer to the flankage street than the principal dwelling.
- (g) An unobstructed path with a minimum 1.0 metre width and minimum 2.1 metre clearance in height from a street line to the entrance of the Additional Dwelling Unit – Detached shall be provided and maintained.
- (h) The following building separation shall be provided:
  - i) Where an Additional Dwelling Unit – Detached is in the Rear Yard, a minimum distance of 7.5 metres shall be required between the rear wall of the principal dwelling and the Additional Dwelling Unit – Detached.
  - ii) Where an Additional Dwelling Unit – Detached is in an Interior Side Yard, the following is required:
    - (A) A minimum distance of 4.0 metres shall be provided between the side wall of the principal dwelling and an Additional Dwelling Unit – Detached; and,
    - (B) An Additional Dwelling Unit – Detached shall be set back a minimum 5.0 metres from the front façade of the principal dwelling.
- (i) A maximum height of 6.0 metres shall be permitted.
  - i) Notwithstanding Section 4.33.2 (i), balconies and rooftop patios shall be prohibited above the first floor level.
- (j) The maximum gross floor area shall not exceed the lesser of 75 square metres or the gross floor area of the principal dwelling.
  - i) Notwithstanding Section 4.33.2 (j), the maximum combined lot coverage of all accessory buildings and the Additional Dwelling Unit - Detached shall be 25%.
- (k) A minimum landscaped area of 12.0 square metres shall be provided and maintained within the rear yard.”

5. That Section 4.33.2 be amended as follows:

- i) By renumbering the Section from 4.33.2 to 4.33.3;

## Appendix "A" to Report PED20093(c)

## Page 5 of 12

- ii) By replacing the term "Secondary Dwelling Unit" with "Additional Dwelling Unit"; and,
  - ii) By deleting reference to "4.33.2" found in clause b), and replacing it with "4.33.3".
6. That Section 5.2 e) i) a) is amended to add the words ", permeable pavers" between the word "stone" and "or gravel" so it reads as follows:
- "Shall be provided and maintained with stable surfaces such as asphalt, concrete or other hard-surfaced material, crushed stone, permeable pavers or gravel, and shall be maintained in a dust free condition."
7. That Section 5: Parking Regulations be amended by modifying Subsection 5.6 a) i. – Residential Uses and Subsections 5.6 c) i. – Residential Uses, by replacing the terms "Secondary Dwelling Unit" and "Secondary Dwelling Unit – Detached", with "Additional Dwelling Unit" and "Additional Dwelling Unit- Detached", and by modifying Subsection 5.6 c) vii. – Uses in A1 and A2 Zones, by replacing the term "Secondary Dwelling Unit" with "Additional Dwelling Unit".
8. That Section 6.5.3.8, 8.1.3.8, 8.2.3.9, 10.1.7, 11.3.8, 12.1.3.4, 12.2.3.8, and 12.3.4, be amended by replacing the term "Secondary Dwelling Unit Regulations" with "Additional Dwelling Unit Regulations".
9. That Schedule "C" – Special Exceptions, be amended as follows:
- i) By modifying Special Exception 375, clause b) by replacing "Secondary Dwelling Unit" with "Additional Dwelling Unit".
  - ii) By modifying Special Exception 800, 801, 802, 803, 804, 805, 806, and 808, by deleting clause b) and replacing it with "Section 4.33 shall not apply".
10. That Schedule "F" – Special Figures, be amended by repealing and replacing Special Figures 24, and 24.1 to 24.5, appended to this By-law.
11. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.
12. That for the purposes of the Ontario Building Code, this By-law or any part of it is not made until it has come into force as provided by Section 34 of the *Planning Act*.
13. That this By-law comes into force in accordance with Section 34 of the *Planning Act*.

**Appendix "A" to Report PED20093(c)**  
**Page 6 of 12**

**PASSED** this \_\_\_\_\_ , 2022

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Fred Eisenberger  
Mayor

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A. Holland  
City Clerk

CI 20-E

Appendix "A" to Report PED20093(c)  
Page 7 of 12



**Special Figure 24: Areas where one additional entrance may be located on the front facade of a dwelling containing an Additional Dwelling Unit.**

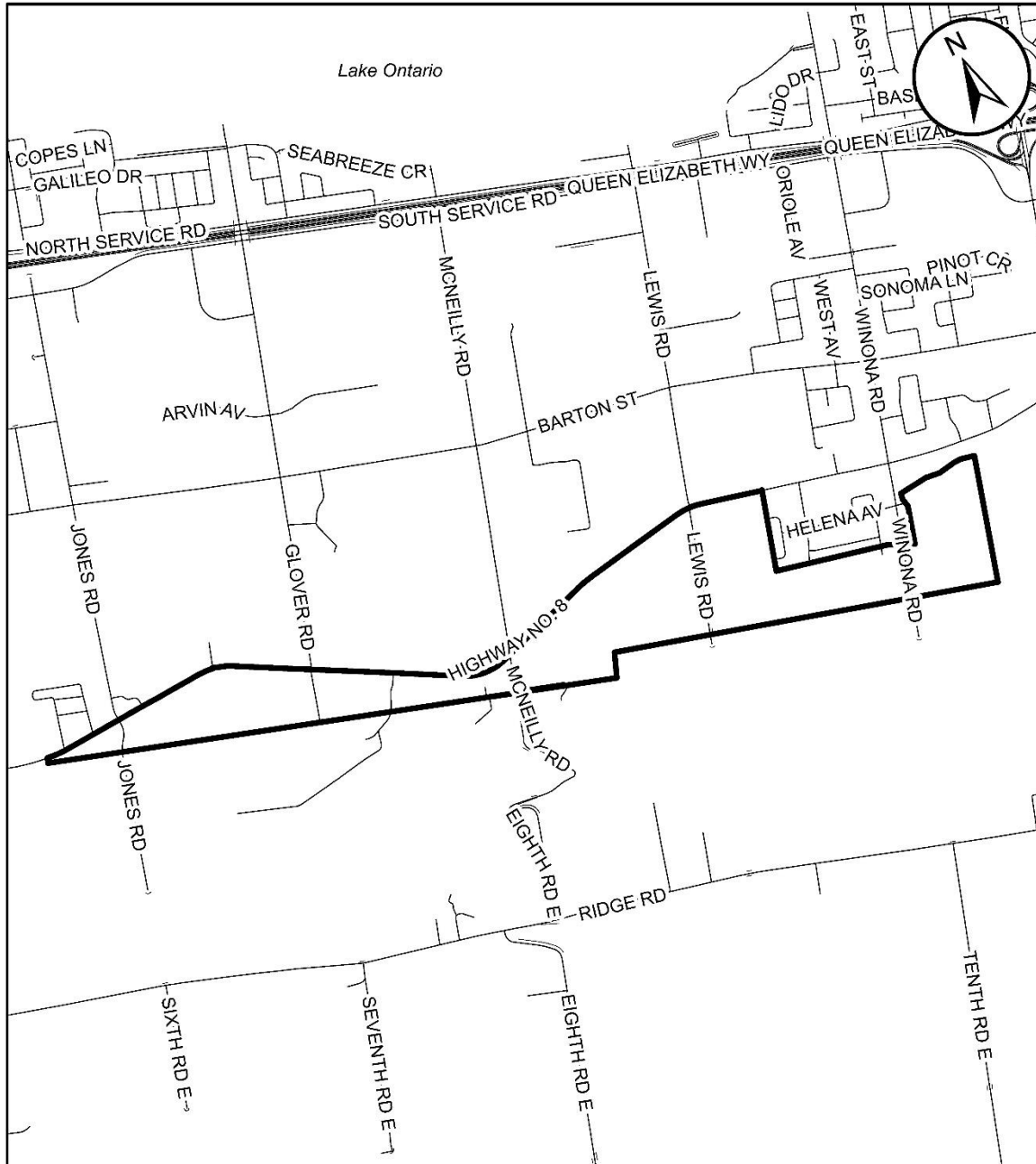
Date:  
April 14, 2022

**Legend**

 Lower Hamilton Lands



Appendix "A" to Report PED20093(c)  
Page 8 of 12



Special Figure 24.1: Additional Dwelling Units Prohibited in the Lower Stoney Creek Lands

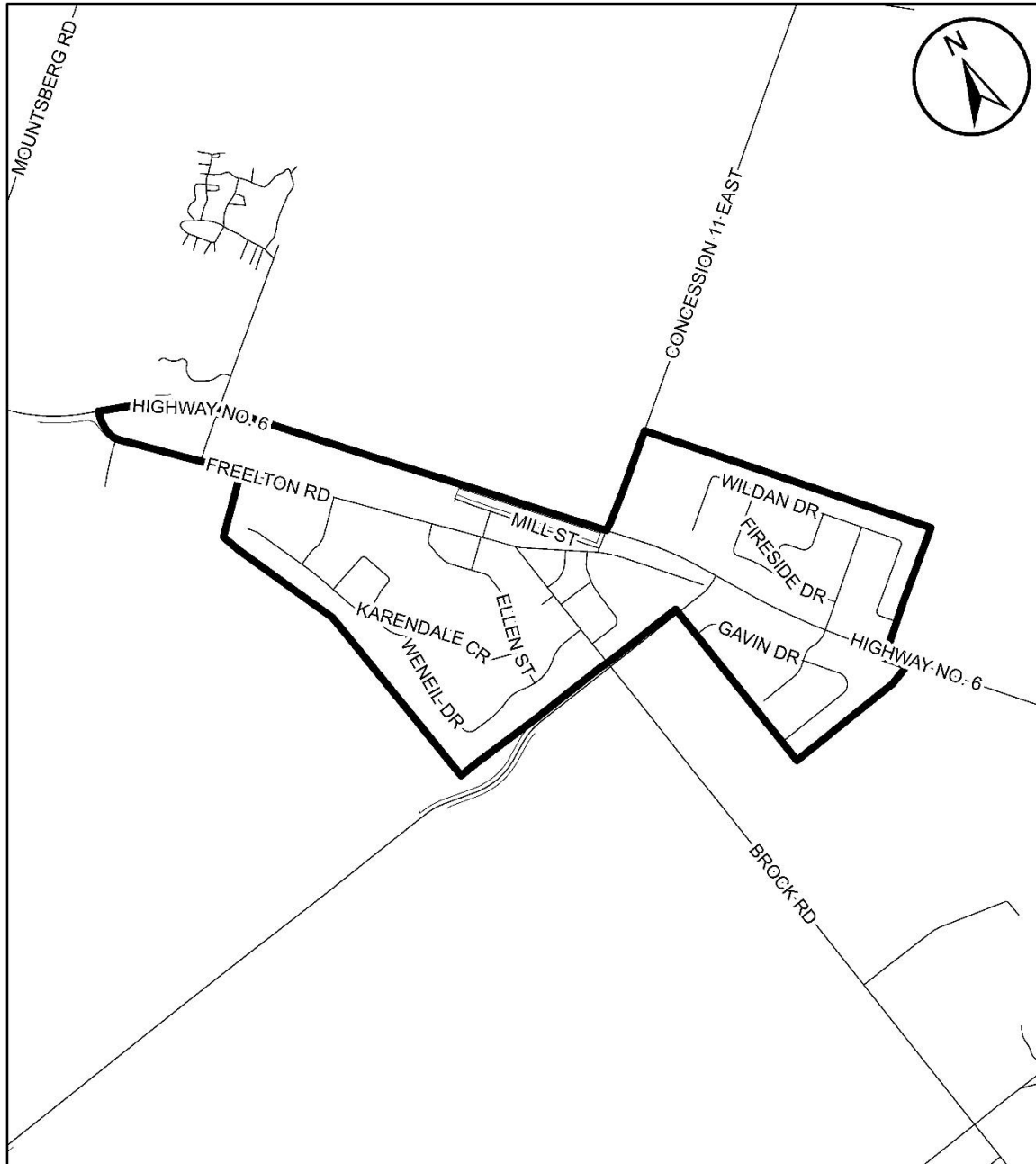
Date:  
April 14, 2022

Legend

 Lower Stoney Creek Lands



Appendix "A" to Report PED20093(c)  
Page 9 of 12



Special Figure 24.2: Additional Dwelling Units Prohibited in the Freelon Rural Settlement Area

Date:  
April 14, 2022

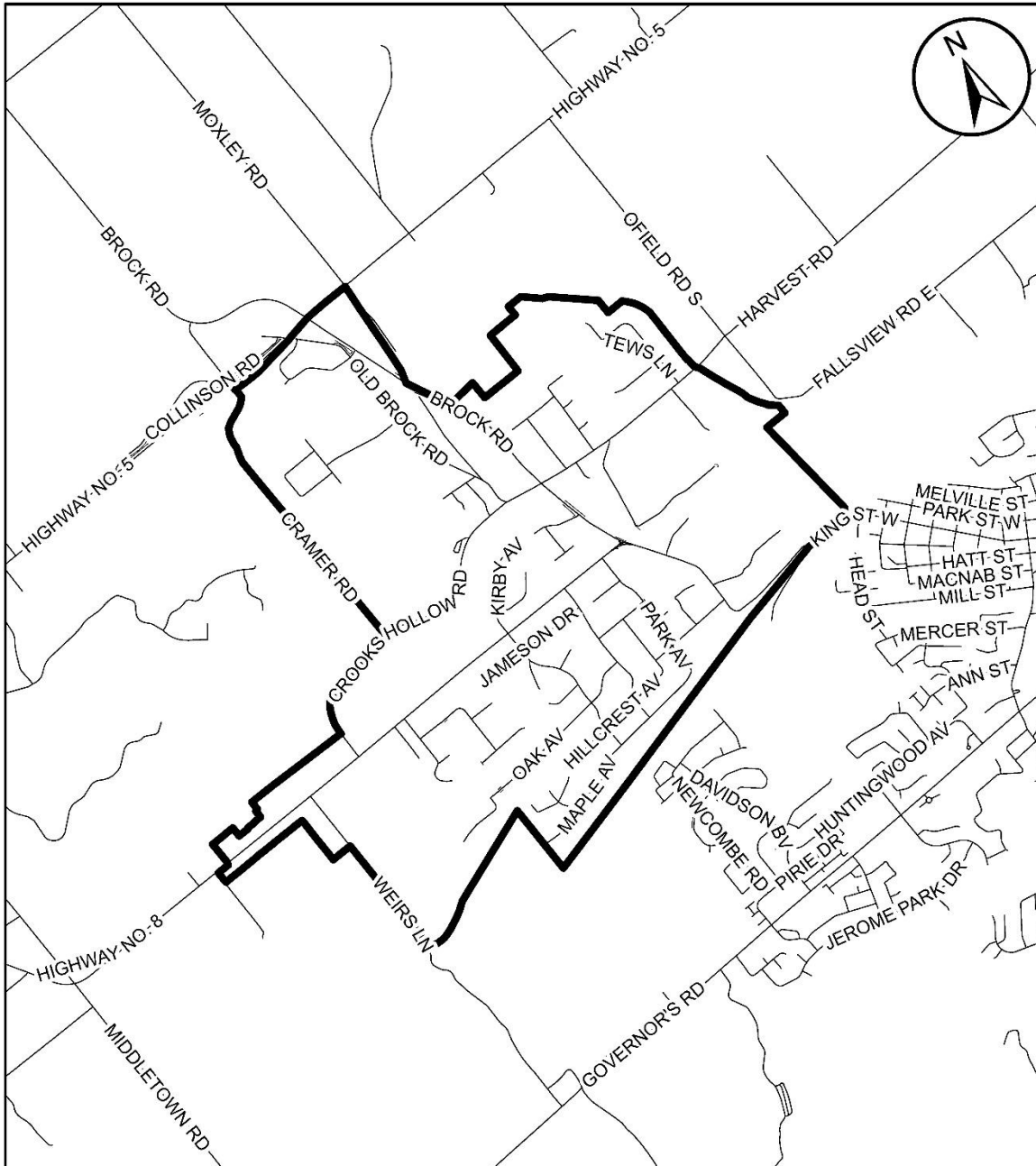
Legend

 Freelon Rural Settlement Area





Appendix "A" to Report PED20093(c)  
Page 10 of 12



Special Figure 24.3: Additional Dwelling Units Prohibited in the Greenville Rural Settlement Area

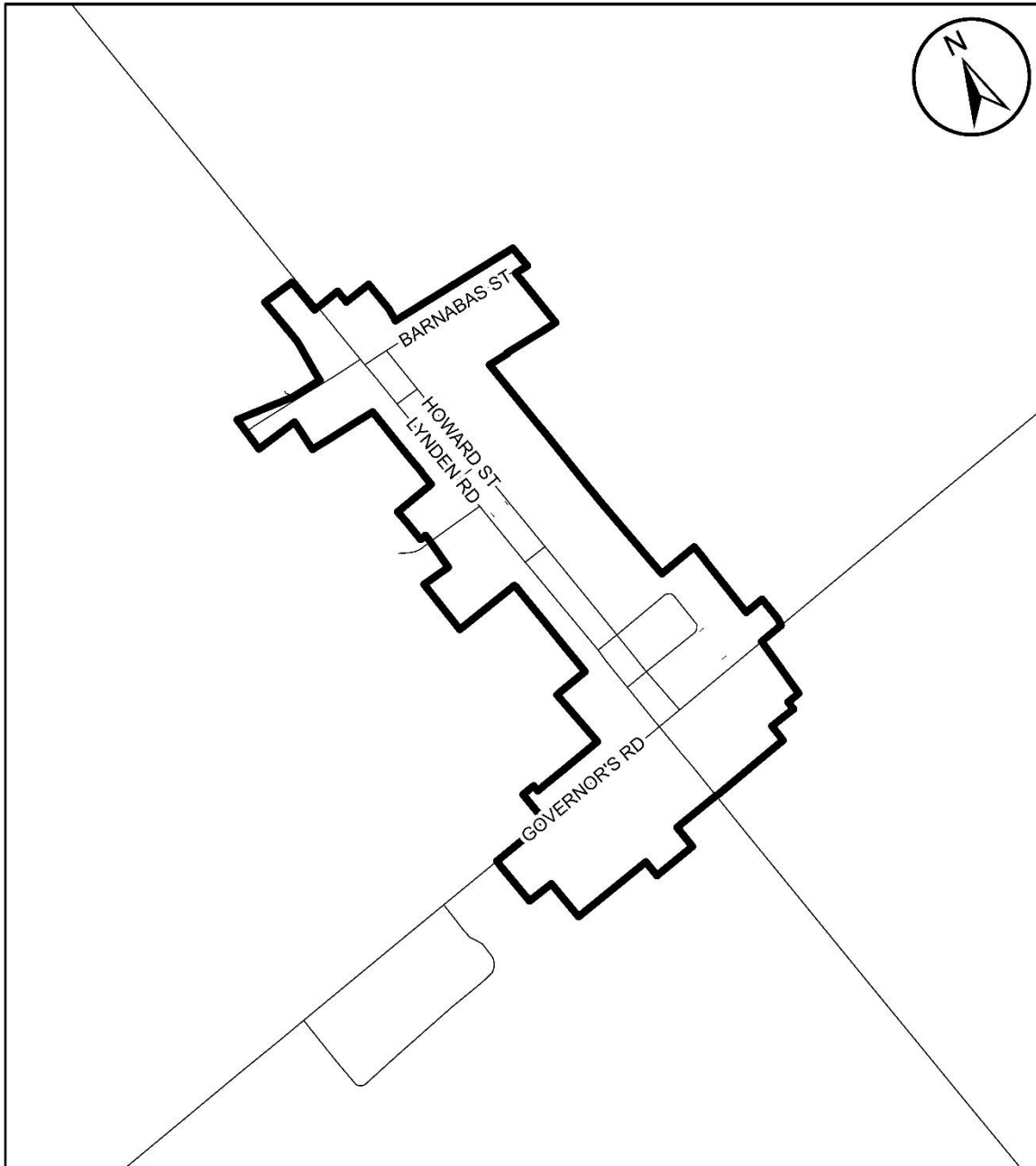
Date:  
April 14, 2022

Legend

 Greenville Rural Settlement Area



Appendix "A" to Report PED20093(c)  
Page 11 of 12



Special Figure 24.4: Secondary Dwelling Units Prohibited in the Lynden Rural Settlement Area

Date:  
April 14, 2022

Legend

 Lynden Rural Settlement Area



**Appendix "A" to Report PED20093(c)**  
**Page 12 of 12**

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

Is this by-law derived from the approval of a Committee Report? Yes	
Committee: Planning Committee	Report No.: PED20093(c) Date: 05/17/2022
Ward: City-wide	(MM/DD/YYYY)

Prepared by: Shannon McKie	Phone No: ext. 1288
<i>For Office Use Only, this doesn't appear in the by-law</i>	

**Appendix “B” to Report PED20093(c)**  
**Page 1 of 6**

**Authority:** Item  
 Report (PED20093(c))  
 CM:  
 Ward: City Wide

**Bill No.**

**CITY OF HAMILTON**

**BY-LAW No. \_\_\_\_\_**

**To Amend Zoning By-law No. 87-57 Respecting Modifications and Updates to  
 Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations**

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

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

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

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

**AND WHEREAS** Council, in approving Item \_\_\_\_\_ of Report \_\_\_\_\_ of the Planning Committee, at its meeting held on the 17<sup>th</sup> of May, 2022, recommended that Zoning By-law No. 87-57 (Ancaster), be amended as hereinafter provided;

**AND WHEREAS** this By-law conforms to the Urban Hamilton Official Plan;

**NOW THEREFORE** Council of the City of Hamilton amends Zoning By-law No. 87-57 (Ancaster) as follows:

1. That Section 3: DEFINITIONS, is amended by adding the following definitions:

**“3.128.1      “Secondary Dwelling Unit”**

Means a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling.

**3.128.2      “Secondary Dwelling Unit - Detached”**

Means a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling.”

2. That Section 7: GENERAL PROVISIONS, is amended by adding the following clause to Subsection 7.18 (a):

“(ix) For the purposes of Section 9.14.2, a Secondary Dwelling Unit – Detached, shall not be considered an accessory building or structure.”

3. That Section 9: GENERAL PROVISIONS FOR RESIDENTIAL ZONES, is amended by deleting Section 9.14 in its entirety and replacing it with the following:

**“9.14      Secondary Dwelling Unit and Secondary Dwelling Unit – Detached**

- (a) Parking shall be provided in accordance with Section 7.14 of this By-law and the following:
- (i) No additional parking space shall be required for either a Secondary Dwelling Unit or a Secondary Dwelling Unit - Detached, provided the required parking spaces which existed on May 12, 2021 for the existing dwelling shall continue to be provided and maintained;
  - (ii) A maximum of two parking spaces for a Secondary Dwelling Unit and/or Secondary Dwelling Unit - Detached may be provided in the required Front Yard; and,
  - (iii) In addition to the requirements of Section 7.14 (a) (xiii), the surface of a parking area may include permeable pavers.

**9.14.1 Secondary Dwelling Unit**

- (a) For lands within a “ER”, “R1”, “R2”, “R3”, “R4”, “R5”, “RM1”, and “RM2” Zone, a maximum of one Secondary Dwelling Unit shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling, or a Street Townhouse Dwelling on a divided or undivided lot and shall not result in a change to the defined dwelling type on the lot.
- (b) All the regulations of this By-law applicable to the existing dwelling shall continue to apply unless specifically provided in Section 9.14.1.
- (c) There shall be no outside stairway above the first floor other than a required exterior exit.
- (d) A maximum of one entrance shall be permitted on the front façade of a dwelling containing a Secondary Dwelling Unit.
- (e) Notwithstanding Section 9.6, a Secondary Dwelling Unit may be permitted in a basement or cellar.

**9.14.2 Secondary Dwelling Unit – Detached**

- (a) For lands within a “ER”, “R1”, “R2”, “R3”, “R4”, “R5”, “RM1”, and “RM2” Zone, a maximum of one Secondary Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling, or a Street Townhouse Dwelling.
- (b) In addition to Section 9.14.2 (a), a legally established accessory building existing as of May 12, 2021, may be converted to the one Secondary Dwelling Unit - Detached permitted on a lot containing an existing Single Detached Dwelling, Semi-Detached Dwelling, or Street Townhouse Dwelling subject to the following provision:
  - (i) Any additions over 10% of the existing gross floor area of the legally established accessory building converted to a Secondary Dwelling Unit – Detached shall be in accordance with the regulations of Section 9.14.2.
- (c) All the regulations of this By-law applicable to the existing dwelling shall continue to apply unless specifically provided in Section 9.14.2.

**Appendix “B” to Report PED20093(c)****Page 4 of 6**

- (d) A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and/or interior Side Yard.
- (e) A minimum 1.2 metre setback shall be provided from the interior Side Lot Line and Rear Lot Line.
  - (i) Notwithstanding Section 9.14.2 (e), an eave or a gutter may extend a maximum of 30 centimetres into a required minimum setback area.
  - (ii) In addition to Section 9.14.2 (e), a landscape strip is required to be provided within the required side yard adjacent to a Secondary Dwelling Unit – Detached and shall be limited to sod, ground cover, or permeable pavers.
- (f) A Secondary Dwelling Unit – Detached shall not be located closer to the flankage street than the principal dwelling.
- (g) An unobstructed path with a minimum 1.0 metre width and minimum 2.1 metre clearance in height from a street line to the entrance of the Secondary Dwelling Unit – Detached shall be provided and maintained.
- (h) The following building separation shall be provided:
  - (i) Where a Secondary Dwelling Unit – Detached is located in the Rear Yard, a minimum distance of 7.5 metres shall be required between the rear wall of the principal dwelling and the Secondary Dwelling Unit – Detached.
  - (ii) Where a Secondary Dwelling Unit – Detached is located in an interior Side Yard, the following is required:
    - (A) A minimum distance of 4.0 metres shall be provided between the side wall of the principal dwelling and a Secondary Dwelling Unit – Detached; and,
    - (B) A Secondary Dwelling Unit – Detached shall be set back a minimum 5.0 metres from the front façade of the principal dwelling.
- (i) A maximum height of 6.0 metres shall be permitted.



**Appendix “B” to Report PED20093(c)**

- (i) Notwithstanding Section 9.14.2 (i), balconies and rooftop patios shall be prohibited above the first floor level.
  - (j) The maximum gross floor area shall not exceed the lesser of 75 square metres or the gross floor area of the principal dwelling.
    - (i) Notwithstanding Section 9.14.2 (j), the maximum combined lot coverage of all accessory buildings and the Secondary Dwelling Unit - Detached shall be 25%.
  - (k) A minimum landscaped area of 12.0 square metres shall be provided and maintained within the Rear Yard.”
4. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.
5. That for the purposes of the Ontario Building Code, this By-law or any part of it is not made until it has come into force as provided by Section 34 of the *Planning Act*.
6. That this By-law comes into force in accordance with Section 34 of the *Planning Act*.

**PASSED** this \_\_\_\_\_ , 2022

\_\_\_\_\_  
Fred Eisenberger  
Mayor

\_\_\_\_\_  
A. Holland  
City Clerk

CI 20-E

**Appendix "B" to Report PED20093(c)**

**Page 6 of 6**

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

Is this by-law derived from the approval of a Committee Report? Yes	
Committee: Planning Committee	Report No.: PED20093(c) Date: 05/17/2022
Ward: City-wide	(MM/DD/YYYY)

Prepared by: Shannon McKie	Phone No: ext. 1288
<i>For Office Use Only, this doesn't appear in the by-law</i>	

## Appendix "C" to Report PED20093(c)

Page 1 of 9

**Authority:** Item  
 Report (PED20093(c))  
 CM:  
 Ward: City Wide

**Bill No.**

**CITY OF HAMILTON**

**BY-LAW NO.**

**To Amend Zoning By-law 3581-86 Respecting Modifications and Updates to Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations**

**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 Town of Dundas" and is the successor to the former Regional Municipality, namely, The Regional Municipality of Hamilton-Wentworth;

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

**AND WHEREAS** Zoning By-law No. 3581-86 (Dundas) was enacted on the 22nd day of May 1986, and approved by the Ontario Municipal Board on the 10th day of May, 1988

**AND WHEREAS** Council, in approving Item of Report of the Planning Committee, at its meeting held on the 17<sup>th</sup> day of May, 2022, recommended that Zoning By-law No. 3581-86 (Dundas) be amended as hereinafter provided;

**AND WHEREAS** this By-law is in conformity with the Urban Hamilton Official Plan;

**NOW THEREFORE** the Council of the City of Hamilton amends Zoning By-law No. 3581-86 (Dundas) as follows:

1. That SECTION 3: DEFINITIONS, be amended by adding the following definitions:

"3.2.28.1 **SECONDARY DWELLING UNIT**

Means a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling.

## Appendix "C" to Report PED20093(c)

Page 2 of 9

3.2.28.2 **SECONDARY DWELLING UNIT – DETACHED**

Means a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling."

2. That Section 6: GENERAL REGULATIONS, be amended by adding a clause to Subsection 6.2.1 ii) as follows:

"6.2.1 ii) a) For the purposes of Section 6.31, a Secondary Dwelling Unit – Detached, shall not be considered an accessory building or structure."

3. That Section 6: GENERAL REGULATIONS, be amended by deleting Section 6.31 in its entirety and replacing it with the following:

**"6.31 SECONDARY DWELLING UNIT AND SECONDARY DWELLING UNIT – DETACHED**

- i) Parking shall be provided in accordance with Section 7 of this by-law and the following:
- a) No additional parking space shall be required for either a Secondary Dwelling Unit or a Secondary Dwelling Unit - Detached, provided the required parking spaces which existed on May 12, 2021 for the existing dwelling shall continue to be provided and maintained;
  - b) Notwithstanding Section 7.1.1, a maximum of two parking spaces for a Secondary Dwelling Unit and/or Secondary Dwelling Unit Detached, may be provided in the required Front Yard; and,
  - c) In addition to Section 6.11.3, parking for a Secondary Dwelling Unit and/or Secondary Dwelling Unit – Detached shall maintain a minimum of 50% landscaped area in the exterior Side Yard.

**6.31.1 Secondary Dwelling Unit**

- i) For lands within a R1, R2, R3, R3A, R4, R6, RM1, R.C.C., and RH-1 Zone, a maximum of one Secondary Dwelling Unit shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling, or a Street Townhouse Dwelling on a divided or undivided lot and shall not result in a change to the defined dwelling type on the lot.

**Appendix “C” to Report PED20093(c)****Page 3 of 9**

- ii) All the regulations of this By-law applicable to the existing dwelling shall continue to apply unless specifically provided in Section 6.31.1.
- iii) There shall be no outside stairway above the first floor other than a required exterior exit.
- iv) A maximum of one entrance shall be permitted on the front façade of a dwelling containing a Secondary Dwelling Unit.
- v) Notwithstanding the R1, R2, R3, R4 Zones, the R.C.C. Zone, and the RH-1 Zone, where an Accessory Apartment in a Dwelling Converted is permitted, a Building Permit for a Secondary Dwelling Unit may be issued in accordance with any minor variance, site specific zoning, site plan that has been approved or conditionally approved by the City of Hamilton or the Ontario Land Tribunal as it read on the day before By-law No. 21-073 was passed by Council, provided the Building Permit application complies with Zoning By-law No. 3581-86, as amended, that affected the lot before By-law No. 21-073 came into effect. For the purposes of determining zoning conformity the following provisions shall apply:
  - a) This By-law is deemed to be modified to the extent necessary to permit a building or structure that is erected in accordance with Section 6.31.1 v).
  - b) Once the permit or approval under Section 6.31.1 v), has been granted, the provisions of this By-law apply in all other respects to the land in question.

**6.31.2 Secondary Dwelling Unit – Detached**

- i) For lands within a R1, R2, R3, R3A, R4, R6, RM1, R.C.C., and RH-1 Zone, a maximum of one Secondary Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling, or a Street Townhouse Dwelling.
- ii) In addition to Section 6.31.2, a legally established accessory building existing as of May 12, 2021, may be converted to the one Secondary Dwelling Unit - Detached permitted on a lot containing an existing Single Detached Dwelling, Semi-Detached Dwelling, or Street Townhouse Dwelling subject to the following provision:

**Appendix “C” to Report PED20093(c)****Page 4 of 9**

- a) Any additions over 10% of the existing gross floor area of the legally established accessory building converted to a Secondary Dwelling Unit – Detached shall be in accordance with the regulations of Section 6.31.2
- iii) All the regulations of this By-law applicable to the existing dwelling shall continue to apply unless specifically provided in Section 6.31.2.
- iv) A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and/or interior Side Yard.
- v) Notwithstanding Section 6.18, for a Through Lot, the Rear Yard shall be established in accordance with Section 3.2.56.
- vi) A minimum 1.2 metre setback shall be provided from the interior Side Lot Line and Rear Lot Line.
  - a) Notwithstanding Section 6.31.2 vi), an eave or a gutter may extend a maximum of 30 centimetres into a required minimum setback area.
  - b) In addition to Section 6.31.2 vi) a landscape strip is required to be provided within the required side yard adjacent to a Secondary Dwelling Unit – Detached and shall be limited to sod, ground cover, or permeable pavers.
- vii) A Secondary Dwelling Unit – Detached shall not be located closer to the flankage street than the principal dwelling.
- viii) An unobstructed path with a minimum 1.0 metre width and minimum 2.1 metre clearance in height from a street line to the entrance of the Secondary Dwelling Unit – Detached shall be provided and maintained.
- ix) The following building separation shall be provided:
  - a) Where a Secondary Dwelling Unit – Detached is located in the Rear Yard, a minimum distance of 7.5 metres shall be required between the rear wall of the principal dwelling and the Secondary Dwelling Unit – Detached.
  - b) Where a Secondary Dwelling Unit – Detached is located in an Interior Side Yard, the following is required:
    - (A) A minimum distance of 4.0 metres shall be provided between the side wall of the principal dwelling and a Secondary Dwelling Unit – Detached; and,

## Appendix “C” to Report PED20093(c)

## Page 5 of 9

- (B) A Secondary Dwelling Unit – Detached shall be set back a minimum 5.0 metres from the front façade of the principal dwelling.
- x) A maximum height of 6.0 metres shall be permitted.
    - a) Notwithstanding Section 6.31.2 x), balconies and rooftop patios shall be prohibited above the first floor level.
  - xi) The maximum gross floor area shall not exceed the lesser of 75 square metres or the gross floor area of the principal dwelling.
    - a) Notwithstanding Section 6.31.2 xi), the maximum combined lot coverage of all accessory buildings and the Secondary Dwelling Unit - Detached shall be 25%.
    - xii) A minimum landscaped area of 12.0 square metres shall be provided and maintained within the Rear Yard.”
4. That Section 7: OFF-STREET PARKING AND LOADING, be amended by modifying Subsection 7.9.2 by adding “, permeable pavers,” after “A gravel or similar surface”;
5. That Subsections 8.8.1, 9.8.1, 10.10.1, 10A.6.1, 11.12, 11A.7.1, 12.9.1, 15A.11.1, and 15B.5.1 be amended by deleting “Section 4.33” from the end of the sentence and replacing it with “Section 6.31”;
6. That Section 11 : LOW DENSITY RESIDENTIAL ZONE (R4), be amended as follows:
- i) By deleting “up to a maximum of three separate dwelling units.” from the end of the PURPOSE paragraph;
  - ii) By modifying Section 11.1.4 so that it reads: “CONVERSIONS TO THREE SEPARATE DWELLING UNITS”;
  - iii) By modifying Section 11.5 so that it reads: “REGULATIONS FOR CONVERSIONS TO THREE (3) SEPARATE DWELLING UNITS”.
  - iv) By deleting Subsection 11.5.6 and replacing it with the following:
 

“11.5.6        OFF-STREET PARKING AND LOADING

11.5.6.1        No parking spaces shall be required, provided the required parking spaces which existed on XX, 2022 for the existing dwelling shall continue to be provided and maintained.



## Appendix "C" to Report PED20093(c)

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- i) Notwithstanding 11.5.6.1, on a lot containing a Secondary Dwelling Unit – Detached, one parking space shall be required for the third Dwelling Unit of a conversion."

- v) By deleting Subsection 11.12 and replacing it with the following:

"11.12            REGULATIONS FOR A SECONDARY DWELLING UNIT

11.12.1        Shall comply with the provisions of Section 6.31.

- i) In addition to Section 6.31, one parking space shall be required for a Secondary Dwelling Unit – Detached if it constitutes the fourth Dwelling Unit on a lot."

- 7. That Section 13 : MEDIUM DENSITY MULTIPLE DWELLING ZONE (RM2), be amended by deleting Subsection 13.3.6 and replacing it with the following:

"13.3.6            OFF-STREET PARKING AND LOADING

13.3.6.1        One parking space shall be required for the fourth Dwelling Unit, provided the required parking spaces which existed on XX, 2022 for the existing dwelling, shall continue to be provided and maintained.

- 8. That Section 15A: RESIDENTIAL AND COMMERCIAL CONVERSION ZONE (R.C.C.), be amended as follows:

- i) By modifying Subsection 15A.1.4 so that it reads: "CONVERSIONS GREATER THAN TWO UP TO A MAXIMUM OF FOUR (4) SEPARATE DWELLING UNITS";
- ii) By modifying Subsection 15A.5 so that it reads: "REGULATIONS FOR CONVERSIONS, GREATER THAN TWO UP TO A MAXIMUM OF FOUR (4) SPEARATE DWELLING UNITS";
- iii) By deleting Subsection 15A.5.6 and replacing it with the following:

"15A.5.6            OFF STREET PARKING AND LOADING

15A.5.6.1        One parking space shall be required for the fourth Dwelling Unit of a conversion, provided the required parking spaces which existed on XX, 2022 for the existing dwelling shall continue to be provided and maintained

**Appendix “C” to Report PED20093(c)**  
**Page 7 of 9**

- i) In addition to 15A.5.6.1, on a lot containing a Secondary Dwelling Unit – Detached, one parking space shall be required for the third Dwelling Unit of a conversion.”
- iv) By modifying Subsection 15.A.5 by adding a new Subsection as follows:
  - “15A.5.7     DWELLING UNITS ON A LOT
  - In conjunction with Section 15A.11 – Regulations for a Secondary Dwelling Unit, no more than four Dwelling Units shall be permitted on a lot.”
- v) By deleting Subsection 15A.11 and replacing it with the following:
  - “15A.11     REGULATIONS FOR A SECONDARY DWELLING UNIT
  - 15A.11.1     Shall comply with the provisions of Section 6.31.
    - i) In addition to the regulations of Section 6.31, one parking space shall be required for a Secondary Dwelling Unit – Detached if it constitutes the fourth Dwelling Unit on a lot.”
- 9. That Section 15B: SINGLE DETACHED RESIDENTIAL ZONE: CROSS-MELVILLE HERITAGE DISTRICT (RH-1) be amended as follows:
  - i) By renumbering Subsection 15B2.2.2: REAR YARD, to Subsection 15B2.2.3.
  - ii) By renumber the subsections to Section 15B.3: REGULATIONS FOR BED AND BREAKFAST ESTABLISHMENTS IN AN EXISTING SINGLE DETACHED DWELLING, from Subsection 15B.5.1 – 15B.5.3 to Subsection 15B.3.1 – 15B.3.3.
- 10. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.
- 11. That for the purposes of the Ontario Building Code, this By-law or any part of it is not made until it has come into force as provided by Section 34 of the *Planning Act*.
- 12. That this By-law comes into force in accordance with Section 34 of the *Planning Act*.

**Appendix "C" to Report PED20093(c)**  
**Page 8 of 9**

**PASSED** this \_\_\_\_\_ , 2022

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F. Eisenberger  
Mayor

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A. Holland  
City Clerk

CI 20-E

**Appendix "C" to Report PED20093(c)**

**Page 9 of 9**

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

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

Committee: Planning Committee      Report No.: PED20093(c) Date: 05/17/2022

Ward: City-wide      (MM/DD/YYYY)

Prepared by: Shannon McKie      Phone No: 1288

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

## Appendix “D” to Report PED20093(c)

Page 1 of 6

**Authority:** Item  
Report (PED20093(c))  
CM:  
Ward: City Wide

**Bill No.**

## CITY OF HAMILTON

**BY-LAW No. \_\_\_\_\_**

### **To Amend Zoning By-law No. 90-145-Z Respecting Modifications and Updates to Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations**

**WHEREAS** the City of Hamilton Act, 1999, Statutes of Ontario 1999 Chap. 14, Schedule C did incorporate, as of January 1st, 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 Town of Flamborough”, and is the successor of the former Regional Municipality, namely, “the Regional Municipality of Hamilton-Wentworth”;

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

**AND WHEREAS** Zoning By-law No. 90-145-Z (Flamborough) was enacted on the 5th of November 1990 and approved by the Ontario Municipal Board on the 21st of December, 1991;

**AND WHEREAS** Council, in approving Item \_\_\_\_\_ of Report \_\_\_\_\_ of the Planning Committee, at its meeting held on the 17<sup>th</sup> day of May, 2022, recommended that Zoning By-law No. 90-145-Z (Flamborough) be amended as hereinafter provided;

**AND WHEREAS** this By-law conforms to the Urban Hamilton Official Plan;

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

1. That Section 3: Definitions be amended by adding the following definitions:

“**SECONDARY DWELLING UNIT** shall mean a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling.

## Appendix "D" to Report PED20093(c)

## Page 2 of 6

**SECONDARY DWELLING UNIT – DETACHED** shall mean a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling."

2. That Subsection 5.2.1 of Section 5: General Provisions be amended by adding the following Subsection:

"a) For the purposes of Section 5.43.2, a Secondary Dwelling Unit – Detached, shall not be considered an accessory building or structure."

3. That Section 5: General Provisions be amended by deleting Section 5.43 in its entirety and replacing it with the following:

**"5.43 SECONDARY DWELLING UNIT AND SECONDARY DWELLING UNIT - DETACHED**

- (a) Parking shall be provided in accordance with Section 5.21 of this By-law and the following:
- (i) No additional parking space shall be required for either a Secondary Dwelling Unit or a Secondary Dwelling Unit - Detached, provided the required parking spaces which existed on May 12, 2021 for the existing dwelling shall continue to be provided and maintained;
  - (ii) Notwithstanding Section 5.21.5 (a) as it regulates the location of required parking spaces, a maximum of two parking spaces for a Secondary Dwelling Unit and/or Secondary Dwelling Unit - Detached may be provided in the required Front Yard; and,
  - (iii) Notwithstanding Section 5.21.5 (a) as it regulates the location of required parking spaces, parking for a Secondary Dwelling Unit and/or Secondary Dwelling Unit – Detached may be provided in the required Exterior Side Yard and shall maintain a minimum of 50% landscaped area in the Exterior Side Yard.

**5.43.1 SECONDARY DWELLING UNIT**

- (a) For lands within a R1, R4, R5, R6 and UC Zone, a maximum of one Secondary Dwelling Unit shall be permitted within a Single Detached Dwelling, Semi-Detached Dwelling, Link or Street Townhouse Dwelling on a divided or undivided lot and shall not result in a change to the defined dwelling type on the lot.
- (b) All the regulations of this By-law applicable to the existing dwelling shall continue to apply unless specifically provided in Section 5.43.1.

**Appendix “D” to Report PED20093(c)****Page 3 of 6**

- (c) There shall be no outside stairway above the first floor other than a required exterior exit.
- (d) maximum of one entrance shall be permitted on the front façade of a dwelling containing a Secondary Dwelling Unit.

**5.43.2 SECONDARY DWELLING UNIT - DETACHED**

- (a) For lands within a R1, R4, R5, R6 and UC Zone, a maximum of one Secondary Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling, Link or a Street Townhouse Dwelling.
- (b) In addition to Section 5.43.2 (a), a legally established accessory building existing as of May 12, 2021, may be converted to the one Secondary Dwelling Unit - Detached permitted on a lot containing an existing Single Detached Dwelling, Semi-Detached Dwelling, or Street Townhouse Dwelling subject to the following provision:
  - (i) Any additions over 10% of the existing gross floor area of the legally established accessory building to create a Secondary Dwelling Unit – Detached shall be in accordance with the regulations of Section 5.43.2.
- (c) All the regulations of this By-law applicable to the existing dwelling shall continue to apply unless specifically provided in Section 5.43.2.
- (d) A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and/or Interior Side Yard.
- (e) A minimum 1.2 metre setback shall be provided from the interior side lot line and rear lot line.
  - (i) Notwithstanding Section 5.43.2 (e), an eave or a gutter may extend a maximum of 30 centimetres into a required minimum setback area.
  - (ii) In addition to Section 5.43.2 (e), a landscape strip is required to be provided within the required side yard adjacent to a Secondary Dwelling Unit – Detached and shall be limited to sod, ground cover, or permeable pavers.
- (f) A Secondary Dwelling Unit – Detached shall not be located closer to the flankage street than the principal dwelling.



**Appendix “D” to Report PED20093(c)****Page 4 of 6**

- (g) An unobstructed path with a minimum 1.0 metre width and minimum 2.1 metre clearance in height from a street line to the entrance of the Secondary Dwelling Unit – Detached shall be provided and maintained.
  - (h) The following building separation shall be provided:
    - (i) Where a Secondary Dwelling Unit – Detached is located in the Rear Yard, a minimum distance of 7.5 metres shall be required between the rear wall of the principal dwelling and the Secondary Dwelling Unit – Detached.
    - (ii) Where a Secondary Dwelling Unit – Detached is located in an interior Side Yard, the following is required:
      - (A) A minimum distance of 4.0 metres shall be provided between the side wall of the principal dwelling and a Secondary Dwelling Unit – Detached; and,
      - (B) A Secondary Dwelling Unit – Detached shall be set back a minimum 5.0 metres from the front façade of the principal dwelling.
  - (i) A maximum height of 6.0 metres shall be permitted.
  - (i) Notwithstanding Section 5.43.2 (i), balconies and rooftop patios shall be prohibited above the first floor level.
  - (j) The maximum gross floor area shall not exceed the lesser of 75 square metres or the gross floor area of the principal dwelling.
    - (i) Notwithstanding Section 5.43.2 (j), the maximum combined lot coverage of all accessory buildings and the Secondary Dwelling Unit - Detached shall be 25%.
  - (k) A minimum landscaped area of 12.0 square metres shall be provided and maintained within the Rear Yard.”
4. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.
5. That for the purposes of the Ontario Building Code, this By-law or any part of it is not made until it has come into force as provided by Section 34 of the *Planning Act*.

**Appendix “D” to Report PED20093(c)**

6. That this By-law comes into force in accordance with Section 34 of the *Planning Act*.

**PASSED** this \_\_\_\_\_, 2022

---

Fred Eisenberger  
Mayor

---

A. Holland  
City Clerk

CI 20-E

**Appendix "D" to Report PED20093(c)**

**Page 6 of 6**

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

Committee: Planning Committee      Report No.: PED20093(c)      Date: 05/17/2022

Ward: City-wide      (MM/DD/YYYY)

Prepared by: Shannon McKie

Phone No: ext. 1288

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

**Appendix “E” to Report PED20093(c)**  
**Page 1 of 6**

**Authority:** Item ,  
 Report: (PED20093(c))  
 CM:  
 Ward: City-wide

**Bill No.**

**CITY OF HAMILTON**  
**BY-LAW NO. \_\_\_\_\_**

**To Amend Zoning By-law No. 464**  
**Respecting Modifications and Updates to**  
**Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations**

**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 Town of Glanbrook" and is the successor to the former Regional Municipality, namely, The Regional Municipality of Hamilton-Wentworth;

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

**AND WHEREAS** Zoning By-law No. 464 (Glanbrook) was enacted on the 16th day of March, 1992, and approved by the Ontario Municipal Board on the 31st day of May, 1993;

**AND WHEREAS** Council, in adopting Item \_\_\_\_\_ of Report \_\_\_\_\_ of the Planning Committee, at its meeting held on the 17<sup>th</sup> day of May, 2022, recommended that Zoning By-law No. 464 (Glanbrook) be amended as hereinafter provided; and

**AND WHEREAS** this By-law will be in conformity with the Urban Hamilton Official Plan.

**NOW THEREFORE** the Council of the City of Hamilton amends Zoning By-law No. 464 (Glanbrook) as follows:

1. That Section 4: Definitions, be amended by adding the following definitions

“SECONDARY DWELLING UNIT” means a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling.

“SECONDARY DWELLING UNIT - DETACHED” means a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling.”

**To Amend Zoning By-law No. 464 Respecting the Repeal and Replacing of  
Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations  
in the former Town of Glanbrook**

2. That Section 7: General Provisions, be amended by adding a new clause to Subsection 7.13 (b), as follows:
- “(vii) For the purposes of Section 11.13, a Secondary Dwelling Unit – Detached, shall not be considered an accessory building or structure.”
3. That Section 11: General Provisions for all Residential Zones, be amended by deleting Section 11.13 in its entirety and replacing it with the following:

**“11.13 Secondary Dwelling Unit and Secondary Dwelling Unit – Detached**

- (a) Parking shall be provided in accordance with Section 7.35 of this by-law and the following:
- (i) No additional parking space shall be required for either a Secondary Dwelling Unit or a Secondary Dwelling Unit - Detached, provided the required parking spaces which existed on May 12, 2021 for the existing dwelling shall continue to be provided and maintained; and,
- (ii) A maximum of two parking spaces for a Secondary Dwelling Unit and/or Secondary Dwelling Unit - Detached may be provided in the required Front Yard.

**11.13.1 Secondary Dwelling Unit**

- (a) For lands within a “ER”, “R1”, “R2”, “R3”, “R4”, “RM1”, and “RM2” Zone, a maximum of one Secondary Dwelling Unit shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling, or a Street Townhouse Dwelling on a divided or undivided lot and shall not result in a change to the defined dwelling type on the lot.
- (b) All the regulations of this By-law applicable to the existing dwelling shall continue to apply unless specifically provided in Section 11.13.1.
- (c) Notwithstanding Section 11.7, a Secondary Dwelling Unit may be permitted in a basement or cellar.
- (d) There shall be no outside stairway above the first floor other than a required exterior exit.

**To Amend Zoning By-law No. 464 Respecting the Repeal and Replacing of  
Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations  
in the former Town of Glanbrook**

- (e) A maximum of one entrance shall be permitted on the front façade of a dwelling containing a Secondary Dwelling Unit.

**11.13.2 Secondary Dwelling Unit – Detached**

- (a) For lands within a "ER", "R1", "R2", "R3", "R4", "RM1", and "RM2" Zone, a maximum of one Secondary Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling, or a Street Townhouse Dwelling.
- (b) In addition to Section 11.13.2 (a), a legally established accessory building existing as of May 12, 2021, may be converted to the one Secondary Dwelling Unit - Detached permitted on a lot containing an existing Single Detached Dwelling, Semi-Detached Dwelling, or Street Townhouse Dwelling subject to the following provision:
  - (i) Any additions over 10% of the existing gross floor area of the legally established accessory building converted to a Secondary Dwelling Unit – Detached shall be in accordance with the regulations of Section 11.13.2.
- (c) All the regulations of this By-law applicable to the existing dwelling shall continue to apply unless specifically provided in Section 11.13.2.
- (d) A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and/or Interior Side Yard.
- (e) A minimum 1.2 metre setback shall be provided from the Interior Side Lot Line and Rear Lot Line.
  - (i) Notwithstanding Section 11.13.2 (e), an eave or gutter may extend a maximum of 30 centimetres into a required minimum setback area.
  - (ii) In addition to Section 11.13.2 (e), a landscape strip is required to be provided within the required side yard adjacent to a Secondary Dwelling Unit – Detached and shall be limited to sod, ground cover, or permeable pavers.

**To Amend Zoning By-law No. 464 Respecting the Repeal and Replacing of  
Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations  
in the former Town of Glanbrook**

- (f) A Secondary Dwelling Unit – Detached shall not be located closer to the flankage street than the principal dwelling.
  - (g) An unobstructed path with a minimum 1.0 metre width and minimum 2.1 metre clearance in height from a street line to the entrance of the Secondary Dwelling Unit – Detached shall be provided and maintained.
  - (h) The following building separation shall be provided:
    - (i) Where a Secondary Dwelling Unit – Detached is located in the Rear Yard, a minimum distance of 7.5 metres shall be required between the rear wall of the principal dwelling and the Secondary Dwelling Unit – Detached.
    - (ii) Where a Secondary Dwelling Unit – Detached is located in an Interior Side Yard, the following is required:
      - (1) A minimum distance of 4.0 metres shall be provided between the side wall of the principal dwelling and a Secondary Dwelling Unit – Detached; and,
      - (2) A Secondary Dwelling Unit – Detached shall be set back a minimum 5.0 metres from the front façade of the principal dwelling.
  - (i) A maximum height of 6.0 metres shall be permitted.
    - (a) Notwithstanding Section 11.13.2 (i), balconies and rooftop patios shall be prohibited above the first floor level.
  - (j) The maximum gross floor area shall not exceed the lesser of 75 square metres or the gross floor area of the principal dwelling.
    - (a) Notwithstanding Section 11.13.2 (j), the maximum combined lot coverage of all accessory buildings and the Secondary Dwelling Unit - Detached shall be 25%.
  - (k) A minimum landscaped area of 12.0 square metres shall be provided and maintained within the Rear Yard.”
4. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.
  5. That for the purposes of the Ontario Building Code, this By-law or any part of it is



**To Amend Zoning By-law No. 464 Respecting the Repeal and Replacing of  
Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations  
in the former Town of Glanbrook**

not made until it has come into force as provided by Section 34 of the *Planning Act*.

6. That this By-law comes into force in accordance with Section 34 of the *Planning Act*.

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

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F. Eisenberger  
Mayor

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A. Holland  
City Clerk

CI 20-E

**Appendix "E" to Report PED20093(c)**

**Page 6 of 6**

**To Amend Zoning By-law No. 464 Respecting the Repeal and Replacing of  
Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations  
in the former Town of Glanbrook**

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

Is this by-law derived from the approval of a Committee Report? Yes		
Committee: Planning Committee	Report No.: PED 22XXX	Date: 05/17/2022
Ward: City-wide		(MM/DD/YYYY)

Prepared by: Shannon McKie	Phone No: ext. 1288
<i>For Office Use Only, this doesn't appear in the by-law</i>	

**Appendix “F” to Report PED20093(c)**  
**Page 1 of 8**

**Authority:** Item \_\_\_\_\_, Planning Committee  
 Report PED20093(c)  
 CM:  
 Ward: City-wide

**Bill No.**

## CITY OF HAMILTON

### BY-LAW NO. 22-\_\_\_\_\_

#### **To Amend Zoning By-law No. 6593, Respecting Modifications and Updates to Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations**

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

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

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

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

**AND WHEREAS** the Council of the City of Hamilton, in adopting Item \_\_\_\_\_ of Report \_\_\_\_\_ of the Planning Committee at its meeting held on the 17<sup>th</sup> day of May, 2022, which recommended that Zoning By-law No. 6593, be amended as hereinafter provided;

**AND WHEREAS** this By-law is in conformity with the Urban Hamilton Official Plan, Hamilton-Wentworth Regional Official Plan and City of Hamilton Official Plan;

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

1. That SECTION 18: SUPPLEMENTARY REQUIREMENTS AND MODIFICATIONS, be amended by adding the following clause to Subsection 18.(4) (i):
  - “A. For the purposes of Section 19.(1).2, a Secondary Dwelling Unit – Detached, shall not be considered an accessory building.”
2. That SECTION 19: RESIDENTIAL CONVERSION REQUIREMENTS be amended by deleting Section 19.(1) in its entirety and replacing it with the following regulations:
  - “**19.(1) Secondary Dwelling Unit and Secondary Dwelling Unit – Detached in all Residential Districts and “H” (Community Shopping and Commercial, etc.) District**
    - (i) For the purposes of Section 19.(1), the following definitions shall apply:
      - (a) **Secondary Dwelling Unit** means a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling.
      - (b) **Secondary Dwelling Unit – Detached** means a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling.
    - (ii) Parking shall be provided in accordance with Section 18(A) of this By-law and the following:
      - (a) No additional parking space shall be required for either a Secondary Dwelling Unit or a Secondary Dwelling Unit - Detached, provided the required parking spaces which existed on May 12, 2021 for the existing dwelling shall continue to be provided and maintained;
      - (b) Notwithstanding Section 18A.(14a) and 18A.(14h) (i), a maximum of two parking spaces for a Secondary Dwelling Unit and/or Secondary Dwelling Unit - Detached may be provided in the required Front Yard; and,
      - (c) In addition to Section 18A.(31), the surface of a parking space and access driveway may include permeable pavers.

**19.(1).1 Secondary Dwelling Unit**

- (i) A maximum of one Secondary Dwelling Unit shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling, or a Street Townhouse Dwelling on a divided or undivided lot and shall not result in a change to the defined dwelling type on the lot.
- (ii) All the regulations of this By-law applicable to the existing dwelling shall continue to apply unless specifically provided in Section 19.(1).1.
- (iii) A Secondary Dwelling Unit shall contain a maximum of two bedrooms.
- (iv) There shall be no outside stairway above the first floor other than a required exterior exit.
- (v) A maximum of one entrance shall be permitted on the front façade of a dwelling containing a Secondary Dwelling Unit.
  - (a) Notwithstanding Section 19.(1).1 (v), one additional entrance may be located on the front façade of a dwelling for lots identified in Schedule “P” of Section 22.
- (vi) Notwithstanding Section 19.(1) of this By-law, a Building Permit for a Secondary Dwelling Unit may be issued in accordance with any minor variance, site specific zoning, site plan that has been approved or conditionally approved by the City of Hamilton or the Ontario Land Tribunal as it read on the day before By-law No. 21-076 was passed by Council, provided the Building Permit application complies with Zoning By-law No. 6593, as amended, that affected the lot before By-law No. 21-076 came into effect. For the purposes of determining zoning conformity, the following provisions shall apply:
  - (a) This By-law is deemed to be modified to the extent necessary to permit a building or structure that is erected in accordance with Section 19.(1).1 (vi); and,
  - (b) Once the permit or approval under Section 19.(1).1 (vi) has been granted, the provisions of this By-law apply in all other respects to the land in question.

**19.(1).2 Secondary Dwelling Unit – Detached**

**Appendix “F” to Report PED20093(c)****Page 4 of 8**

- (i) A maximum of one Secondary Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling, or a Street Townhouse Dwelling.
- (ii) In addition to Section 19.(1).2 (i), a legally established accessory building existing as of May 12, 2021, may be converted to the one Secondary Dwelling Unit - Detached permitted on a lot containing an existing Single Detached Dwelling, Semi-Detached Dwelling, or Street Townhouse Dwelling subject to the following provision:
  - (a) Any additions over 10% of the existing gross floor area of the legally established accessory building converted to a Secondary Dwelling Unit – Detached shall be in accordance with the regulations of Section 19.(1).2.
- (iii) All the regulations of this By-law applicable to the existing dwelling shall continue to apply unless specifically provided in Section 19.(1).2.
- (iv) A Secondary Dwelling Unit - Detached shall contain a maximum of two bedrooms
- (v) A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and/or interior Side Yard.
  - (a) Notwithstanding any other provisions of this By-law, for the purposes of a Secondary Dwelling Unit - Detached on a Through Lot, the Rear Yard shall be the yard with the greatest distance from a street line.
- (vi) A minimum 1.2 metre setback shall be provided from the interior Side Lot Line and Rear Lot Line.
  - (a) Notwithstanding Section 19.(1).2 (vi), an eave or a gutter may extend a maximum of 30 centimetres into a required minimum setback.
  - (b) In addition to Section 19.(1).2 (vi), a landscape strip is required to be provided within the required side yard adjacent to a Secondary Dwelling Unit – Detached and shall be limited to sod, ground cover, or permeable pavers.

**Appendix “F” to Report PED20093(c)****Page 5 of 8**

- (vii) A Secondary Dwelling Unit – Detached, shall not be located closer to the flankage street than the principal dwelling.
  - (viii) An unobstructed path with a minimum 1.0 metre width and minimum 2.1 metre clearance in height from a street line to the entrance of the Secondary Dwelling Unit – Detached shall be provided and maintained.
  - (ix) The following building separation shall be provided:
    - (a) Where a Secondary Dwelling Unit – Detached is located in the Rear Yard, a minimum distance of 7.5 metres shall be required between the rear wall of the principal dwelling and the Secondary Dwelling Unit – Detached.
    - (b) Where a Secondary Dwelling Unit – Detached is located in an Interior Side Yard, the following is required:
      - (i) A minimum distance of 4.0 metres shall be provided between the side wall of the principal dwelling and a Secondary Dwelling Unit – Detached; and,
      - (ii) A Secondary Dwelling Unit – Detached shall be set back a minimum 5.0 metres from the front façade of the principal dwelling.
  - (x) A maximum height of 6.0 metres shall be permitted.
    - (a) Notwithstanding Section 19.(1).2 (x), balconies and rooftop patios shall be prohibited above the first floor level
  - (xi) The maximum gross floor area shall not exceed the lesser of 75 square metres or the gross floor area of the principal dwelling.
    - (a) Notwithstanding Section 19.(1).2 (xi), the maximum combined lot coverage of all accessory buildings and the Secondary Dwelling Unit - Detached shall be 25%.
  - (xii) A minimum landscaped area of 12.0 square metres shall be provided and maintained within the rear yard.”
3. That Section 22: Restricted Areas By-laws Repealed, is amended by repealing and replacing Schedule P identified in Schedule “A” to this By-law.



**Appendix "F" to Report PED20093(c)**

4. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.
5. That for the purposes of the Ontario Building Code, this By-law or any part if it is not made until it has come into force as provided by Section 34 of the *Planning Act*.
6. That this By-law comes into force in accordance with Section 34 of the *Planning Act*.

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

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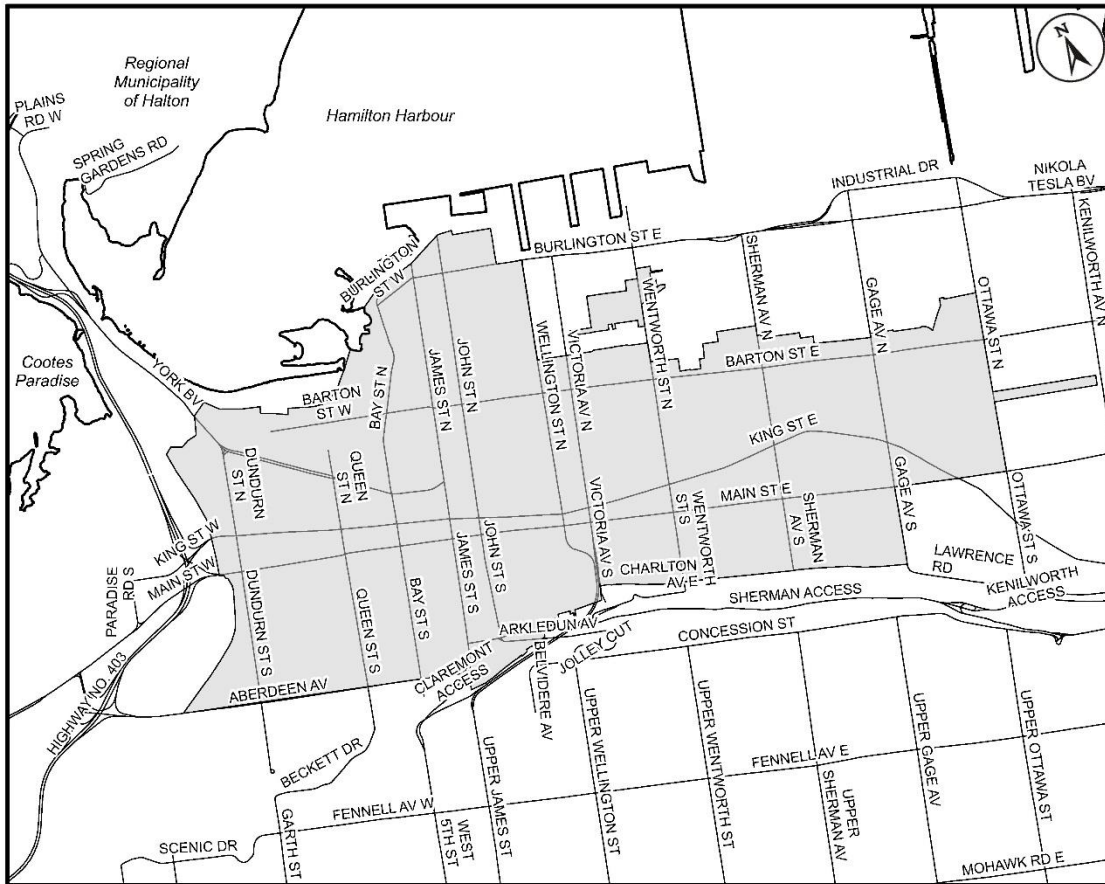
Fred Eisenberger  
Mayor

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A. Holland  
City Clerk

CI 20-E

Appendix "F" to Report PED20093(c)  
Page 7 of 8



This is Schedule "A" to By-law No. 22-

Passed the ..... day of ....., 2022

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Mayor


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Clerk

## Schedule "A"

Map forming Part of  
By-law No. 22-\_\_\_\_\_

to Amend By-law No. 6593

### Add to Section 22 Schedule P

 Areas where one additional entrance shall be permitted on the front facade of a dwelling containing a Secondary Dwelling Unit

Scale:

Date:  
April 12, 2022

File Name/Number:  
Second Dwelling Unit

Planner/Technician:  
TLVS



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

**Appendix “F” to Report PED20093(c)**

**Page 8 of 8**

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

Is this by-law derived from the approval of a Committee Report? Yes	
Committee: Planning Committee	Report No.: PED20093(c) Date: 05/17/2022
Ward: City-wide	(MM/DD/YYYY)

Prepared by: Shannon McKie	Phone No: ext. 1288
<i>For Office Use Only, this doesn't appear in the by-law</i>	

Appendix "G" to Report PED20093(c)

Page 1 of 8

**Authority:** Item  
Report: (PED20093(c))  
CM:  
Ward: City-wide

**Bill No.**

**CITY OF HAMILTON**

**BY-LAW No. \_\_\_\_\_**

**To Amend Zoning By-law No. 3692-92 Respecting Modifications and Updates to Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations**

**WHEREAS** the *City of Hamilton Act 1999*, Statutes of Ontario, 1999 Chap.14, Sch. C. did incorporate, as of January 1<sup>st</sup>, 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 Stoney Creek" and is the successor to the former Regional Municipality, namely, The Regional Municipality of Hamilton-Wentworth;

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

**AND WHEREAS** Zoning By-law No. 3692-92 (Stoney Creek) was enacted on the 8<sup>th</sup> day of December, 1992, and approved by the Ontario Municipal Board on the 31<sup>st</sup> day of May, 1994;

**AND WHEREAS** Council, in approving Item \_\_\_\_\_ of Report \_\_\_\_\_ of the Planning Committee, at its meeting held on the 17<sup>th</sup> of May, 2022, recommended that Zoning By-law No. 3692-92 (Stoney Creek) be amended as hereinafter provided;

**AND WHEREAS** this By-law conforms to the Urban Hamilton Official Plan;

**To Amend Zoning By-law No. 3692-92 Respecting the Repeal and Replacement of  
Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations  
in the former City of Stoney Creek Zoning By-law**

**NOW THEREFORE** the Council of the City of Hamilton amends Zoning By-law No. 3692-92 (Stoney Creek) as follows:

1. That PART 2: DEFINITIONS be amended by adding the following definitions:

**"Secondary Dwelling Unit**

Means a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling.

**Secondary Dwelling Unit - Detached**

Means a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling."

2. That PART 4: GENERAL PROVISIONS FOR ALL ZONES, be amended by adding the following clause to Subsection 4.5.1:

"(a) For the purposes of Subsection 6.1.7.2, a Secondary Dwelling Unit – Detached shall not be considered an accessory building or structure."

3. That PART 6: RESIDENTIAL ZONES, be amended by adding the following clause to Subsection 6.1.4:

"(e) For the purposes of Section 6.1.7.2, a Secondary Dwelling Unit – Detached, shall not be considered an accessory building or structure."

4. That PART 6: RESIDENTIAL ZONES, be amended by deleting Section 6.1.7 in its entirety and replacing it with the following:

**"6.1.7 Secondary Dwelling Unit and Secondary Dwelling Unit – Detached**

- (a) Parking shall be provided in accordance with Section 4.10 and Section 6.1.8 of this By-law and the following:

- (i) No additional parking space shall be required for either a Secondary Dwelling Unit or a Secondary Dwelling Unit - Detached, provided the required parking spaces which existed on May 12, 2021 for the existing dwelling shall continue to be provided and maintained;

**To Amend Zoning By-law No. 3692-92 Respecting the Repeal and Replacement of  
Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations  
in the former City of Stoney Creek Zoning By-law**

- (ii) A maximum of two parking spaces for a Secondary Dwelling Unit and/or Secondary Dwelling Unit - Detached may be provided in the required Front Yard; and,
- iii) Parking for a Secondary Dwelling Unit and/or Secondary Dwelling Unit – Detached shall maintain a minimum of 50% landscaped area in the Flankage Yard.

**6.1.7.1 Secondary Dwelling Unit**

- (a) For lands within a "R1", "R2", "R3", "R4", "R5", "R6", "RM1", "RM2", and "RM3" Zone, a maximum of one Secondary Dwelling Unit shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling, or a Street Townhouse Dwelling on a divided or undivided lot and shall not result in a change to the defined dwelling type on the lot.
- (b) All the regulations of this By-law applicable to the existing dwelling shall continue to apply unless specifically provided in Section 6.1.7.1.
- (c) There shall be no outside stairway above the first floor other than a required exterior exit.
- (d) A maximum of one entrance shall be permitted on the front façade of a dwelling containing a Secondary Dwelling Unit.

**6.1.7.2 Secondary Dwelling Unit – Detached**

- (a) For lands within a "R1", "R2", "R3", "R4", "R5", "R6", "RM1", "RM2", and "RM3" Zone, a maximum of one Secondary Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling, or a Street Townhouse Dwelling.
- (b) In addition to Section 6.1.7.2 (a), a legally established accessory building existing as of May 12, 2021, may be converted to the one Secondary Dwelling Unit - Detached permitted on a lot containing an existing Single Detached

**To Amend Zoning By-law No. 3692-92 Respecting the Repeal and Replacement of  
Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations  
in the former City of Stoney Creek Zoning By-law**

Dwelling, Semi-Detached Dwelling, or Street Townhouse  
Dwelling subject to the following provision:

- (i) Any additions over 10% of the existing gross floor area of the legally established accessory building converted to a Secondary Dwelling Unit – Detached shall be in accordance with the regulations of Section 6.1.7.2.
- (c) All the regulations of this By-law applicable to the existing dwelling shall continue to apply unless specifically provided in Section 6.1.7.2.
- (d) A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and/or Interior Side Yard.
- (e) A minimum 1.2 metre setback shall be provided from the interior Side Lot Line and Rear Lot Line.
  - i) Notwithstanding Section 6.1.7.2 (e), an eave or a gutter may extend a maximum of 30 centimetres into a required minimum setback area.
  - ii) In addition to Section 6.1.7.2 (e), a landscape strip is required to be provided within the required side yard adjacent to a Secondary Dwelling Unit – Detached and shall be limited to sod, ground cover, or permeable pavers.
- (f) A Secondary Dwelling Unit – Detached shall not be located closer to the flankage street than the principal dwelling.
- (g) An unobstructed path with a minimum 1.0 metre width and minimum 2.1 metre clearance in height from a street line to the entrance of the Secondary Dwelling Unit – Detached shall be provided and maintained.
- (h) The following building separation shall be provided:
  - (i) Where a Secondary Dwelling Unit – Detached is located in the Rear Yard, a minimum distance of 7.5 metres shall be required between the rear wall of the principal dwelling and the Secondary Dwelling Unit – Detached.



**To Amend Zoning By-law No. 3692-92 Respecting the Repeal and Replacement of  
Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations  
in the former City of Stoney Creek Zoning By-law**

- (ii) Where a Secondary Dwelling Unit – Detached is located in an Interior Side Yard, the following is required:
    - (A) A minimum distance of 4.0 metres shall be provided between the side wall of the principal dwelling and a Secondary Dwelling Unit – Detached; and,
    - (B) A Secondary Dwelling Unit – Detached shall be set back a minimum 5.0 metres from the front façade of the principal dwelling.
  - (i) A maximum height of 6.0 metres shall be permitted.
    - (a) Notwithstanding Section 6.1.7.2 (i), balconies and rooftop patios shall be prohibited above the first floor level
    - (j) The maximum gross floor area shall not exceed the lesser of 75 square metres or the gross floor area of the principal dwelling.
      - (a) Notwithstanding Section 6.1.7.2 (j), the maximum combined lot coverage of all accessory buildings and the Secondary Dwelling Unit - Detached shall be 25%.
    - (k) A minimum landscaped area of 12.0 square metres shall be provided and maintained within the Rear Yard.”
5. That SECTION 6: MULTIPLE RESIDENTIAL “RM1” ZONE, be amended as follows:
- i) By modifying Section 6.8.2 (f) so that it reads “Conversions of greater than two, up to a maximum of 4 dwelling units per structure”.
  - ii) By deleting Section 6.8.3 (f), and replacing it with the following:
    - “6.8.3 (f) Conversions of greater than two, up to a maximum of 4 dwelling units.

No dwelling shall be converted except in accordance with the following:

## Appendix "G" to Report PED20093(c)

Page 6 of 8

**To Amend Zoning By-law No. 3692-92 Respecting the Repeal and Replacement of  
Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations  
in the former City of Stoney Creek Zoning By-law**

1. That no outside stairway shall be used or erected except an unenclosed fire escape;
  2. That the volume of the building or structure shall not be increased;
  3. That such dwelling units are situated in a Multiple Residential "RM1" Zone and that all the applicable requirements of this By-law and of the zone in which such dwelling unit is situated shall be complied with;
  4. That such building or structure was erected prior to January 1, 1941;
  5. That in conjunction with Section 6.8.3 (i), no more than four dwelling units shall be permitted on a lot.
  6. That one parking space shall be required for the fourth dwelling unit of a conversion, provided the required parking spaces which existed on XX, 2022 for the existing dwelling shall continue to be provided and maintained.
    - i) In addition to Section 6.8.3 (f) 6., on a lot containing a Secondary Dwelling Unit – Detached, one parking space shall be required for the third dwelling unit of a conversion.
  7. A maximum of 2 parking spaces are permitted to be provided in the front yard.”
- iii) That Section 6.8.3 (i), be deleted and replaced as follows:
- “6.8.3 (i) Regulations for Secondary Dwelling Units and Secondary Dwelling Units - Detached
1. Secondary Dwelling Units and Secondary Dwelling Units – Detached are permitted in accordance with Section 6.1.7
    - (i) In addition to the regulations of Section 6.1.7, one parking space shall be required for a

**To Amend Zoning By-law No. 3692-92 Respecting the Repeal and Replacement of  
Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations  
in the former City of Stoney Creek Zoning By-law**

Secondary Dwelling Unit – Detached if it  
constitutes the fourth dwelling unit on a lot.”

6. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law in accordance with the *Planning Act*.
7. That for the purposes of the Ontario Building Code, this By-law or any part of it is not made until it has come into force as provided by Section 34 of the *Planning Act*.
8. That this By-law comes into force in accordance with Section 34 of the *Planning Act*.

**PASSED** this \_\_\_\_\_, 2022

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Fred Eisenberger  
Mayor

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A. Holland  
City Clerk

CI 20-E

**Appendix "G" to Report PED20093(c)**

**Page 8 of 8**

**To Amend Zoning By-law No. 3692-92 Respecting the Repeal and Replacement of  
Secondary Dwelling Unit and Secondary Dwelling Unit-Detached Regulations  
in the former City of Stoney Creek Zoning By-law**

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

Is this by-law derived from the approval of a Committee Report? Yes		
Committee: Planning Committee	Report No.: PED22XXX	Date: 05/17/2022
Ward: City-wide		(MM/DD/YYYY)

Prepared by:	Phone No: ext.
<i>For Office Use Only, this doesn't appear in the by-law</i>	

## Appendix "H" to Report PED20093(c)

Page 1 of 8

**[RELEVANT SECTION] SECONDARY DWELLING UNIT AND SECONDARY DWELLING UNIT – DETACHED**

For lands within a [SPECIFIC ZONES], a maximum of one Secondary Dwelling Unit shall be permitted within a Single Detached Dwelling, a Semi-Detached Dwelling or Street Townhouse Dwelling.	This regulation has been maintained but has been reorganized to the Secondary Dwelling Unit Section of the General Provision.
For lands within a [SPECIFIC ZONES], a maximum of one Secondary Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling or a Street Townhouse Dwelling.	This regulation has been maintained but has been relocated to the Secondary Dwelling Unit – Detached Section of the General Provisions.
Section 4.5a) shall not apply to a Secondary Dwelling Unit – Detached.	This regulation relates to limiting the number of dwelling units on a lot. The regulation has been deleted as the SDU/SDU-Detached are specifically permitted and there is no contravention to this regulation.
A Secondary Dwelling Unit shall be permitted in each semi-detached or street townhouse dwelling unit on a non-severed lot.	These regulations have been combined with regulations a)/b) above. The permissions for SDU/SDU-Detached have been summarized in one with the applicable zones to provide clear and simplified direction on locational and use permissions.
A single detached dwelling on one lot containing one Secondary Dwelling Unit, Secondary Dwelling Unit – Detached, or both, shall not be considered a duplex or triplex.	
A semi-detached dwelling on one lot containing one Secondary Dwelling Unit, one Secondary Dwelling Unit – Detached, or both, shall not be considered a triplex or multiple dwelling.	
A street townhouse dwelling on one lot containing one Secondary Dwelling Unit, one Secondary Dwelling Unit – Detached, or both, shall not be considered a triplex or multiple dwelling.	
Parking shall be provided:	Parking regulations apply to both SDU and SDU-Detached. To avoid duplication

## Appendix “H” to Report PED20093(c)

## Page 2 of 8

<p>1) In accordance with Section 5 of this by-law; and,</p> <p>2) Notwithstanding clause (h)1), no additional parking space shall be required for any secondary dwelling unit dwelling on a lot, provided the number of legally established parking spaces, which existed on May 12, 2021, shall continue to be provided and maintained.</p>	<p>of the regulation these provisions have been relocated to the general section which applies to both SDU and SDU-Detached.</p> <p>While parking is required to be provided in accordance with the relevant parking section for each Zoning By-law the SDU/SDU-Detached parking requirement has been modified to clarify that no additional parking is required for the SDU/SDU-Detached as long as the required existing parking for the principal dwelling is not changed.</p>
<p>Notwithstanding [RELEVANT PARKING SECTION], parking for a Secondary Dwelling Unit and Secondary Dwelling Unit – Detached may be provided in the required front yard in accordance with Section 5 of this by-law.</p>	<p>Parking for the SDU/SDU-Detached is permitted within the front yard. This provision has been further modified to limit front yard parking for an SDU/SDU-Detached to a maximum of 2 parking spaces to limit the impact to the existing front yard landscaping. While some Zoning By-laws have specific requirements for front yard landscaping establishing a specific percentage as a result of including an SDU/SDU-Detached caused conformity issues for the existing condition. Modifications are proposed to reorganize and simplify the provision and reduce conformity issues.</p>
<p>Parking for a Secondary Dwelling Unit and/or Secondary Dwelling Unit – Detached shall maintain a minimum of 50% landscaped area in the Flankage Yard.</p>	<p>This regulation has been created to support maintaining the majority of the flankage yard as landscaped area while allowing for driveway access. This regulation has been established in the former Municipal Zoning By-laws that do not already require a percentage of the total lot area to be landscaped.</p>
<p>Notwithstanding [RELEVANT PARKING SECTION], permeable pavers may also be permitted.</p>	<p>This provision has been removed from the SDU/SDU-Detached regulations and the applicable Parking Section of each Zoning By-law has been amended to include permeable pavers as an</p>

## Appendix “H” to Report PED20093(c)

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	appropriate form of stable surface for parking areas.
Notwithstanding Section 5.6a) and c), for a lot containing a Secondary Dwelling Unit, a Secondary Dwelling Unit - Detached, or both, identified in Special Figure 24 to Schedule “F”, no additional parking space or spaces shall be required, provided the number of legally established parking spaces, which existed as of May 12, 2021, shall continue to be provided and maintained.	This regulation has been deleted. The parking regulations for SDU/SDU-Detached have been modified City Wide so that no additional parking is required for an SDU/SDU-Detached where the existing required parking is provided and maintained on-site.
A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and interior Side Yard.	This regulation has been relocated to the SDU-Detached section.
In the case of a through lot, a Secondary Dwelling Unit – Detached shall be permitted, in accordance with the following provisions:  i) A lot shall not be considered a through lot when abutting a laneway.  ii) Where a lot abuts two streets that are not a laneway, the front lot line shall be deemed to be the lot line where the front entrance of the existing principal dwelling faces, and the lot line opposite the front lot line shall be deemed the rear lot line, and all other lot lines shall be deemed the side lot lines.	Where applicable, the permissions relating to Through Lots have been carried forward. These regulations contemplate different restrictions as it relates to the locational permissions for SDU-Detached.
There shall be no outside stairway above the first floor other than a required exterior exit.	This regulation has been carried forward and added to the SDU-D section.
Any separate entrance and exit to the Secondary Dwelling Unit shall be oriented toward the interior Side Lot Line or Rear Lot Line, or in the case of a	This regulation has been carried forward though the language has been simplified to establish a maximum of one entrance on a front façade.

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corner lot, the street frontage where the principal entrance is not located on.	
Notwithstanding [RELEVANT SDU REGULATION] an additional entrance may be located on the front façade of the building for lands identified on [RELEVANT MAP]. [APPLICABLE TO ZONING BY-LAW NOS. 05-200 AND 6593]	The existing regulation specified the entrance location for an SDU. The concern relates to how many entrances are located on a front façade, not which unit is being accessed by the entrance. The language adds clarity to the intent to avoid unnecessary Minor Variance applications.  Zoning By-law 05-200 (and Zoning By-law No. 6593) includes a specific regulation to allow two entrances on the front façade for a specific area. This regulation has been carried forward.
A minimum landscaped area shall be provided and maintained in the rear yard for each Secondary Dwelling Unit – Detached on the lot, in accordance with the following provisions:  i) A landscaped area of 8.0 square metres for each dwelling unit less than 50.0 square metres; and,  ii) A landscaped area of 12.0 metres for each dwelling unit 50.0 square metres or more.	This regulation has been relocated to the SDU-Detached section and modified to require 12.0 square metres of landscaped area for every SDU-D on a lot.
A Secondary Dwelling Unit and Secondary Dwelling Unit- Detached shall contain a maximum of two bedrooms. [ONLY APPLICABLE TO ZONING BY-LAW NO. 6593]	This regulation has been carried forward.

**[RELEVANT SECTION OF ZONING BY-LAW] REGULATIONS FOR SECONDARY DWELLING UNIT - DETACHED**

A legally established accessory building existing as of May 12, 2021 in a Downtown (D5) Zone, Institutional (I1) Zone, Institutional (I2) Zone, Commercial and Mixed Use (C1) Zone or Transit Oriented	This regulation has been carried forward.
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<p>Corridor (TOC3) Zone may be converted to a Secondary Dwelling Unit - Detached on a lot containing an existing single detached dwelling, semi-detached dwelling, and street townhouse dwelling subject to the following provisions:</p>		
<p>1)</p>	<p>The number of required parking spaces for the principal dwelling shall be provided and maintained on the lot in accordance with the applicable provisions of this by-law.</p>	<p>This regulation has been deleted. The parking regulation for SDU/SDU-D establish that required parking must be maintained on site. If the required parking for the principle dwelling is removed as a result of converting an Accessory Building to an SDU-D the required parking would need to be provided elsewhere on-site.</p>
<p>2)</p>	<p>Any additions over 10% of the existing gross floor area of the legally established accessory building to create a Secondary Dwelling Unit – Detached shall be in accordance with [RELEVANT ACCESSORY BUILDING SECTION] of this Zoning By-law;</p>	<p>This regulation has been modified to remove reference to the Accessory Building regulations. The Accessory Building regulations include a provision clarifying that an SDU-D is not to be considered an Accessory Building and this section should not refer to those sections to avoid interpretation issues. The sections referenced relate to encroachment permissions which have been addressed separately in the SDU-D section.</p>
<p>A Secondary Dwelling Unit – Detached in a Downtown (D5) Zone, Institutional (I1) Zone, Institutional (I2) Zone, Commercial and Mixed Use (C1) Zone or Transit Oriented Corridor (TOC3) Zone shall be subject to the following provisions:</p>	<p>This regulation has been relocated and carried forward.</p>	
<p>A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and interior Side Yard.</p>	<p>This regulation has been combined with other regulations to clarify which zones permit an SDU-D.</p>	
<p>Notwithstanding [RELEVANT ACCESSORY BUILDING REGULATIONS] shall apply.</p>	<p>This regulation has been deleted. The Accessory Building regulations include a provision clarifying that an SDU-D is not to be considered an Accessory Building and this section should not refer to those sections to avoid interpretation issues. The sections referenced relate to encroachment permissions which have</p>	

**Appendix “H” to Report PED20093(c)**  
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	been addressed separately in the SDU-D section.
A minimum 1.2 metres Interior Side Yard shall be provided which shall be unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod or ground cover.	This regulation has been carried forward and simplified.
A minimum 1.2 metres Rear Yard shall be provided which shall be unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod or ground cover.	This regulation has been carried forward and simplified.
Notwithstanding Section 4.33.1 b) 2) and 3), permeable pavers may be permitted where a parking space and driveway abut a laneway or street.	This regulation has been removed as the relevant Parking Section of each Zoning By-law has been updated to allow permeable pavers as an appropriate stable surface for parking areas.
A minimum setback from a Swale, Ditch or Drainage Management System measured from the upper most interior edge of the swale’s slope of 1.0 metres shall be provided and maintained.	This regulation has been removed. The minimum interior Side Yard and Rear Yard has been established to manage maintenance and drainage concerns. The required interior Side Yard and Rear Yards are required to have soft landscaping to allow for the appropriate drainage of the site.
A Secondary Dwelling – Detached shall not be permitted within a swale or ditch.	This regulation has been removed. The minimum interior Side Yard and Rear Yard setbacks provide protection for any swale or ditch.
Notwithstanding [RELEVANT SDU-D REAR YARD SETBACK SECTION], where the entrance to the Secondary Dwelling Unit - Detached faces a laneway, the Rear Yard may be reduced to a minimum 0.3 m.	This regulation has been deleted. The minimum Rear Yard has been applied consistently for all SDU-D at 1.2 metres.
An unobstructed path with a minimum 1.0 metre width and minimum 2.1 metres height clearance from a Front Lot Line or a Flankage Lot Line to the entrance of the	This regulation has been carried forward.

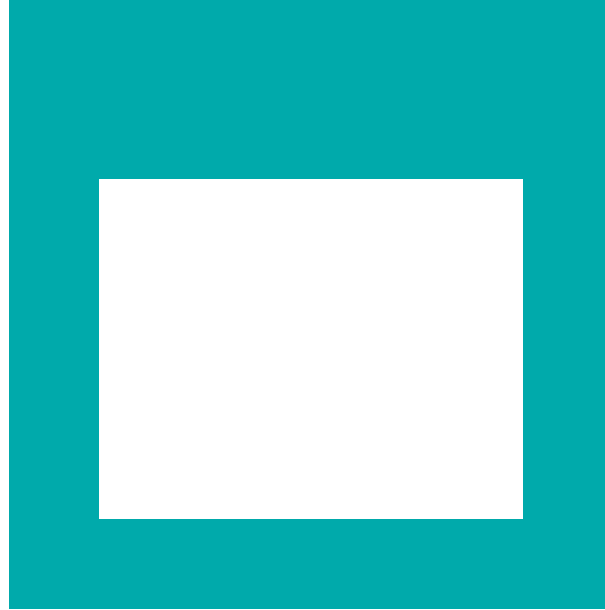
**Appendix “H” to Report PED20093(c)**  
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Secondary Dwelling Unit – Detached shall be provided and maintained.	
A maximum height of 6.0 metres shall be permitted.	This regulation has been carried forward.
Balconies and rooftop patios are prohibited above the first storey.	This regulation has been combined with the maximum building height.
The maximum Gross Floor Area shall not exceed the lesser of 75.0 square metres or the Gross Floor Area of the principal Single Detached Dwelling, the Semi-Detached Dwelling Unit or the Street Townhouse Dwelling Unit.	This regulation has been carried forward and combined with the maximum lot coverage permitted for the combination of all Accessory Buildings on the lot and an SDU-D.
The maximum lot coverage of all Accessory Buildings and a Secondary Dwelling Unit - Detached shall be 25% of the total lot area.	This regulation has been combined with the maximum gross floor area permissions for an SDU-D
A minimum distance of 7.5 metres shall be required between the rear façade of principal dwelling and Secondary Dwelling Unit – Detached.	This regulation has been carried forward and combined with other building separation requirements.
Where a Secondary Dwelling Unit – Detached is located in an Interior Side Yard; <ul style="list-style-type: none"> <li>i) A minimum distance of 4.0 metres shall be provided between the principal dwelling and a Secondary Dwelling Unit – Detached; and,</li> <li>ii) A Secondary Dwelling Unit – Detached shall be set back a minimum 5.0 metres from the front façade of the principal dwelling.</li> </ul>	These regulations have been carried forward and combined with other building separation requirements.
Each of the landscaped areas in Subsection 4.33r) shall be screened on two sides by a visual barrier that has a minimum height of 0.3 metres.	This regulation has been removed. There are no requirements for the principal dwelling to provide visual barriers. While a landscaped area is required to be provided for the benefit of the SDU-D, screening the area would be a preference of the property owner.

**Appendix “H” to Report PED20093(c)**

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<p>An Additional Dwelling Unit – Detached shall not be located closer to the flankage street than the principal dwelling.</p>	<p>This regulation has been created to regulate the location of an SDU-D on a corner lot.</p>
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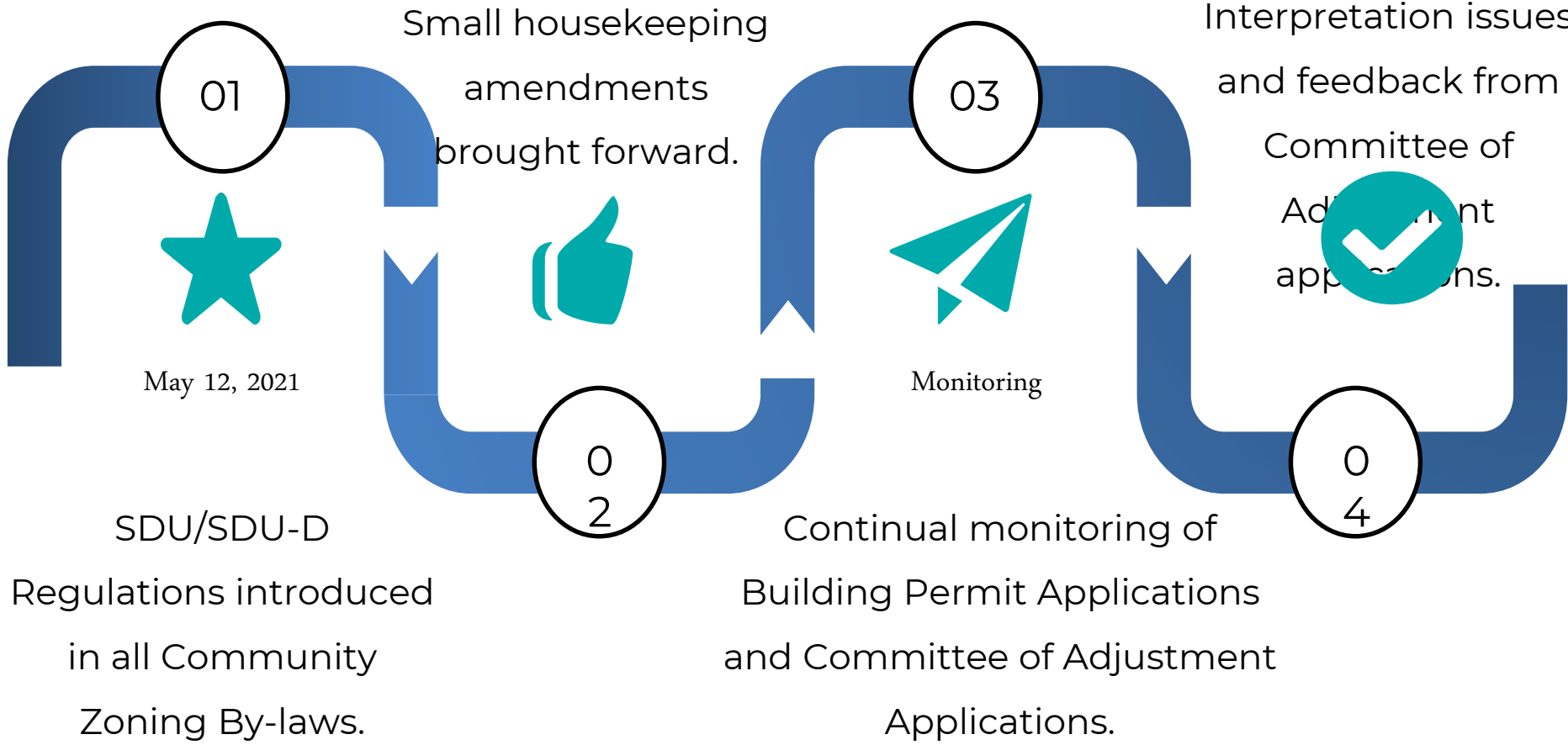
WELCOME TO THE CITY OF HAMILTON

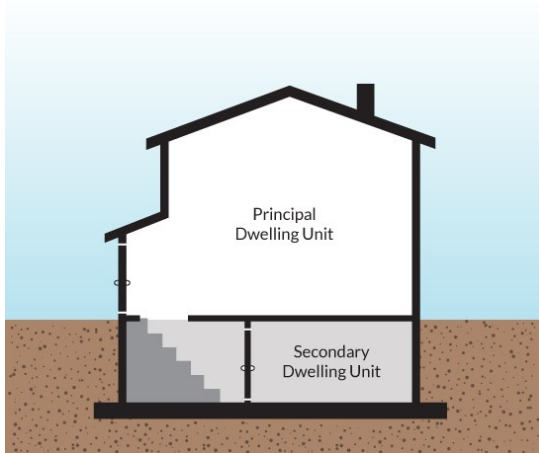
## **Modifications and Updates to Existing Secondary Dwelling Unit and Secondary Dwelling Unit – Detached Regulations**

Planning Committee – May 17, 2022

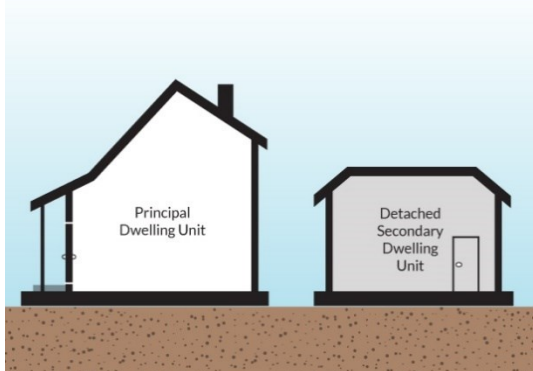
Housekeeping  
September 2021

Housekeeping May  
2022





257 Building Permit Applications for SDU



10 Building Permit Applications for SDU-D



Most applications for SDU's have gone straight to Building Permit application.

Since May 12, 2021 there have been 59 minor variance applications for modifications to the SDU/SDU-D Regulations.

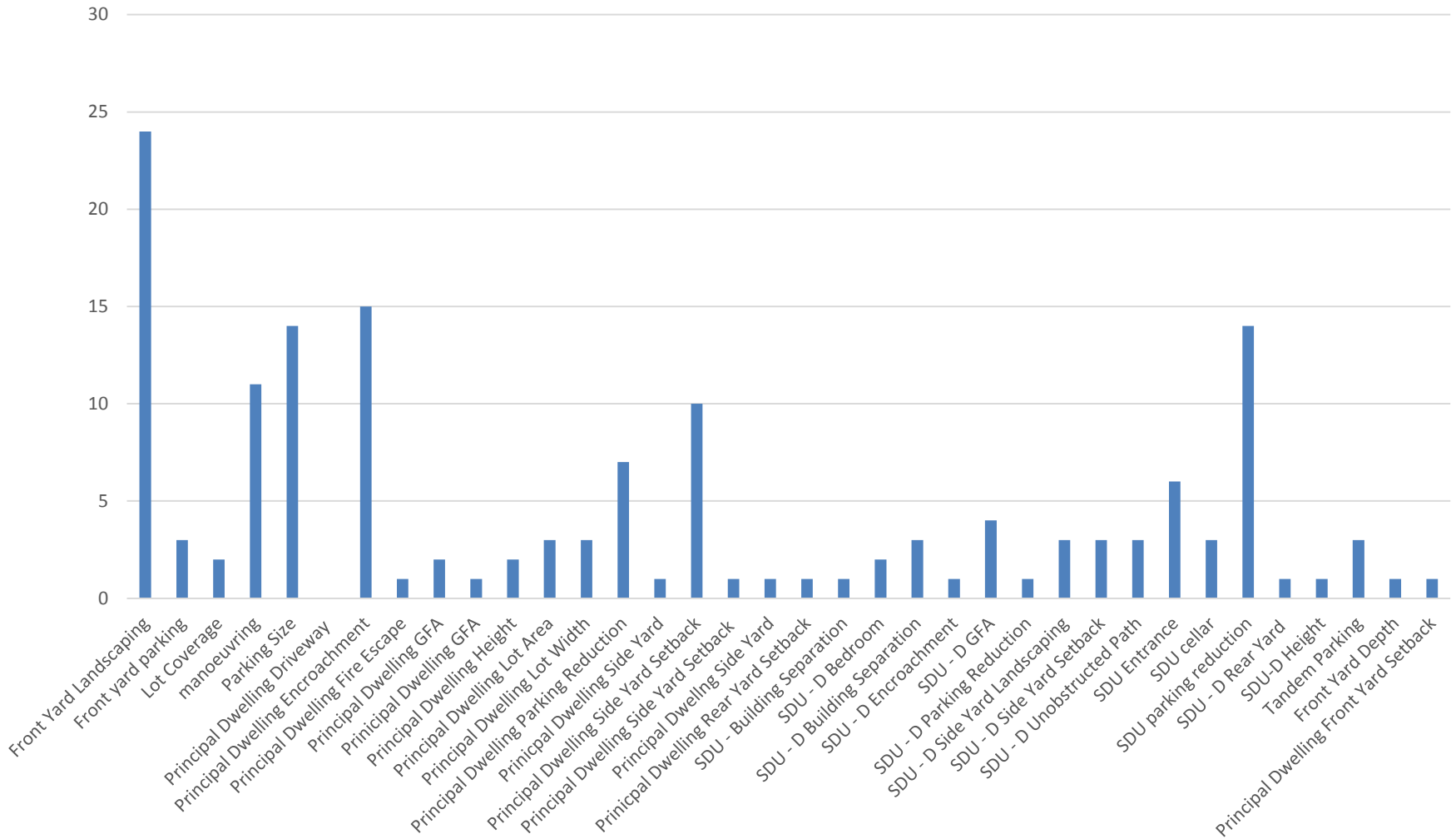
# What We Have Noticed

- Variances to recognize existing conditions for the principal dwelling;
- Parking reductions for principal dwelling and SDU/SDU-D;
- Separation distance between principal dwelling and SDU-D;
- Reduction to unobstructed path provided to an SDU-D;
- Redundant regulations causing interpretation issues;
- Incorrect references within the SDU regulations; and,
- Interpretation questions due to organization of the SDU Regulations.



# What We Have Noticed

SDU/SDU-D Minor Variance Applications



# What We Have Proposed

- SDU and SDU-D regulations have been separated into different sections;
- Parking for both SDU and SDU-D have been put into a general provision applying to both forms;
- Redundant regulations have been removed; and,
- Clear and consistent language has been used in all of the Zoning By-laws.

# What We Have Proposed

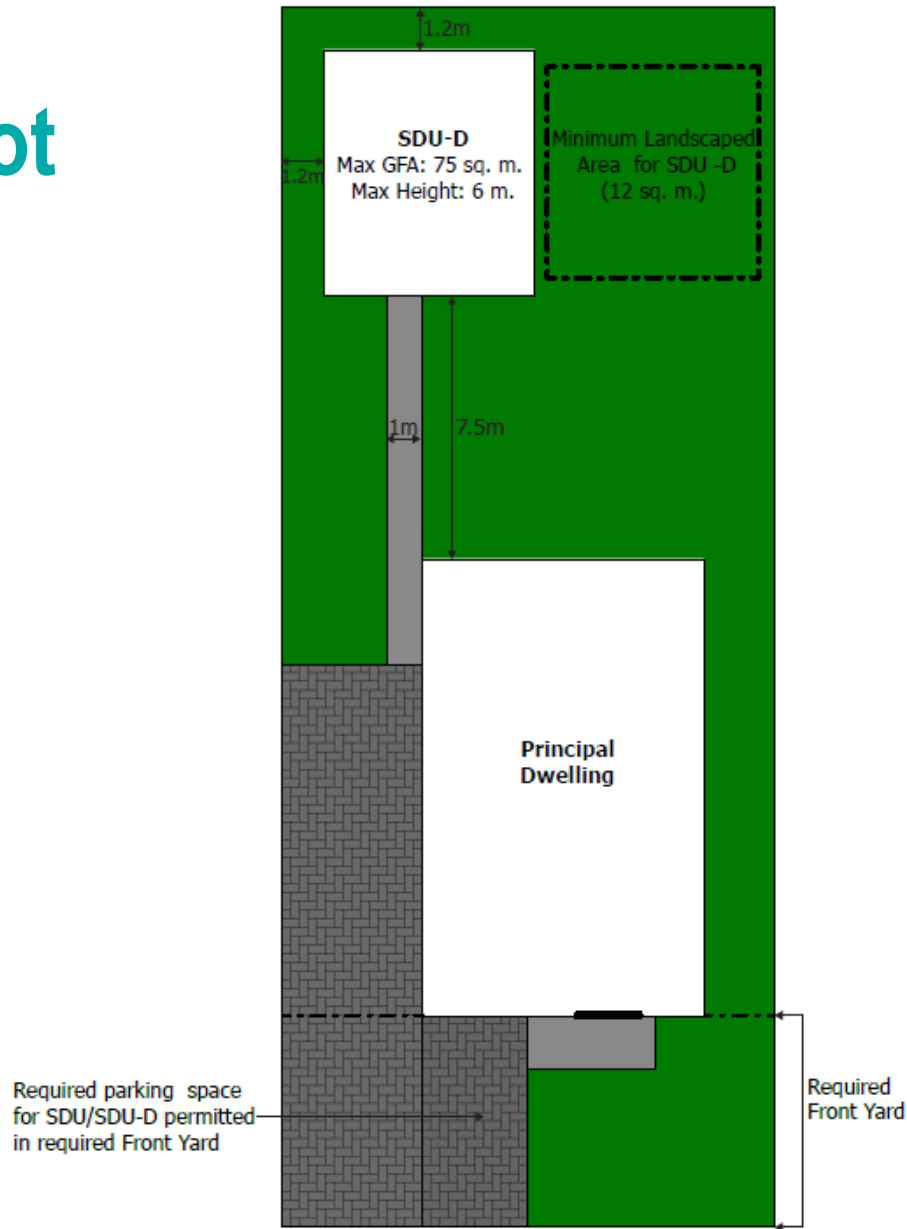
- Parking for SDU and SDU-D created on a lot with an existing building:
  - Required parking for principal dwelling must be maintained;
  - No additional parking is required; Accommodations built in to make providing on site parking easier if possible; and,
  - Change in terminology from Secondary Dwelling Units to Additional Dwelling Units for Zoning By-law 05-200.

	SINGLE DETACHED					SEMI-DETACHED					STREET TOWN					
	Required Parking - Principal Dwelling	SDU Existing Principal Dwelling	D-SDU	SDU New Principal Dwelling	D-SDU	Required Parking - Principal Dwelling	SDU Existing Principal Dwelling <sup>1,2</sup>	D-SDU	SDU New Principal Dwelling	D-SDU	Required Parking - Principal Dwelling	Required Visitor Parking	SDU Existing Principal Dwelling <sup>1,2</sup>	D-SDU	SDU New Principal Dwelling	D-SDU
05-200 (Downtown Zones)	0	0	0	1	1	0	0	0	1	1	0	—	0	0	1	1
05-200 (TOC Zones)	1	0	0	1	1	1	0	0	1	1	0.3 (≤ 50 sq m)	—	0	0	1	1
									1	1	1 (> 50 sq m)	—	0	0	1	1
05-200 (C5, C5a)	1	0	0	1	1	1	0	0	1	1	0.3 (≤ 50 sq m)	—	0	0	1	1
									1	1	1 (> 50 sq m)	—	0	0	1	1
05-200 (Residential uses in all other zones)	1	0	0	1	1	1	0	0	1	1	0.3 (≤ 50 sq m)	—	0	0	1	1
									1	1	1 (> 50 sq m)	—	0	0	1	1
Ancaster	2	0	0	1	1	2	0	0	1	1	2	—	0	0	1	1
Dundas	1	0	0	1	1	1	0	0	1	1	1	—	0	0	1	1
Flamborough	1	0	0	1	1	1	0	0	1	1	1	—	0	0	1	1
Glanbrook	2	0	0	1	1	2	0	0	1	1	2	—	0	0	1	1
Hamilton	2	0	0	1	1	1	0	0	1	1	1	—	0	0	1	1
Stoney Creek	2	0	0	1	1	2	0	0	1	1	2	0-0.5	0	0	1	1

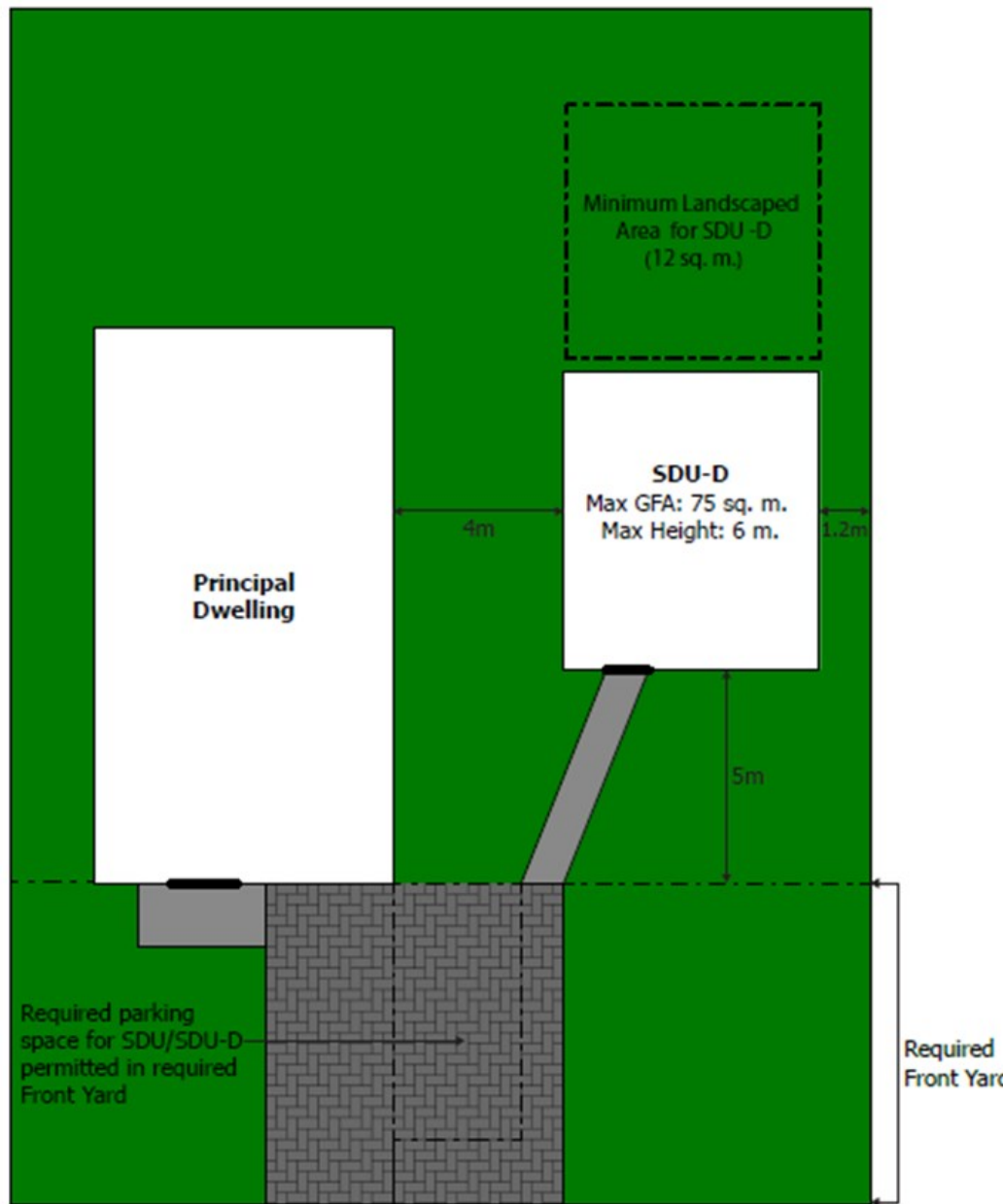
[1](#) EXISTING REGULATION: SDU / D-SDU parking requirement on a lot containing an existing dwelling, provided the number of legally established parking spaces, which existed on May 12, 2021, shall continue to be provided and maintained.

[2](#) PROPOSED REGULATION: SDU / D-SDU parking requirement on a lot containing an existing dwelling, provided the required parking spaces which existed on May 12, 2021 for the existing dwelling shall continue to be provided and maintained.

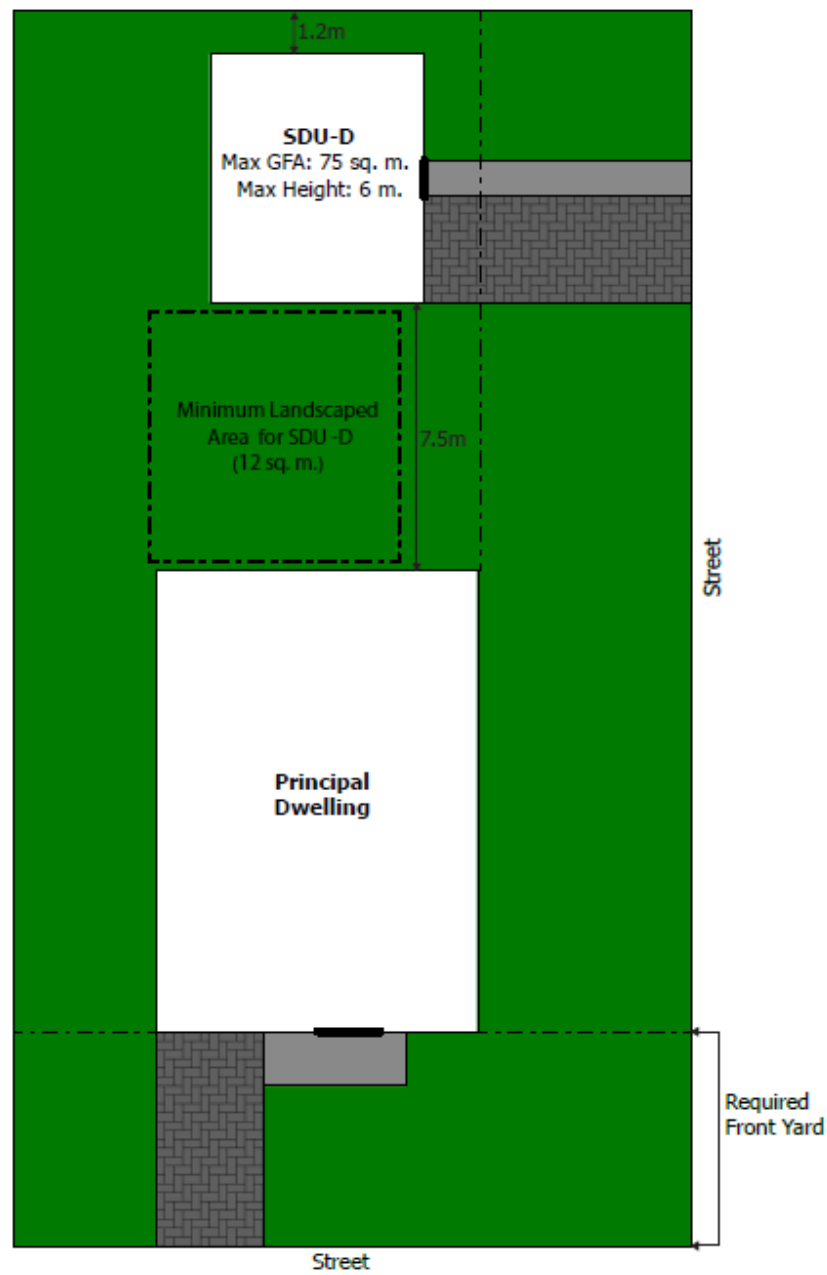
# SDU-D Interior Lot

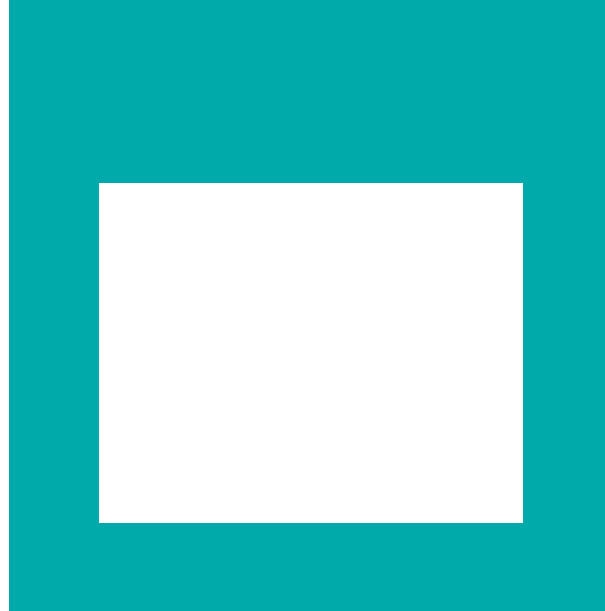


# SDU-D Interior Lot



# SDU-D Coner Lot





THANK YOU

THE CITY OF HAMILTON PLANNING COMMITTEE





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

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	May 17, 2022
<b>SUBJECT/REPORT NO:</b>	Municipal Comprehensive Review / Official Plan Review – Phase 1 Amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan (PED21067(b)) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Delia McPhail (905) 546-2424 Ext. 6663
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

## RECOMMENDATION

- (a) That the draft Urban Hamilton Official Plan Amendment, attached as Appendix “A” to Report PED21067(b), which updates the Official Plan to conform with Provincial planning policies and which implements the direction given by the General Issues Committee Decision on November 19, 2021 for a No Urban Boundary Expansion growth option, as part of the City’s Growth Related Integrated Development Strategy 2, be APPROVED, and submitted to the Minister of Municipal Affairs and Housing for approval, in accordance with the requirements of the *Planning Act* on the following basis:
- (i) That the draft Official Plan Amendment, attached as Appendix “A” to Report PED21067(b), which has been prepared in a form satisfactory to the City Solicitor, be enacted by Council;
- (b) That the draft Rural Hamilton Official Plan Amendment, attached as Appendix “B” to Report PED21067(b), which updates the Official Plan to conform with Provincial planning policies and which implements the direction given by the General Issues Committee Decision on November 19, 2021 for a No Urban Boundary Expansion growth option, as part of the City’s Growth Related Integrated Strategy 2, be APPROVED, and submitted to the Minister of Municipal Affairs and Housing for

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**SUBJECT: Municipal Comprehensive Review / Official Plan Review – Phase 1  
Amendments to the Urban Hamilton Official Plan and Rural Hamilton  
Official Plan (PED21067(b)) (City Wide) – Page 2 of 35**

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approval, in accordance with the requirements of the *Planning Act* on the following basis:

- (i) That the draft Official Plan Amendment, attached as Appendix “B” to Report PED21067(b), which has been prepared in a form satisfactory to the City Solicitor, be enacted by Council;
- (c) That upon adoption of the draft Urban Hamilton Official Plan Amendment and Rural Hamilton Official Plan Amendment, attached as Appendices “A” and “B” respectively to Report PED21067(b), Planning staff be directed and authorized to prepare the implementing Zoning By-law Amendments to the Zoning By-laws of the former Communities of Ancaster, Dundas, Flamborough, Glanbrook, former City of Hamilton, and Stoney Creek and schedule a statutory public meeting of the Planning Committee to consider the proposed changes to the Zoning By-laws of the former Communities.

## **EXECUTIVE SUMMARY**

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 on how the City should grow over the next 30 years.

The draft Amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan, which are attached as Appendices “A” and “B” to Report PED21067(b), respectively, have been revised from the Amendments presented to Council in January 2022, attached as Appendices “A” and “B” to Report PED21067(a). The changes respond to comments received from Indigenous communities, stakeholders, agencies, members of the public, as well as input from Provincial ministries. Additional updates include refinements identified by staff, as well as direction from Council regarding deferred employment land conversion requests and urban boundary expansion requests in the vicinity of Waterdown.

Planning staff have completed the public engagement strategy on the proposed Municipal Comprehensive Review (MCR) updates to the Urban Hamilton Official Plan (UHOP) and the updates to the Rural Hamilton Official Plan (RHOP) to conform to provincial policies and to implement Council’s decision for a No Urban Boundary Expansion growth strategy, as well as proposed Zoning By-law Amendments to give effect to the proposed Urban Hamilton Official Plan Amendment.

To implement the draft Amendments to the UHOP, attached as Appendix “A” Report PED21067(b), changes are required to the City’s Zoning By-laws. An expanded range

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of uses are proposed for existing Low Density Residential (LDR) Zones, as were identified in Appendix “I” attached to Report PED21067(a) and presented to the public during the public consultation that took place in February of this year. The proposed amendments to the Zoning By-laws of the Former Communities are presented in Appendix “H” attached to Report PED21067(b).

Upon direction from Council, staff will prepare the Zoning By-law Amendments for the former Communities. The Zoning By-law Amendments will be presented at a future statutory public meeting, in accordance with the *Planning Act*.

**Alternatives for Consideration – See Page 34**

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

**Financial:** While there are no staffing implications related to this report, based on *Bill 109*, the Minister of Municipal Affairs and Housing may refer the proposed Official Plan Amendments (OPAs) to the Ontario Land Tribunal (OLT) for advice or a decision. It is anticipated that the OLT would be required to hold a hearing and hear from witnesses either in support or opposition to the proposed OPAs. A contested hearing with multiple parties and witnesses would require 10-15 weeks of hearing time. Based on current commitments, it is anticipated that external legal counsel would be required combined with an external professional experts in the subject areas of planning, demographics and land economics to defend the No Urban Boundary Expansion growth management strategy at the OLT. The anticipated cost would be \$1.5 M to \$2.5 M.

**Staffing:** N/A

**Legal:** In accordance with Section 17 of the *Planning Act*, OPAs that implement a Municipal Comprehensive Review require the approval of the Minister of Municipal Affairs and Housing.

There is no third part appeal right in respect of a Minister’s decision on an OPA where the Minister is the approval authority. However, as identified in the Financial Implications Section *Bill 109* introduced changes to the Planning Act to allow the Minister of Municipal Affairs to refer the OPA to the OLT for advice and/or a hearing and decision on the merits of all or part of the OPA to implement the results of the City’s Municipal Comprehensive Review. In addition, *Bill 109* permits the Minister of Municipal Affairs and Housing to suspend the time period for filing a non-decision appeal of an OPA where the Minister is the approval authority, although the suspension of

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the timeline does not preclude the Minister from making a decision. A non-decision appeal may be made 120 days following the date the Minister received the OPA.

In accordance with Section 17(17) of the *Planning Act*, Public notice was posted in The Hamilton Spectator on April 12, April 18, and April 23, 2022, Ancaster News, Dundas Star News, Mountain News and Stoney Creek News on April 21 and April 28, 2022.

In accordance with Section 17(15) of the *Planning Act*, a Virtual Statutory Open House was held on May 3, 2022.

In accordance with Sections 17 and 26 of the *Planning Act*, the Statutory Public Meeting is being held on May 17, 2022 (and this meeting qualifies as both Special Meeting under Section 26 and public meeting under Section 17).

## **HISTORICAL BACKGROUND**

An historical account of the *Planning Act* requirements and Provincial Plan updates, as well as the City's GRIDS 2 and MCR of the Urban Hamilton Official Plan and Rural Hamilton Official Plan, is found beginning on Page 4 of Report PED21067(a). This report is the second report of the First Phase of the MCR / Official Plan Review of the City's Official Plans. Following the approval of the Recommendations contained in Report PED21067(a), on January 19, 2022, Council directed and authorized Planning staff to:

- Engage in public consultation with Indigenous communities, stakeholders, and residents on the proposed amendments to the UHOP Amendment and RHOP, attached as Appendices "A" and "B" to Report PED21067(a);
- Submit the proposed UHOP Amendment and RHOP Amendment, attached as Appendices "A" and "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*;
- 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 UHOP Amendment and that Planning staff present the proposed Zoning By-law Amendments at the statutory public meeting to consider the proposed OPAs;

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- Schedule and give notice of a statutory public meeting no later than May 3, 2022 to consider the draft OPA(s) and Zoning By-law Amendments, in accordance with the *Planning Act* (Note: The May 3, 2022 Public Meeting has been postponed to May 17, 2022 to allow for additional consultation to occur);
- Report back on the results of the consultation and any proposed changes to the draft OPA(s) and Zoning By-law Amendments, based on feedback, at the statutory public meeting; and,
- 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 UHOP and RHOP (Note: At the time of preparation of this report, the Province has not provided comments on the proposed OPAs).

### **1.0 Official Plan Amendments**

The draft UHOP Amendment and draft RHOP Amendment attached as Appendices “A” and “B” to Report PED21067(b) represent the completion of the first phase of the City’s MCR / OP Review. For a complete outline of the phased approach of OPAs for the City’s MCR / OP Review, please refer to Page 6 of Report PED21067(a).

The No Urban Boundary Expansion growth option that was adopted by Council on November 19, 2021 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 draft UHOP Amendment, attached as Appendix “A” to Report PED2067(b) and the draft RHOP Amendment, attached as Appendix “B” to Report PED21067(b), have been prepared to implement Council’s direction regarding No Urban Boundary Expansion growth scenario. Ministry of Municipal Affairs and Housing staff advised in November 2021 that the No Urban Boundary Expansion growth scenario poses a risk that the City will not conform with provincial requirements, as provided in Staff Report PED17010(n). Specifically, the Province indicated that the deletion of policies that permit an urban boundary expansion during this MCR could conflict with the provincial requirements to plan for and accommodate growth within the municipal boundary, and that, if adopted, forecasted growth may be redirected away from the City of Hamilton into other areas that are less suitable to accommodate growth. These provincial comments were noted in Reports PED17010(n) and PED17010(o). Staff has subsequently circulated the proposed Official Plan Amendments to implement the No Urban Boundary Expansion growth scenario to the Province; however, staff has not received any Provincial comments on the proposed amendments.

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## **2.0 Zoning By-law Amendments**

To implement the proposed policy changes to the UHOP resulting from Council's selection of a no Urban Boundary Expansion growth option, amendments are proposed to the Zoning By-laws of the Former Communities to create additional housing opportunities within low density residential areas. The changes required to implement the proposed policy changes to the UHOP; namely, the expansion of uses permitted in LDR Zones were identified in Report PED21067(a). As stated in Report PED21067(a), allowing a wider range of permitted uses will provide greater opportunities for intensification in the City's low density residential areas. This greater diversification of building forms can 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 in the UHOP.

Appendix "I" attached to Report PED21067(a) identified the new uses contemplated for the City's existing LDR Zones; semi-detached dwellings, triplexes, fourplexes, and street townhouse dwellings. Through Report PED21067(a), staff were directed to evaluate existing low density residential zones to identify the conformity amendments required, consult with the public and stakeholders, and present the implementing Zoning By-law Amendments to Planning Committee for consideration.

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

The policy implications and legislated requirements related to the MCR / OP Review and the Amendments to the UHOP and RHOP are outlined in Report PED21067(a).

## **RELEVANT CONSULTATION**

### **1.0 Ministry of Municipal Affairs and Housing**

Section 17 of the *Planning Act* provides the approval authority (i.e., the Ministry of Municipal Affairs and Housing) 90 days to review and comment on draft OPAs, supporting documentation and any other prescribed materials to implement MCR.

On January 12, 2022, staff forwarded draft copies of the proposed Amendments to the UHOP (Conformity Amendment) and RHOP (Implementation of No Urban Boundary Expansion Growth Option), specifically, Appendices "A" and "B" attached to Report PED21067(a), to the Ministry of Municipal Affairs and Housing (MMAH), under the premise that should any changes or revisions be made by Council, staff would forward copies of the revised OPAs to MMAH for review and comment.

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On January 19, 2022, Council directed and authorized staff to submit revised proposed Urban and Rural Hamilton Official Plan Amendments to the Minister of Municipal Affairs and Housing (MMAH) for review and comment, in accordance with the requirements of the *Planning Act*. Staff provided the Council approved proposed Amendments to MMAH staff on January 20, 2022, citing one modification to maintain the “Future Multi-Modal Hub” identified at Fifty Road and the QEW on UHOP Appendix “B” – Major Transportation Facilities and Routes, in accordance with Council direction.

Planning staff met virtually with MMAH staff on March 21, 2022 to check on the status of MMAH and provide any clarification on the proposed Amendments.

Based on the City’s initial letter to MMAH staff, the Province’s 90-day review period ended on April 12, 2022, and no formal comments have been received to date. MMAH staff indicated that written comments may be provided on April 20, 2022 or that a meeting may be arranged to provide City staff with an update on the Provincial review of the proposed Amendments.

### **1.1 Niagara Escarpment Commission**

Planning staff met virtually with Niagara Escarpment Commission (NEC) staff on March 11, 2022 regarding the proposed policy updates to the UHOP. The discussion was premised on the fact that the City of Hamilton is the largest urban centre along the Niagara Escarpment, and it is uniquely situated. NEC staff stressed the importance of preserving views of the Escarpment from the public realm.

Staff recognize that NEC comments will be communicated formally through MMAH, as per the Provincial “One Window” Planning Service. However, a comments summary is provided in Section 3.2 – Agency Comments, below.

### **2.0 City Staff**

In response to comments made by two Indigenous communities, the City’s Indigenous Strategy Group were consulted on the matter of the inclusion of a Land Acknowledgement and Indigenous community engagement in the Official Plan. Staff advised that revisions to the current Land Acknowledgement are necessary, and that consultation will be conducted in the development of a new one. Based on the comments received and the recognition that revisions are necessary, staff has determined not to include the current Land Acknowledgement in this MCR update. A Land Acknowledgement will be included through Phase 3: Local Context or a future Housekeeping Amendment, depending on timing. There is no provincial policy requiring it to be included now.

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### 3.0 Public Engagement

#### 3.1 Indigenous Community Comments

Staff invited 11 local Indigenous community contacts and an additional 15 Indigenous communities, based on advice from the Province, to meet virtually to discuss the proposed amendments to the Urban and Rural Hamilton Official Plans. The local Indigenous communities that were contacted include the Mississaugas of the Credit First Nation, Haudenosaunee Development Institute representing the Confederacy Chiefs Council, Six Nations of the Grand River Territory, Huron-Wendat, and Metis Nation of Ontario. Local Hamilton organizations serving the Indigenous community were also included in that number.

The Six Nations of the Grand River Territory, the Hamilton Regional Indian Centre and the Mississaugas of the Credit First Nation accepted the City's invitation to meet virtually on March 10, 24 and 25 respectively. The following table summarizes key highlights from conversations with Indigenous communities.

<i>Six Nations of the Grand River Territory</i>	
<b>Comments</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>Existing policies seem to focus on built heritage because indigenous communities of the past did not leave buildings behind, so cultural heritage is embedded in landscapes, and need to consider what state we are leaving these in for future generations.</li> </ul>	Draft Official Plan Amendment recognizes that an Indigenous community may identify a cultural heritage resource that is a landscape.
<ul style="list-style-type: none"> <li>City's current Land Acknowledgement references treaty that conflicts with previous treaty in 1701 (Fort Albany Treaty). Prefer that reference to 1792 Between the Lakes Purchase be removed.</li> </ul>	Updated Land Acknowledgement is being considered and a revised version expected to be included in Phase 3: Local Context updates anticipated in Q2 2023.
<ul style="list-style-type: none"> <li>More detailed policies regarding Indigenous engagement should be included.</li> </ul>	Staff revised the draft UHOP to elaborate on consultation protocols with Indigenous communities.
<ul style="list-style-type: none"> <li>Concerned about possible displacement of residents as existing housing is removed for Light-Rail Transit (LRT) corridor is redeveloped.</li> </ul>	Comment noted.

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<i>Six Nations of the Grand River Territory</i>	
<b>Comments</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>Support green infrastructure and increased tree canopy across the City.</li> </ul>	Policy framework encourages the use of green infrastructure. The City's Community Energy and Emissions Plan and Sustainable Building and Development Standards are anticipated late 2022.
<ul style="list-style-type: none"> <li>Commends Council for taking the approach of the No Urban Boundary Expansion growth option.</li> </ul>	Comment noted.

<i>Hamilton Regional Indian Centre</i>	
<b>Comments</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>Land acknowledgement speaks to land ownership through reference to Between the Lakes Purchase, whereas the land was stolen. Revision to Land Acknowledgement needs to clearly and truthfully acknowledge who has and continues to benefit from the lands.</li> </ul>	Updated Land Acknowledgement is being considered and a revised version expected to be included in Phase 3: Local Context updates anticipated in Q2 2023.
<ul style="list-style-type: none"> <li>Need to supply deeply affordable units for those on a fixed income.</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Recommends the City reviews and evaluates current user fees for public transit for those on fixed income or who have mental and/or physical disabilities.</li> </ul>	Beyond the scope of the Official Plan Review. Current pilot program allows children to ride free with a PRESTO card.

<i>Mississaugas of the Credit First Nation (MCFN)</i>	
<b>Comments</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>Mississauga's of the Credit First Nation provided staff with a history of their community to give context to their comments.</li> </ul>	Staff appreciated the historical overview of the Mississaugas of the Credit First Nation.

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<i>Mississaugas of the Credit First Nation (MCFN)</i>	
<b>Comments</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>City's Land Acknowledgement needs to be revised, by removing references to indigenous communities that are not treaty-holders for lands within the municipal boundary (i.e., no Erie, Huron-Wendat, etc.) and to reference proper treaty and MCFN as the first treaty holder.</li> </ul>	Updated Land Acknowledgement is being considered and a revised version expected to be included in Phase 3: Local Context updates anticipated in Q2 2023.
<ul style="list-style-type: none"> <li>Would like reference of engagement with 'indigenous communities' changed to 'First Nations', those who have treaty rights, and are interested in a consultation process with Development Planning, similar to process used in Haldimand County, where MCFN attend pre-consultation meetings and provide comments on certain proposals.</li> </ul>	Staff revised the draft UHOP to elaborate on consultation protocols with Indigenous communities.

For additional comments and staff responses, please refer to Appendix "C1" of Report PED21067(b).

### 3.2 Agency Comments

The following table summarizes comments received from agencies. Copies of all agency comments are included as Appendix "C2" attached to Report PED21067(b).

<b>Agency</b>	<b>Comments</b>	<b>Staff Response</b>
Alectra Utilities	No comment/objections.	N/A
Canada Post	No comment/conditions.	N/A
Enbridge Gas	<ul style="list-style-type: none"> <li>Include pipeline mapping within the Official Plans.</li> <li>Introduce policies to prohibit development within pipeline ROWs, restrict development in vicinity of pipelines and include pipeline companies in circulations of development Applications.</li> </ul>	Placeholder policy, as part of Phase 1. Phase 3: Local Context will address any policy and/or mapping updates concerning pipelines, amongst other matters.

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### 3.3 Stakeholder Comments

#### *Virtual Stakeholder Workshop*

Staff hosted an interactive online workshop for stakeholders in the morning of Thursday, February 24, 2022. A total of 26 participants attended the session, representing local businesses, educational establishments, environmental and agricultural associations. Upon registration, attendees were asked to choose topic areas of interest to allow for a focussed discussion, and the feedback resulted in the discussion of the Growth Management and Housing; Urban Structure and Zoning By-law Amendments; and, Climate Related, Infrastructure and Transportation topic areas. In general, stakeholders were supportive of policy updates related to increasing residential densities along transit nodes and corridors, and of proposed zoning by-law changes to increase uses in existing Low Density Residential Zones to facilitate infill opportunities. A number of participants requested priority be given to zoning changes to remove parking requirements and to permit purpose-built triplexes and fourplexes. Participants responded positively towards the inclusion of green infrastructure policies and encouraged the City to incorporate best practices related to climate resilient communities. For a more detailed account and analysis of the virtual stakeholder workshop, please refer to Pages 25 to 29 of Appendix “C” attached to Report PED21067(b).

#### *Email Comments*

Comments provided by stakeholders have been summarized in the tables, below.

<i>West End Home Builders' Association (WE HBA)</i>	
<b>Comments</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>Remove building transition policies, existing height limits, shadowing restrictions and step back requirements to achieve the proposed intensification and density targets.</li> </ul>	Comments noted. Updates to these policies, if required, will be addressed through Phase 3: Local Context.
<ul style="list-style-type: none"> <li>Support the removal of policies referencing maintenance of existing neighbourhood character (i.e., established patterns and built form).</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Recommend against a checklist approach to evaluating proposals under the proposed Sustainable Building and Development Guidelines.</li> </ul>	Staff revised the draft Official Plan Amendment to provide clarity on the Guidelines including a development review checklist.

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<i>West End Home Builders' Association (WE HBA)</i>	
<b>Comments</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>Recommend removal of parking requirements for residential land uses in the lower city and along the entire B.L.A.S.T. network, except maintain accessible parking space requirements.</li> </ul>	Parking requirements will be reviewed as part of the Official Plan Review: Phase 4–MTSA Official Plan Amendment and future Residential Zone Project.
<ul style="list-style-type: none"> <li>Support policy and zoning changes to enable a permissive framework for missing middle housing.</li> </ul>	Draft Urban Hamilton Official Plan Amendment provides a supportive policy framework.
<ul style="list-style-type: none"> <li>Recommend increasing maximum building height to 12 storeys for medium density residential category without the need for an Official Plan Amendment, which is consistent with proposed changes to the Building Code that will allow timber construction up to 12 storeys.</li> </ul>	Staff revised the draft Official Plan Amendment, accordingly.
<ul style="list-style-type: none"> <li>Recommend against limiting building heights to 30 storeys and not exceeding the top of the Niagara Escarpment.</li> </ul>	Staff retained the maximum building height requirements to provide a consistent maximum building height across the City.
<ul style="list-style-type: none"> <li>Offered support for monitoring cost of housing and development within the City.</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Recommends bold approach to encourage new construction, conversions and renovations as soon as possible.</li> </ul>	The Residential Zone Project will culminate in new residential zones in Zoning By-law No. 05-200 which will implement a progressive City-Wide approach to zoning for residential uses.

City staff met with representatives from the West End Home Builders' Association (WE HBA) on April 14, 2022, which allowed WE HBA members to reiterate, elaborate and provide clarification on the submitted comments. Overall, WE HBA stressed the need for the City to provide a policy framework that will enable the building industry to create additional units for population and employment growth through regulatory reform / removal of zoning requirements that is anticipated to exceed provincial projections.

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<i>Environment Hamilton</i>	
<b>Comments</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>Questioned why Designated Greenfield Density Target is proposed to be reduced from original Council Adopted Official Plan (70 p+j/Ha reduced to 60 p+j/Ha), which would be more supportive of frequent transit service.</li> </ul>	Staff noted the target of 60 p+j/Ha is an average measured across the entire <i>greenfield area</i> . Staff revised the draft Official Plan Amendment to require 70 p+j/Ha for lands within the <i>greenfield area</i> without existing development approvals, including the Fruitland-Winona Secondary Plan Area.
<ul style="list-style-type: none"> <li>Supports other density targets, intensification, mixed use development and employment land conversions.</li> </ul>	Draft Urban Hamilton Official Plan Amendment provides a supportive policy framework.
<ul style="list-style-type: none"> <li>Supports the inclusion of a land acknowledgement in the Official Plan.</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Recommend the inclusionary zoning and community benefits charges to support the creation of additional affordable housing units.</li> </ul>	The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.
<ul style="list-style-type: none"> <li>Supportive of new policies promoting climate-friendly building and design.</li> </ul>	Draft Urban Hamilton Official Plan Amendment provides a supportive policy framework.
<ul style="list-style-type: none"> <li>Recommended reference be made to the Community Energy and Emissions Plan and urged the City to finalize that plan and the Urban Forest Strategy.</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Recommended that a climate lens should be applied to all land use planning decisions.</li> </ul>	GRIDS 2 Direction #1 has been included in policy updates.
<ul style="list-style-type: none"> <li>Support building height restrictions to preserve views to and from natural features (i.e., Niagara Escarpment).</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Recommended the creation of a stormwater fee to provide an incentive to pursue green infrastructure/low impact development techniques.</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Supportive of policies that promote transit-supportive development along nodes and corridors, active transportation and mobility justice.</li> </ul>	Draft Urban Hamilton Official Plan Amendment provides a supportive policy framework.

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<i>Environment Hamilton</i>	
<b>Comments</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>Supportive of a firm urban boundary.</li> </ul>	Comments noted.

Conservation Halton	
<b>Comments</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>Recommended a policy highlighting the City will work with Conservation Authorities to address/highlight nature-based climate solutions.</li> </ul>	Staff revised the draft Official Plan Amendment, accordingly.
<ul style="list-style-type: none"> <li>Recommended “access to nature” as a key interdependent factor to a Strong Economy</li> </ul>	Staff revised the draft Official Plan Amendment, accordingly.
<ul style="list-style-type: none"> <li>Recommended policy updates to address protection/enhancement of natural features in subdivision design.</li> </ul>	Staff revised the draft Official Plan Amendment, accordingly.
<ul style="list-style-type: none"> <li>Recommended additional policy updates to address natural heritage features, updated natural heritage mapping, bird friendly building design, and adaptive management for existing ponds (where function is hindered).</li> </ul>	Staff revised the draft Official Plan Amendment, where appropriate in recognition that Phase 2 of the Official Plan Review will include updating natural heritage system policies, as well as refinements to the natural heritage system mapping.
<ul style="list-style-type: none"> <li>Recommended wildlife crossings to mitigate potential impacts of transportation in Core Areas and recommended offsetting also be considered as compensation.</li> </ul>	Staff are not recommending change to referenced policy (C.2.5.1), which is implementing Growth Plan direction.

<i>Niagara Escarpment Commission (NEC)</i> (City received copy of letter to MMAH with NEC Comments)	
<b>Comments</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>The <i>Niagara Escarpment Planning and Development Act</i> only permits urban boundary changes, requests for urban servicing or changes in land use designation to Urban, Minor Urban or Escarpment Recreation Area during a Provincial Plan Review (S. 6.1(2.3)).</li> </ul>	Staff revised the draft Official Plan Amendment specifying that for lands within the Niagara Escarpment Plan, only those lands designated as Urban Area may be considered for urban boundary adjustment.

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<i>Niagara Escarpment Commission (NEC)</i> (City received copy of letter to MMAH with NEC Comments)	
<b>Comments</b>	<b>Staff Response</b>
<ul style="list-style-type: none"> <li>Reference to the Niagara Escarpment Plan should be added to Policy C.1.0.</li> </ul>	Staff revised the draft Official Plan Amendment, accordingly.
<ul style="list-style-type: none"> <li>Expressed concerns related to the impact of tall buildings on views of the Niagara Escarpment.</li> </ul>	<p>Staff revised the draft Official Plan Amendment, to require Visual Impact Assessment on view corridors and general public views in relation to proposed residential and mixed-use building heights greater than six storeys.</p> <p>The NEC will be circulated on Applications within the NEP area as per the current process. For Applications outside of the NEP area, City staff may request and review VIAs as required.</p>

For details of all stakeholder comments and staff responses, please refer to Appendix “C3” attached to Report PED21067(b).

### **3.4 Public Comments**

#### *Virtual Open House*

Two Virtual Open Houses were held on February 17, 2022 (evening) and February 22, 2022 (afternoon), which were attended by 52 and 60 participants, respectively. These two virtual open houses were held to give the public an early and additional opportunity to comment on the proposed Official Plan Amendments and Amendments to the Zoning By-laws of the Former Communities. Staff presented background information on the MCR/OP Review process and highlights of proposed updates for each of the 10 topic areas, allowing opportunities for questions and answers after each section.

Participants raised concerns about how the proposed updates will address housing affordability, the provision of transit to accompany the planned intensification, and supported policies that will lead to climate resiliency, a firm urban boundary and zoning by-law amendments that will ultimately lead to purpose-built fourplexes.

For a detailed summary of the virtual open houses, please refer to Pages 18 to 21 of Appendix “C” attached to Report PED21067(b). Appendix “C” attached to Report PED21067(b) is a Report that provides a comprehensive summary of this round of public engagement.

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*Email Comments*

Members of the public generally endorsed policy changes that supported a “No Urban Boundary Expansion” growth scenario. To ensure complete communities are developed in suburban areas, policies requiring transit-supportive development and walkable/bikeable are needed. Some comments also recommended higher density targets in designated greenfield areas, suburban and employment areas. The public was also supportive of acknowledging and respecting meaningful engagement with Indigenous communities. Affordable and family friendly housing was noted as important.

Some members of the general public as well as planning consultants representing nine landowner groups expressed concern that the proposed policy updates to reflect a “No Urban Boundary Expansion” growth scenario is not in keeping with the Growth Plan for the Greater Golden Horseshoe, and instead recommend Council reconsider the “Ambitious Density” growth scenario.

Planning consultants recommended the removal of barriers to achieve the residential intensification necessary to accommodate the proposed population growth include: the removal of the restriction that employment land conversions may only take place at the time of a municipal comprehensive review, allowing heights greater than 30 storeys and in excess of the height of the Niagara Escarpment, relaxing of transition policies between high and low profile development.

Building industry representatives recommend strong urban design policies that encourage high quality and durable locally sourced construction materials for the exterior of buildings and permeable pavement systems, as well as deconstruction as a preferred method of redevelopment proposals rather than demolition.

For details of all comments received through the [grids2-mcr@hamilton.ca](mailto:grids2-mcr@hamilton.ca) email address and staff responses, please refer to Appendix “C4” attached to Report PED21067(b).

*Engage Hamilton*

Members of the public were invited to share their comments on the proposed amendments through an online survey on the Engage Hamilton GRIDS2/MCR project page. A form was created to allow comments to be submitted anonymously on a topic area basis, and members of the public could comment on any or all topic areas. The results of the comments were received in survey format without reference to the individual(s) who submitted the comments. Comments were generally supportive of the proposed amendments with additional comments that will be addressed in future phases of the Official Plan Review, as highlighted below.



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<b>Growth Management</b>	
<i>Comments Summary</i>	<i>Staff Response</i>
<ul style="list-style-type: none"> <li>Support No Urban Boundary Expansion growth strategy.</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Develop transit-supportive complete communities, where people can live, work and play.</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Consider higher density targets</li> </ul>	DGA density target is an average measured across the entire DGA, which includes developed and undeveloped areas (with or without existing development approvals).

<b>Employment</b>	
<i>Comments Summary</i>	<i>Staff Response</i>
<ul style="list-style-type: none"> <li>Support mixing of employment and non-employment uses.</li> </ul>	<p>Provincial policy prohibits residential uses in employment areas due to incompatibility. Some commercial uses are permitted in certain locations to support the function of business parks.</p> <p>Mixed use areas (residential and commercial) are permitted in appropriate locations throughout the Urban Area.</p>
<ul style="list-style-type: none"> <li>Employment areas should be well-served by road network, frequent and reliable transit service, and active transportation network.</li> </ul>	Transportation policy updates include a goal to connect Employment areas with transit services.
<ul style="list-style-type: none"> <li>Support conversion from employment to non-employment uses in appropriate locations.</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Discourage sprawl of employment uses.</li> </ul>	Some employment uses are land extensive by nature. However, employment density targets by designation are specified in the proposed policy updates.

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<b>Employment</b>	
<i>Comments Summary</i>	<i>Staff Response</i>
<ul style="list-style-type: none"> <li>Protect natural heritage features within and adjacent to employment areas.</li> </ul>	Natural heritage policies are in place to protect natural heritage features and their functions.

<b>Cultural Heritage</b>	
<i>Comments Summary</i>	<i>Staff Response</i>
<ul style="list-style-type: none"> <li>Support the acknowledgement of First Nations in the Urban Hamilton Official Plan.</li> </ul>	Revised land acknowledgement is being considered and will be included in the Local Context updates to both Official Plans.
<ul style="list-style-type: none"> <li>Support commitment to meaningful engagement with First Nations.</li> </ul>	Requirement for indigenous consultation is included in policy updates.
<ul style="list-style-type: none"> <li>Support the preservation of built heritage resources.</li> </ul>	Policies on heritage preservation are already present in the Official Plan.

<b>Provincial Plans</b>	
<i>Comments Summary</i>	<i>Staff Response</i>
<ul style="list-style-type: none"> <li>Recognition that Official Plans must be updated to conform to Provincial Policies.</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Province should allow local municipalities and local citizens to be autonomous in land use planning decisions (i.e., Growth Plan).</li> </ul>	<i>Planning Act</i> specifies provincial interests in land use planning.

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<b>Housing</b>	
<i>Comments Summary</i>	<i>Staff Response</i>
<ul style="list-style-type: none"> <li>Remove barriers to the creation of affordable housing units with a mix of unit sizes (e.g., second dwelling units, tiny homes, conversions)</li> </ul>	<p>Housing policy updates are in accordance with the City's Housing and Homelessness Action Plan.</p> <p>Updates to policies for Low Density areas of Neighbourhoods introduces opportunity for more dwelling units.</p> <p>The City's Family Friendly Housing project will be making recommendations regarding changes to the Official Plan, Zoning By-law and design standards relating to supporting and/or requiring family size units following public consultation.</p>
<ul style="list-style-type: none"> <li>Support for Inclusionary Zoning and housing in proximity to public transit.</li> </ul>	<p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.</p>

<b>Climate Related</b>	
<i>Comments Summary</i>	<i>Staff Response</i>
<ul style="list-style-type: none"> <li>Support recognition of climate change and climate of emergency.</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Further clarification of policies and initiatives recommended.</li> </ul>	Additional policy and references to initiatives will be considered a in Phase 3 of the Official Plan Review.
<ul style="list-style-type: none"> <li>Support for transit-oriented neighbourhoods with higher densities and active transportation network.</li> </ul>	Comments noted.

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<b>Climate Related</b>	
<i>Comments Summary</i>	<i>Staff Response</i>
<ul style="list-style-type: none"> <li>Support references to green building standards, Community Energy and Emissions Plan (CEEP) and Urban Forestry Strategy.</li> </ul>	<p>The Urban Forest Strategy is referenced in the policy updates.</p> <p>The CEEP and will be referenced through a future amendment, once approved.</p>
<ul style="list-style-type: none"> <li>Apply climate lens to all planning initiatives.</li> </ul>	GRIDS 2 Direction #1 has been included in policy updates.

<b>Urban Structure</b>	
<i>Comments Summary</i>	<i>Staff Response</i>
<ul style="list-style-type: none"> <li>Support complete mixed-use walkable neighbourhoods with range of housing, including affordable and accessible housing.</li> </ul>	Comment noted.
<ul style="list-style-type: none"> <li>Support higher residential densities in proximity to transit network.</li> </ul>	Major Transit Station Areas and Inclusionary Zoning will be reviewed through future phases of the current MCR, anticipated for 2023.
<ul style="list-style-type: none"> <li>Some support for fourplexes and sixplexes within the Neighbourhoods designation.</li> </ul>	Comment noted.

<b>Infrastructure</b>	
<i>Comments Summary</i>	<i>Staff Response</i>
<ul style="list-style-type: none"> <li>Support adaptive reuse of community facilities.</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Support green infrastructure, increased tree cover and protection of green spaces.</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Provide financial incentives for green infrastructure (i.e., stormwater fee reduction).</li> </ul>	Comments noted.

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<b>Transportation</b>	
<i>Comments Summary</i>	<i>Staff Response</i>
<ul style="list-style-type: none"> <li>Complete streets approach with public transit and active transportation.</li> </ul>	Comments noted.
<ul style="list-style-type: none"> <li>Support for road safety for all users of all abilities.</li> </ul>	Comments noted.

<b>Firm Urban Boundary</b>	
<i>Comments Summary</i>	<i>Staff Response</i>
<ul style="list-style-type: none"> <li>Strong support for No Urban Boundary Expansion growth scenario.</li> </ul>	Comments noted.

For more information and a more detailed summary of comments submitted through the online survey on the Engage Hamilton project page, please refer to Pages 22 to 24 of Appendix “C” attached to Report PED21067(b). For details of all comments received through the Engage Hamilton portal and corresponding staff responses, please refer to Appendix “C5” attached to Report PED21067(b).

#### **4.0 Statutory Open House**

In accordance with Sections 17.5 and 17.6 of the *Planning Act*, as amended, a virtual Statutory Open House has been planned for May 3, 2022 at 6:00pm to present the final draft Official Plan Amendments for the MCR to Planning for approval and to provide the public with an opportunity for the public to provide input. Members of the public have been instructed to register in advance of the Statutory Open House and will be able to ask questions of staff concerning the draft Official Plan Amendments. Attendees have been advised to submit comments on the draft Official Plan Amendments directly to the Clerk either before or at the Statutory Public Meeting.

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

#### **1.0 Draft Official Plan Amendments – Changes from Previous Draft**

##### **1.1 Employment Land Review – Deferred Employment Land Conversions**

The draft UHOP Amendment, attached as Appendix “A” to Report PED21067(b), reflects the conversion of employment lands to non-employment uses that Council

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approved through the GRIDS 2 and Municipal Comprehensive Review – Deferred Employment Land Conversion Requests Report PED17010(p) on April 27, 2022. Revisions to address these conversions include changes in land use designation, as well as the revision of existing site specific policies and the creation of site specific policies within Volumes 2 and 3 to address proposed uses, where warranted. Two additional sites, namely, 1400 South Service Road, Stoney Creek and McMaster Innovation Park, Hamilton, have been deferred to Council at the May 4, 2022 General Issues Committee for consideration.

### **1.2 Waterdown Five Hectare Expansion**

At the meeting of April 28, 2022, Council approved an urban boundary expansion to include properties located at 329 and 345 Parkside Drive, Flamborough into the urban area, and to adjust the urban boundary in the vicinity of 100 Sunnycroft Court, Flamborough. The draft UHOP Amendment, attached as Appendix “A” to Report PED2067(b) and the draft RHOP Amendment, attached as Appendix “B” to Report PED21067(b) have been revised to incorporate said lands within the urban area.

### **1.3 Topic-Based Approach – Updates from Previous Version**

As indicated in Report PED21067(a), Planning staff adopted a topic-based approach to reviewing the Provincial Policy Statement, 2020 and the 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. In addition to the key changes to UHOP policies to implement the revised provincial policies that were identified by topic area beginning on Page 10 of Report PED21067(a), further changes resulting from public engagement and staff refinements are noted, below:

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Topic Area	Key Changes to Proposed Official Plan Amendments
All Topic Areas	<p><b>Mapping:</b></p> <ul style="list-style-type: none"> <li>• Update schedules, appendices, and maps referenced in Appendices “D1” and “E” attached to Report PED21067(b) to correct the municipal 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.</li> <li>• Update schedules, appendices and maps to adjust the urban boundary to include lands that are designated “Urban Area” within the Niagara Escarpment Plan Area located at 40 and 70 Olympic Drive, Dundas, 385 Jerseyville Road West, Ancaster, and apply land use designations, identifications and classifications, as indicated in Appendices “D1” and “E” attached to Report PED21067(b). Lands were designated “Urban Area” within the Niagara Escarpment Plan through the Coordinated Review in 2017 and the City must implement that decision. Staff inadvertently omitted these from the previous draft Amendments.</li> <li>• Update schedules, appendices and maps to adjust the urban boundary to include lands that are and lands in vicinity of 100 Sunnycroft Court, Flamborough, and apply land use designations, identifications and classifications, as indicated in Appendices “D1” and “E” attached to Report PED21067(b).</li> </ul>

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Topic Area	Key Changes to Proposed Official Plan Amendments
<b>All Topic Areas Continued.</b>	<p><b>Mapping:</b></p> <ul style="list-style-type: none"> <li>• Update schedules, appendices and maps to adjust the urban boundary to include lands located at 329 and 345 Parkside Drive, Flamborough to implement Council’s decision to add the lands to the <i>urban area</i>, apply land use designations and Urban Site Specific Policy Reference, as indicated in Appendix “D1” attached to Report PED21067(b);</li> <li>• Fixing grammatical and numbering errors.</li> </ul>
<b>Growth Management</b>	<p><b>Text:</b></p> <ul style="list-style-type: none"> <li>• Provided clarity that the <i>greenfield</i> density target is measured over the entirety of Hamilton’s <i>greenfield area</i> and added a new policy that any lands within the <i>greenfield area</i> that are not subject to existing approvals shall be planned to achieve a minimum density of 70 persons and jobs per hectare.</li> <li>• Amended new policy B.2.2.2 to clarify that for lands within the Niagara Escarpment Plan Area, only those designated “Urban Area” may be added to the “Urban Area” through an urban boundary adjustment.</li> <li>• Removed <i>urban corridors</i> from the identification of <i>strategic growth areas</i> within Policy B.2.4.1.2.</li> <li>• Added “access to nature” as an important contributor to the quality of life for residents.</li> </ul> <p><b>Mapping:</b> N/A</p>
<b>Employment</b>	<p><b>Text:</b></p> <ul style="list-style-type: none"> <li>• Revisions to sub-policy (c) in Policy E.5.4.5 to clarify that all offices within the Employment Area – Business Park Designation must be less than 4,000 sq. m.</li> <li>• Reinstated new Policy E.5.7.1 which was omitted from previous UHOPA in error.</li> <li>• Policies added, amended or deleted in Volumes 2 and 3 to address Deferred Employment Land Conversion Requests – Report PED17010(p), as per Appendices “D” and “D1” attached to Report PED21067(b).</li> </ul>

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Topic Area	Key Changes to Proposed Official Plan Amendments
<b>Employment Continued</b>	<p><b>Mapping:</b></p> <ul style="list-style-type: none"> <li>• Schedule E – Urban Structure               <ul style="list-style-type: none"> <li>○ Additional changes to urban structure elements related to Deferred Employment Land Conversion Requests – Report PED17010(p).</li> </ul> </li> <li>• Schedule E-1 – Urban Land Use Designations</li> </ul> <p>Additional urban land use redesignations related to Deferred Employment Land Conversion Requests – Report PED17010(p).</p>
<b>Cultural Heritage</b>	<p><b>Text:</b></p> <ul style="list-style-type: none"> <li>• Removed Land Acknowledgement, following discussions with First Nations and Indigenous Relations staff, who advised that a revised Land Acknowledgement will be considered in future. Revised Land Acknowledgement will be included in MCR/OP Review Phase 3: Local Context or a Future Housekeeping Official Plan Amendment, depending on the timing.</li> <li>• Including Indigenous communities in Policy B.3.6.2.2 as key partners for climate change related policies and plans.</li> <li>• Revised new Policy F.1.17.8 to include various levels of engagement with Indigenous communities, based on project scope and rationale for engagement.</li> <li>• Added new Policy F.1.17.8.1 that respects the consultation protocols of First Nations and Indigenous Communities.</li> <li>• Added new Policy F.1.17.8.2 that demonstrates a commitment to develop a mutually agreed upon engagement protocol for land use planning matters.</li> </ul> <p><b>Mapping:</b> N/A</p>
<b>Provincial Plans</b>	<p><b>Text:</b></p> <ul style="list-style-type: none"> <li>• Included reference to Niagara Escarpment Plan in Policy C.1.0 as a Plan to which the Official Plan must conform.</li> </ul>

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Topic Area	Key Changes to Proposed Official Plan Amendments
<b>Provincial Plans Continued</b>	<p><b>Mapping:</b></p> <ul style="list-style-type: none"> <li>• Schedule A – Provincial Plans               <ul style="list-style-type: none"> <li>○ Designate lands located at 40 and 70 Olympic Drive, Dundas, 385 Jerseyville Road West, Ancaster, and lands in vicinity of 100 Sunnycroft Court, Flamborough as “Urban Area” under the Niagara Escarpment Plan.</li> </ul> </li> </ul> <p>Add new legend entry “Greenbelt Plan Protected Countryside” and designate lands located at 329 and 345 Parkside Drive, Flamborough as “Protected Countryside”.</p>
<b>Housing</b>	<p><b>Text:</b> N/A</p> <p><b>Mapping:</b> N/A</p>
<b>Climate-Related</b>	<p><b>Text:</b></p> <ul style="list-style-type: none"> <li>• Revised new Policy B.3.2.1.7 to add preserving and/or enhance natural features to subdivision design.</li> <li>• Revised new Policy B.3.2.4.7 to also reference locally sourced recycled materials in the construction of new buildings and retrofitting of existing buildings.</li> <li>• Revised updates to Policy B.3.6.5 to reference changing dynamics of hazard lands.</li> <li>• Removed reference to Sustainable Building and Development Guidelines, including a development review checklist, in Policy B.3.7.3.</li> <li>• Added reference to fish and wildlife in the considerations of a sub-watershed plan to Policy F.3.1.5.1.</li> <li>• Greenhouse gas emissions target correction in F.3 to reference the Hamilton’s Corporate Greenhouse Gas Emission Reduction Target is to be Carbon Neutral by 2050.</li> </ul> <p><b>Mapping:</b> N/A</p>

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Topic Area	Key Changes to Proposed Official Plan Amendments
Urban Structure	<p><b>Text:</b></p> <ul style="list-style-type: none"> <li>• <i>Urban corridors</i> removed from urban structure elements identified as <i>strategic growth areas</i> in Policy E.2.2.5.</li> <li>• Added new sub-policy (e) in Policy E.3.4.6 to provide clarity that multiple dwellings up to 6 units within the low density residential category should have access to a collector or arterial road or be in proximity to said roads.</li> <li>• Revisions to Policy E.3.5.8 increase maximum height for medium density residential uses to 12 storeys and provide additional direction to require new development to incorporate sustainable building and development standards and a mix of unit sizes. In addition, wording was reinstated that was omitted from proposed UHOPA in error.</li> <li>• Added new sub-policy (f) in Policy E.3.5.9 to address the impact of public views and vistas of the Niagara Escarpment and <i>cultural heritage resources</i> for <i>multiple dwellings</i> proposed to be greater than six storeys.</li> <li>• Revisions to E.3.6.7 to provide clarity with respect to height of the top of the Niagara Escarpment.</li> <li>• Revisions to Policy E.3.6.8 to specify that multiple dwellings greater than 12 storeys in height are considered high density and incorporate sustainable building and development standards and include a mix of unit sizes.</li> <li>• Revisions to E.4.6.8 increased maximum height for the Mixed Use – Medium Density designation from 11 to 12 storeys without an OPA, provided certain conditions are met, including the addition of new sub-policies (a) and (b) to provide a range of unit sizes and sustainable building and development techniques.</li> <li>• Added new Policy E.4.6.29 for Mixed Use – Medium Density designation to address the impact of public views and vistas of the Niagara Escarpment and <i>cultural heritage resources</i> for development greater than 6 storeys.</li> <li>• New sub-section (h) Visual Impact Assessment added to Table F.1.19.1 as other information and materials that may be required to deem a <i>Planning Act</i> Application complete.</li> </ul>

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Topic Area	Key Changes to Proposed Official Plan Amendments
<b>Urban Structure (Continued)</b>	<p><b>Mapping:</b></p> <ul style="list-style-type: none"> <li>• Volume 1: Schedule E – Urban Structure               <ul style="list-style-type: none"> <li>○ Added the identification of “Priority Transit Corridor” to align with policy updates to Chapter E regarding Urban Corridors and Major Transit Station Areas.</li> </ul> </li> </ul>
<b>Infrastructure</b>	<p><b>Text:</b></p> <ul style="list-style-type: none"> <li>• Added reference to sub-watershed planning to increase climate resiliency in Policy C.5.0.</li> <li>• Added reference to salt management in promoting stormwater management best practices in Policy C.5.4.10.</li> </ul> <p><b>Mapping:</b> N/A</p>
<b>Transportation</b>	<p><b>Text:</b></p> <ul style="list-style-type: none"> <li>• Added text to address safety for all road users as a component of goods movement in Policy C.4.6.2.</li> </ul> <p><b>Mapping:</b></p> <ul style="list-style-type: none"> <li>• Volume 1: Appendix B – Major Transportation Facilities and Routes               <ul style="list-style-type: none"> <li>○ Replace “Potential Rapid Transit Line (B.L.A.S.T)” with “Potential Higher Order Transit”.</li> <li>○ Replace “Future Multi Modal Hub” with “Potential Multi Modal Hub”.</li> </ul> </li> </ul>
<b>Glossary</b>	<p><b>Text:</b> Revised <i>Greenfield Area</i> definition to clarify that lands within the <i>greenfield area</i> may or may not have existing development approvals.</p>
<b>Firm Urban Boundary (RHOP)</b>	<p><b>Text:</b></p> <ul style="list-style-type: none"> <li>• Added Site Specific Policy UFN-X to restrict permitted uses and identify studies required prior to future development on lands located at 329 and 345 Parkside Drive, Flamborough.</li> </ul> <p><b>Mapping:</b> Refer to mapping changes for “All Topic Areas” in table, above.</p>

For details of the recommended text and mapping revisions to the proposed Official Plan Amendments that were presented to Planning Committee on January 12, 2021, please refer to Appendices “D”, “D1”, and “E” attached to Report PED21067(b).

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## **2.0 Zoning By-law Amendments**

To implement the Urban Hamilton Official Plan policies proposed in Appendix “A” attached to Report PED21067(b), amendments are proposed to the Low Density Residential (LDR) Zones of the former Community Zoning By-laws to expand the uses permitted within each of these zones, thereby providing opportunities for small-scale intensification in neighbourhoods across the City. The proposed Amendments will be brought forward for consideration at a future Statutory Public Meeting in accordance with the *Planning Act*.

As detailed in Appendix “I” attached to Report PED21067(a), in addition to single detached dwellings, uses permitted in existing LDR Zones are to be expanded to include semi-detached dwellings, triplex and fourplex dwellings, and street townhouse dwellings. Further evaluation of the LDR Zones has subsequently taken place, alongside consultation with the public and stakeholders. As described in Section 3.3 and 3.4 of the Relevant Consultation Section of this Report, staff presented the proposed changes to the uses permitted in LDR Zones. As a result, the recommended approach to the expansion of uses in the LDR Zones includes:

- Adding the following new permitted uses:
  - Duplex Dwellings; Semi-Detached Dwellings; Street Townhouse Dwellings (in addition to Single Detached Dwellings)
- Introducing converted dwelling permissions:
  - The conversion of existing dwellings to contain a greater number of dwelling units, up to a maximum of four dwelling units on a lot.

The sections that follow present this approach, describe how it will be implemented in the Zoning By-laws, and summarize the new regulations intended to implement the new permissions in LDR Zones.

### **2.1 New Permitted Uses**

LDR Zones within the six former Community Zoning By-laws make up over 40 individual zones, many of which only permit single detached dwellings as the principle land use. The uses permitted in the existing LDR Zones of Ancaster, Dundas, Flamborough, Glanbrook, Hamilton, and Stoney Creek are outlined in Appendix “F” attached to Report PED21067(b).

In addition, Appendix “F” attached to Report PED21067(b) outlines the proposed changes to the use permissions to ensure that Single Detached Dwellings, Semi-Detached Dwellings, Duplex Dwellings, and Street Townhouse Dwellings are permitted

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in all of the Low Density Residential Zones. No changes are proposed to Zoning By-law No. 05-200 as part of the zoning amendments to implement the Draft Urban Hamilton Official Plan Amendments presented in this Report. The Residential Zones Project will implement the policy changes through the creation of new residential zones in Zoning By-law No. 05-200, including new LDR Zones.

There is one exception to the expansion of uses within LDR Zones which applies to zones which exclusively permit street townhouse dwellings in the Ancaster, Glanbrook, the former City of Hamilton, and Stoney Creek Zoning By-laws. These zones will continue to permit street townhouse dwellings only, as this use contributes to providing additional housing choices in LDR Zones.

**2.2. Converted Dwellings, Secondary Dwelling Units, and Secondary Dwelling Units – Detached**

The broader range of housing types recommended for LDR Zones extends to triplexes and fourplexes (which may be alternatively defined as multiple dwellings, apartment buildings, or a multi-plex in the Zoning By-laws). To build on the Secondary Dwelling Unit (SDU) and Secondary Dwelling Unit – Detached (SDU-D) regulations, it is proposed to have additional dwelling units permitted on a lot through the conversion of existing dwelling. At this time, new purpose-built triplexes and fourplexes are not contemplated. The Residential Zones Project will evaluate how best to incorporate built form standards for purpose-built triplexes and fourplexes in the context of specific neighbourhoods and communities.

The conversion of existing dwellings to allow for three or four units provides the opportunity for small-scale intensification within existing neighbourhoods while preserving the character of the existing streetscape and neighbourhood, accommodating adaptive reuse of existing buildings, making use of existing infrastructure, and reducing carbon emissions resulting from demolition and new development. The broadening of uses in neighbourhoods across the City is considered a balanced approach to the provision of intensification opportunities. Each of the former Community Zoning By-laws will incorporate regulations that extend the additional dwelling units already permitted through the SDU and SDU-D regulations to accommodate additional intensification within existing dwellings.

Regulations for converted dwellings will be integrated with the regulations for Secondary Dwelling Units and Secondary Dwelling Units – Detached for each of the Community Zoning By-laws. These small-scale intensification options will each have separate regulations but build on each other for ease of implementation. Report PED20093(c) introduced modifications and updates to the existing SDU and SDU-D regulations that reorganized and simplified the development standards. The associated Converted

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Dwelling regulations, described further in Section 2.3 to this Report (and presented in Appendix “H” attached to Report PED21067(b)), follow a similar format.

The key distinctions between Converted Dwellings, SDUs, and SDU-D is principally, the number of dwelling units that can be added, and the permissions vis-à-vis an existing or new dwelling. They are closely aligned in that each can occur on a given low density residential lot. While an SDU represents one accessory dwelling unit located within a principal dwelling, any additional units added to an existing dwelling are captured by the Converted Dwelling regulations. A SDU-D is a separate detached dwelling unit which may occur on the same lot as a converted dwelling containing an SDU or additional dwelling units. Regardless of the configuration on a lot, a maximum of four dwelling units are permitted on a lot. The key permissions of Converted Dwellings, SDUs, and SDU-Ds are summarized below. Additionally, Appendix “G” attached to Report PED21067(b) uses a flow chart to illustrate the relationship between each of these measures.

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**CONVERTED DWELLINGS\***

An **existing** dwelling converted to contain greater than **two** but no more than **four** dwelling units.

Permitted within **Low Density Residential Zones**

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**SECONDARY DWELLING UNIT\***

A **self-contained dwelling unit** that is accessory to and located **within** the principal dwelling.

May be located within an **existing** or **new** dwelling, provided the dwelling is a **single detached, semi-detached, or street townhouse dwelling**.

Permitted primarily within **Low Density Residential Zones**

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**SECONDARY DWELLING UNIT - DETACHED\***

A separate, self-contained **detached dwelling unit** that is accessory to and located **on the same lot** as the principal dwelling.

May be purpose built or through the conversion of an existing legally established accessory building.

May be located on a lot with an **existing or new** dwelling, provided the dwelling is a **single-detached, semi-detached, or street townhouse dwelling**.

Permitted primarily within **Low Density Residential Zones**

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\* A maximum of **four** Dwelling Units are permitted on a Lot

## **2.3 Proposed Amendments to the Former Community Zoning By-laws**

To implement the proposed changes to the Low Density Residential Zones of the former Community Zoning By-laws, a consistent use approach is recommended across Zoning By-laws that integrates new regulations within the existing Zoning By-law structure and provides functionality for the purpose of interpretation and implementation. Appendix “H” attached to Report PED21067(b) provides a summary of the amendments proposed to each former Community Zoning By-law that will add new permitted uses to each LDR Zone, and introduce Converted Dwelling permissions and regulations.

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The amendments proposed are an interim step towards the ultimate replacement of these zones with new low density residential zones in Zoning By-law No. 05-200. Phase One of the Residential Zones Project will culminate in the introduction of new LDR Zones City-wide. The amendments proposed to each former Community Zoning By-law will inform this ongoing phase of the project as new zones are created and a comprehensive suite of regulations are established to implement these zones.

**2.3.1 Parking for Converted Dwellings, Secondary Dwelling Units, and  
Secondary Dwelling Units – Detached**

Parking requirements have been a barrier to allowing small-scale intensification to occur within existing residential neighbourhoods. To alleviate this barrier, Appendix “H” attached to Report PED21067(b) describes that no parking spaces are required for dwelling units within a converted dwelling, provided the required parking spaces for the existing dwelling which existed on the date of passage of the amending by-law, continue to be provided and maintained. Notwithstanding this, one parking space is required for the fourth dwelling unit in a converted dwelling. The parking requirement for converted dwellings is intended to be applied concurrently with the parking requirements for SDUs and SDU-Ds, resulting in the following requirements:

	<b>Parking Requirement</b>	
	<b>Zero Parking Spaces</b>	<b>One Parking Space</b>
<b>Secondary Dwelling Unit</b> In a <u>new</u> dwelling		✓
<b>Secondary Dwelling Unit – Detached</b> On a lot with a <u>new</u> dwelling		✓
<b>Secondary Dwelling Unit</b> In an <u>existing</u> dwelling	✓ <sup>1</sup>	
<b>Secondary Dwelling Unit – Detached</b> On lot with an <u>existing</u> dwelling	✓ <sup>1, 2</sup>	
<b>Converted Dwelling</b> Third Dwelling Unit	✓ <sup>1</sup>	
<b>Converted Dwelling</b> Fourth Dwelling Unit		✓

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- 1: Provided the required parking which existed on May 12, 2021 for the existing dwelling continues to be provided.
- 2: If the SDU-D constitutes the fourth Dwelling Unit on a lot, one parking space is required.

The proposed Zoning By-law Amendments will be presented to Planning Committee at a future Statutory Public Meeting once Council approves the Amendment to the UHOP. The Zoning By-law Amendments will assist in achieving additional intensification within low density residential areas in a way that will be sympathetic to the existing character of the neighbourhood. These interim measures make use of existing infrastructure and built form, ultimately providing a better option to address climate change issues while accommodating intensification.

### **ALTERNATIVES FOR CONSIDERATION**

Council could choose to not approve or further revise the Draft UHOP Amendment and / or RHOP Amendment. In either case, and depending on the nature of the revisions, the City may be at risk of failing 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.

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**Built Environment and Infrastructure**

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

**Culture and Diversity**

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

**Our People and Performance**

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

**APPENDICES AND SCHEDULES ATTACHED**

- Appendix “A” to Report PED21067(b) - Draft UHOP Amendment
- Appendix “B” to Report PED21067(b) - Draft RHOP Amendment
- Appendix “C” to Report PED21067(b) - Public Consultation Summary Document
- Appendix “C1” to Report PED21067(b) - First Nations and Indigenous Communities  
Comments – Summary of Discussions
- Appendix “C2” to Report PED21067(b) - Agency Comments – Email
- Appendix “C3” to Report PED21067(b) - Stakeholder Comments – Email
- Appendix “C4” to Report PED21067(b) - Public Comments – Email
- Appendix “C5” to Report PED21067(b) - Public Comments – Engage Hamilton
- Appendix “C6” to Report PED21067(b) - Public and Stakeholder Engagement  
Addendum
- Appendix “D” to Report PED21067(b) - Revisions to Proposed Amendments to the  
UHOP Text – By Topic Area – MCR
- Appendix “D1” to Report PED21067(b) - Revisions to Proposed Amendments to  
UHOP Schedules, Appendices and Maps –  
MCR
- Appendix “E” to Report PED21067(b) - Revisions to Proposed Amendments to  
RHOP Schedules, Appendices and Maps –  
MCR
- Appendix “F” to Report PED21067(b) - Permitted and Proposed Uses in Existing  
Low Density Residential Zones
- Appendix “G” to Report PED21067(b) - Relationship between Converted Dwellings,  
SDUs, and SDU-Ds
- Appendix “H” to Report PED21067(b) - Proposed Amendments to the Former  
Community Zoning By-laws

DM:sd

**Schedule “1”**

**PROPOSED Urban Hamilton Official Plan  
 Amendment No. X**

The following text, together with:

**Volume 1**

Appendix “A”	Chapter A - Introduction
Appendix “B”	Chapter B – Communities
Appendix “C”	Chapter C – City Wide Systems and Designations
Appendix “D”	Chapter E – Urban Systems and Designations
Appendix “E”	Chapter F – Implementation
Appendix “F”	Chapter G – Glossary
Appendix “G”	Schedule A – Provincial Plans
Appendix “H”	Schedule B – Natural Heritage System
Appendix “I”	Schedule B-1 – Detailed Natural Heritage Features Key Natural Heritage Features Life Science ANSI
Appendix “J”	Schedule B-2 – Detailed Natural Heritage Features Key Natural Heritage Features Significant Woodlands
Appendix “K”	Schedule B-4 – Detailed Natural Heritage Features Key Natural Heritage Features and Key Hydrologic Features Wetlands
Appendix “L”	Schedule B-5 – Detailed Natural Heritage Features Key Hydrologic Features Lakes and Littoral Zones
Appendix “M”	Schedule B-6 – Detailed Natural Heritage Features Local Natural Area Environmentally Significant Areas
Appendix “N”	Schedule B-7 – Detailed Natural Heritage Features Local Natural Area Earth Science ANSI
Appendix “O”	Schedule B-8 – Detailed Natural Heritage Features Key Hydrologic Feature Streams
Appendix “P”	Schedule C – Functional Road Classification
Appendix “Q”	Schedule E – Urban Structure
Appendix “R”	Schedule E-1 – Urban Land Use Designations
Appendix “S”	Schedule F – Airport Influence Area
Appendix “T”	Schedule G – Local Housing Market Zones
Appendix “U”	Schedule “X” – Provincially Significant Employment Zones (New)
Appendix “V”	Appendix A – Parks Classification Map
Appendix “W”	Appendix B – Major Transportation Facilities and Routes
Appendix “X”	Appendix D – Noise Exposure Forecast Contours and Primary Zoning Regulation Area

Appendix “Y”	Appendix E – Contaminated Sites
Appendix “Z”	Appendix F – Cultural Heritage Resources
Appendix “AA”	Appendix F-4 – Archaeological Potential
Appendix “AB”	Appendix G – Boundaries Map

**Volume 2**

Appendix “AC”	Chapter B – Secondary Plans
Appendix “AD”	Map B.6.7-1 – Centennial Neighbourhoods Secondary Plan – Land Use Plan
Appendix “AE”	Map B.6.7-2 – Centennial Neighbourhoods Secondary Plan – Maximum Building Heights in the Node
Appendix “AF”	Map B.6.7-3 – Centennial Neighbourhoods Secondary Plan – Transportation and Connections
Appendix “AG”	Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas
Appendix “AH”	Appendix A – Centennial Neighbourhoods Secondary Plan – Transition Areas
Appendix “AI”	Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan
Appendix “AJ”	Map B.7.6-1 – West Mountain Area (Heritage Green) Secondary Plan – Land Use Plan
Appendix “AK”	Appendix A – Secondary Plan Index Map

**Volume 3**

Appendix “AL”	Chapter B – Urban Area Specific Policies
Appendix “AM”	Chapter C – Urban Site Specific Policies
Appendix “AN”	Map 1 – Area Specific Policies Key Map
Appendix “AO”	Map H-1 – Hamilton Area Specific Policies
Appendix “AP”	Map H-“X” – Hamilton Area Specific Policies (New)
Appendix “AQ”	Map H-“Y” – Hamilton Area Specific Policies (New)
Appendix “AR”	Map H-“Z” – Hamilton Area Specific Policies (New)
Appendix “AS”	Map 2 – Urban Site Specific Key Map
Appendix “AT”	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 reflect updated policy direction of the Provincial Policy Statement, 2020, the Growth Plan for the Greater Golden Horseshoe, 2019, as amended, the Greenbelt Plan, 2017, and the Niagara Escarpment Plan, 2017.
- To update the Urban Hamilton Official Plan and Rural Hamilton Official Plan to implement Council direction for the No Urban Boundary Expansion growth management strategy.

**4.0 Actual Changes:**

**4.1 Volume 1 – Parent Plan**

**Text**

4.1.1 Chapter A – Introduction

a. That the following policies of Volume 1: Chapter A – Introduction be amended, added or deleted, as outlined in Appendix “A”, attached to this Amendment:

- |                |                      |                        |                   |
|----------------|----------------------|------------------------|-------------------|
| • Introduction | • A.2.1              | • A.2.3.3.1 (Existing) | • A.2.3.4.5 (New) |
| • A.1.2        | • A.2.3              | • A.2.3.3.2            | • A.2.4           |
| • A.1.3        | • A.2.3.1            | • A.2.3.3.3 (Existing) | • A.2.5.1         |
| • A.1.4        | • A.2.3.2 (New)      | • A.2.3.4.3 (New)      | • A.2.5.2         |
| • A.1.6        | • A.2.3.2 (Existing) | • A.2.3.3.4 (Existing) | • 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 (Existing)
- B.2.2.1 (Existing)
- B.2.2.2 (Existing)
- B.2.2.3 (Existing)
- B.2.2.4 (Existing)
- B.2.2.5 (Existing)
- B.2.3 Heading (Existing)
- B.2.3.1
- B.2.3.2
- B.2.3.3
- B.2.4.1.1
- B.2.4.1.2
- B.2.4.1.2
- B.2.4.1.3
- B.2.4.1.4
- B.2.4.2.1
- B.3.0
- B.3.1
- B.3.1.2
- B.3.1.15
- B.3.2.1.7 (New)
- B.3.2.2
- B.3.2.2.1
- Table B.3.2.1
- Table B.3.2.2
- B.3.2.4.1
- B.3.2.4.2
- B.3.2.4.7 (New)
- B.3.2.4.8 (New)
- B.3.2.4.9 (New)
- B.3.2.4.10 (New)
- B.3.3.1.6
- B.3.3.1.10
- 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 (New)
- B.3.4.2.1
- B.3.4.2.5
- 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 (Existing)
- B.3.4.4.6 (Existing)
- B.3.4.4.9 (Existing)
- B.3.4.4.10 (Existing)
- B.3.4.5.2
- B.3.4.5.5
- B.3.5.2.2 (New)
- B.3.5.2.5 (Existing)
- B.3.5.2.12 (Existing)
- B.3.5.2.13 (Existing)
- B.3.5.2.15 (New)
- B.3.5.3.16
- B.3.5.3.20 (New)
- 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
- 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.3.7.4
- 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 (Existing)
- C.4.2.7 (Existing)
- C.4.2.8 (Existing)
- C.4.2.9 (New)
- C.4.2.9 (Existing)
- C.4.2.10 (Existing)
- C.4.2.15 (Existing)
- C.4.2.16 (Existing)
- 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.4.4.2 (New)
- C.4.4.2 (Existing)
- C.4.4.5.1 (Existing)
- C.4.4.7 (Existing)
- C.4.4.8 (Existing)
- C.4.4.9 (Existing)
- C.4.4.9.1 (Existing)
- C.4.4.10 (Existing)
- C.4.4.11 (Existing)
- C.4.4.12 (Existing)
- C.4.4.13 (New)
- C.4.4.13 (Existing)
- C.4.4.15
- C.4.5.4
- C.4.5.6.5
- C.4.5.6.7
- C.4.6
- C.4.6.1
- C.4.6.2
- C.4.6.3
- C.4.6.5
- C.4.7.1.1
- C.5.0
- C.5.3.3 (New)
- C.5.3.9 (Existing)
- C.5.3.11 (New)
- C.5.3.11 (Existing)
- C.5.3.18 (New)
- C.5.4.1 (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)
- C.5.8 (New Section)
- C.5.8.1 (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 (Existing)
- E.3.4.3
- E.3.4.4
- E.3.4.6
- E.3.5.2
- E.3.5.3
- E.3.5.4
- E.3.5.7
- E.3.5.8
- E.3.5.9
- 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.4.6.29
- 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)
- E.5.7.1 (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.3.1.3.1             | • F.3.4.5             | • F.3.5 Heading       |
| • F.1.1.13 (New)   | • F.3.1.3.2             | • F.3.4.5.1           | • F.3.5.1             |
| • F.1.17.8 (New)   | • F.3.1.5.1             | • F.3.4.5.2 (New)     | • F.3.5.2 (New)       |
| • F.1.17.8.1 (New) | • F.3.1.8 (New Section) | • Table F.3.4.2       | • F.3.7 (New Section) |
| • F.1.17.8.2 (New) | • F.3.1.8.1 (New)       | • F.3.4.5.3 (New)     | • F.3.7.1 (New)       |
| • Table F.1.19.1   | • F.3.1.8.2 (New)       | • Table F.3.4.3 (New) |                       |
|                    | • F.3.1.8.3 (New)       | • F.3.4.5.4 (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 B – Natural Heritage System be amended, as shown on Appendix “H”, attached to this Amendment.
- c. That Volume 1: Schedule B-1 – Detailed Natural Heritage Features Key Natural Heritage Features Life Science ANSI be amended, as shown on Appendix “I”, attached to this Amendment.
- d. That Volume 1: Schedule B-2 – Detailed Natural Heritage Features Key Natural Heritage Features Significant Woodlands be amended, as shown on Appendix “J”, attached to this Amendment.
- e. That Volume 1: Schedule B-4 – Detailed Natural Heritage Features Key Natural Heritage Features and Key Hydrologic Features Wetlands be amended, as shown on Appendix “K”, attached to this Amendment.

- f. That Volume 1: Schedule B-5 – Detailed Natural Heritage Features Key Hydrologic Features Lakes and Littoral Zones be amended, as shown on Appendix "L", attached to this Amendment.
- g. That Volume 1: Schedule B-6 – Detailed Natural Heritage Features Local Natural Area Environmentally Significant Areas be amended, as shown on Appendix "M", attached to this Amendment.
- h. That Volume 1: Schedule B-7 – Detailed Natural Heritage Features Local Natural Area Earth Science ANSI be amended, as shown on Appendix "N", attached to this Amendment.
- i. That Volume 1: Schedule B-8 – Detailed Natural Heritage Features Key Hydrologic Feature Streams be amended, as shown on Appendix "O", attached to this Amendment.
- j. That Volume 1: Schedule C – Functional Road Classification be amended, as shown on Appendix "P", attached to this Amendment.
- k. That Volume 1: Schedule E – Urban Structure be amended, as shown on Appendix "Q", attached to this Amendment.
- l. That Volume 1: Schedule E-1 – Urban Land Use Designations be amended, as shown on Appendix "R", attached to this Amendment.
- m. That Volume 1: Schedule F – Airport Influence Area be amended, as shown on Appendix "S", attached to this Amendment.
- n. That Volume 1: Schedule G – Local Housing Market Zones be amended, as shown on Appendix "T", attached to this Amendment.
- o. That Volume 1: Schedule "X" – Provincially Significant Employment Zones be added, as shown on Appendix "U", attached to this Amendment.

#### 4.1.8 Appendices

- a. That Volume 1: Appendix A – Parks Classification Map be amended, as shown on Appendix "V", attached to this Amendment.
- b. That Volume 1: Appendix B – Major Transportation Facilities and Routes be amended, as shown on Appendix "W", attached to this Amendment.

- c. That Volume 1: Appendix D – Noise Exposure Forecast Contours and Primary Zoning Regulation Area be amended, as shown on Appendix "X", attached to this Amendment.
- d. That Volume 1: Appendix E – Contaminated Sites be amended, as shown on Appendix "Y", attached to this Amendment.
- e. That Volume 1: Appendix F – Cultural Heritage Resources be amended, as shown on Appendix "Z", attached to this Amendment.
- f. That Volume 1: Appendix F-4 – Archaeological Potential be amended, as shown on Appendix "AA", attached to this Amendment.
- g. That Volume 1: Appendix G – Boundaries Map be amended, as shown on Appendix "AB", 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 "AC", attached to this Amendment:
  - B.6.4.3.1 e)
  - B.6.4.10.1
  - B.6.7.13 g)
  - B.6.7.18.1
  - B.6.7.18.8
  - B.6.7.18.X (New)
  - B.7.4.18.8
  - B.8.7

### **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 "AD", 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 "AE", 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 "AF", 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 “AG”, attached to this Amendment.
- e. That Volume 2: Appendix A– Centennial Neighbourhoods Secondary Plan – Transition Areas be amended, as shown on Appendix “AH”, 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 “AI”, attached to this Amendment.
- g. That Volume 2: Map B.7.6-1 – West Mountain Area (Heritage Green) Secondary Plan – Land Use Plan be amended, as shown on Appendix “AJ”, attached to this Amendment.
- h. That Volume 2: Appendix A – Secondary Plans Index Map be amended, as shown on Appendix “AK”, 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 “AL”, 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 Polices be amended to revise or add policies, as outlined in Appendix “AM”, attached to this Amendment:

- UFN-“X” (New)
- UFE-2
- UHN-“X” (New)
- UHN-“Y” (New)
- UHN-“Z” (New)
- UHN-“XX” (New)
- UHC-“X” (New)
- UHC-“Y” (New)
- UHSCC-“X” (New)

## Maps and Appendices

### 4.3.3 Maps

- a. That Volume 3: Map 1 – Area Specific Policies Key Map be amended, as shown on Appendix "AN", attached to this Amendment.
- b. That Volume 3: Map H-1 – Hamilton Area Specific Policies be amended, as shown on Appendix "AO", attached to this Amendment.
- c. That Volume 3: Map H-"X" – Hamilton Area Specific Policies (New) be added, as shown on Appendix "AP", attached to this Amendment.
- d. That Volume 3: Map H-"Y" – Hamilton Area Specific Policies (New) be added, as shown on Appendix "AQ", attached to this Amendment.
- e. That Volume 3: Map H-"Z" – Hamilton Area Specific Policies (New) be added, as shown on Appendix "AR", attached to this Amendment.
- f. That Volume 3: Map 2 – Site Specific Policies Key Map be amended, as shown on Appendix "AS", attached to this Amendment.
- g. That Volume 3: Map 2a – Site Specific Policies Key Map (Lower City) be amended, as shown on Appendix "AT", attached to this Amendment.

## 5.0 Implementation:

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

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

### The City of Hamilton

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

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

Appendix “A” – Volume 1: Chapter A – Introduction

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Chapter A – Introduction                      Hamilton is a city of many communities: diverse by nature of geography and history; united by a common future. Hamilton has a vision for its future – a vision for a vibrant, healthy, sustainable city. The vision, known as <del>Vision 2020</del> <b>Our Future Hamilton, that builds on Vision 2020</b>, has been shared by citizens, businesses, community groups, organizations and our local government since <del>1992</del> <b>2017</b>.                      An Official Plan is a guiding document – its goals and policies move the City towards achieving its visions for the future – visions that are expressed both through <del>Vision 2020</del> <b>Our Future Hamilton</b> and the City's Strategic Plan. ... This Plan and the policies contained herein implement many of the principles <del>expressed by in Vision 2020</del> <b>Our Future Hamilton</b> and the City's Strategic Plan.</p>	<p>Chapter A – Introduction                      Hamilton is a city of many communities: diverse by nature of geography and history; united by a common future. Hamilton has a vision for its future – a vision for a vibrant, healthy, sustainable city. The vision, known as 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.1.2 <del>Hamilton's Future – A Time for Change Over the next 30 years</del> <b>By 2051</b>, the City is expected to grow to achieve a population of <del>660,000</del><b>820,000</b> and <del>300,000</del><b>360,000</b> jobs. The shape, look and feel of the City will change - influenced not only by physical growth but by economic, <del>and</del> demographic <b>and climate</b> change, as well. An aging population, a declining number of people per household, the effects of the global economy on local companies, increasing pressures on community services, <b>the impacts of a changing climate</b>, and urban pressure on rural resources will result in change – physical, economic and social. The City will experience many changes over the lifetime of this Plan. Change brings energy and opportunities. To effect positive change the City must harness that energy, take advantage of the opportunities, and manage any undesirable impacts.  <b>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</b></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, 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.                      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</p>

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<p><b>from an average of 16 between 1976 – 2005 to an average of 37 per year. In a high emissions scenario, the Province of Ontario would be anticipated to see an average annual temperature rise of 5.1 degrees Celsius, and Hamilton would be anticipated to see an average annual precipitation increase of 66.7 mm in the 2050s.</b></p> <p><b>These potentially severe consequences of climate change reinforce that actions to reduce and respond to the <i>impacts of a changing climate</i> will be required across all City departments and will include both corporate and community initiatives. A climate change lens must be applied to all planning decisions going forward as per the City's Corporate Goals and Areas of Focus for Climate Change Mitigation and Adaptation, to plan for a City that is resilient to the <i>impacts of a changing climate</i>.</b></p> <p>Our location in the Golden Horseshoe, as well as the City's strengthening relationship with the Greater Toronto Area (GTA) municipalities, provide both benefits and challenges. Hamilton has become an attractive place to live because of <del>its</del> amenities and reasonable housing prices <b>relative to other cities in the region.</b> However, many of our residents <del>are commuting</del> <b>commute</b> to jobs outside Hamilton. One of the City's key priorities is to increase employment opportunities within our boundaries. Another challenge is that our strong social service network serves populations <del>both within and outside the City</del> <b>and reside both within and outside the City.</b></p>	<p>– 2005 to an average of 37 per year. In a high emissions scenario, the Province of Ontario would be anticipated to see an average annual temperature rise of 5.1 degrees Celsius, and Hamilton would be anticipated to see an average annual precipitation increase of 66.7 mm in the 2050s.</p> <p>These potentially severe consequences of climate change reinforce that actions to reduce and respond to the <i>impacts of a changing climate</i> will be required across all City departments and will include both corporate and community initiatives. A climate change lens must be applied to all planning decisions going forward, as per the City's Corporate Goals and Areas of Focus for Climate Change Mitigation and Adaptation, to plan for a City that is resilient to the <i>impacts of a changing climate</i>.</p> <p>Our location in the Golden Horseshoe, as well as the City's strengthening relationship with the Greater Toronto Area (GTA) municipalities, provide both benefits and challenges. Hamilton has become an attractive place to live because of its amenities and reasonable housing prices relative to other cities in the region. However, many of our residents' commute to jobs outside Hamilton. One of the City's key priorities is to increase employment opportunities within our boundaries. Another challenge is that our strong social service network serves populations who require assistance and reside both within and outside the City.</p>
<p>A.1.3 Function of the Official Plan  This Plan projects a long-term vision for the physical development of the City <del>over the next 30 years</del> <b>to 2051.</b> <del>It's</del> <b>The</b> policies provide the direction for managing long term <i>development</i> to achieve social, economic and environmental objectives of the City's vision. The Plan:</p> <ul style="list-style-type: none"> <li>• <del>is one of the primary implementation arms of Vision 2020</del> <b>Implements Our Future Hamilton</b> and the City's Strategic Plan;</li> <li>• is a legal document whose origin is derived from the <u>Planning Act, R.S.O., 1990 c. P.13</u>;</li> <li>• builds on the concepts of provincial initiatives that support the building of strong communities [such as the Provincial Policy Statement, Growth</li> </ul>	<p>A.1.3 Function of the Official Plan  This Plan projects a long-term vision for the physical <i>development</i> of the City to 2051. The policies provide the direction for managing long term <i>development</i> to achieve social, economic and environmental objectives of the City's vision. The Plan:</p> <ul style="list-style-type: none"> <li>• Implements Our Future Hamilton and the City's Strategic Plan;</li> <li>• is a legal document whose origin is derived from the <u>Planning Act, R.S.O., 1990 c. P.13</u>;</li> <li>• builds on the concepts of provincial initiatives that support the building of strong communities [such as the Provincial Policy Statement, Growth Plan for the Greater Golden</li> </ul>

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<p>Plan for the Greater Golden Horseshoe, the <del>Greenbelt</del> <b>Niagara Escarpment Plan</b>]; and,</p> <ul style="list-style-type: none"> <li>is one of the key implementation mechanisms for the City's Growth Strategy (GRIDS <b>2</b>) and other corporate initiatives, including Master Plans (Transportation and Infrastructure, Recreational, <b>Parks</b>), <del>and</del> the Social Development Strategy, <b>the Corporate Energy and Sustainability Policy and the Community Climate Change Action Plan.</b></li> </ul> <p>The Urban Hamilton Official Plan applies to lands within the <i>urban area</i>.</p>	<p>Horseshoe, the Niagara Escarpment Plan]; and,</p> <ul style="list-style-type: none"> <li>is one of the key implementation mechanisms for the City's Growth Strategy (GRIDS 2) and other corporate initiatives, including Master Plans (Transportation and Infrastructure, Recreational, Parks), the Social Development Strategy, the Corporate Energy and Sustainability Policy and the Community Climate Change Action Plan.</li> </ul> <p>The Urban Hamilton Official Plan applies to lands within the <i>urban area</i>.</p>
<p>A.1.4 Principles of the Official Plan  The Official Plan plays a major role in setting a framework of actions that will lead to the sustainable, healthy future envisioned by <del>Vision 2020</del> <b>Our Future Hamilton</b> and the City's Strategic Plan. The framework of the Official Plan is centred on the following principles:</p> <ul style="list-style-type: none"> <li>compact and healthy urban communities that provide opportunities to live, work, play, and learn;</li> <li>a strong rural community protected by firm urban boundaries;</li> <li>environmental systems – land, air and water – that are protected and enhanced;</li> <li>balanced transportation networks that offer choice so people can walk, cycle, take transit, or drive, and recognize the importance of goods movement to our local economy;</li> <li><b>reducing Greenhouse Gas (GHG) emissions and adapting to the impacts of a changing climate;</b></li> <li>a growing, strong, prosperous and diverse economy;</li> <li><b>a wide range and healthy supply of housing options for current and future residents;</b></li> <li><b>planning for a City that is equitable and inclusive, and which meets the evolving needs of Hamilton's diverse population;</b></li> <li>financial stability; and,</li> <li>strategic and wise use of infrastructure services and existing built environment.</li> </ul>	<p>A.1.4 Principles of the Official Plan  The Official Plan plays a major role in setting a framework of actions that will lead to the sustainable, healthy future envisioned by Our Future Hamilton and the City's Strategic Plan. The framework of the Official Plan is centred on the following principles:</p> <ul style="list-style-type: none"> <li>compact and healthy urban communities that provide opportunities to live, work, play, and learn;</li> <li>a strong rural community protected by firm urban boundaries;</li> <li>environmental systems – land, air and water – that are protected and enhanced;</li> <li>balanced transportation networks that offer choice so people can walk, cycle, take transit, or drive, and recognize the importance of goods movement to our local economy;</li> <li>reducing Greenhouse Gas (GHG) emissions and adapting to the <i>impacts of a changing climate</i>;</li> <li>a growing, strong, prosperous and diverse economy;</li> <li>a wide range and healthy supply of housing options for current and future residents;</li> <li>planning for a City that is equitable and inclusive, and which meets the evolving needs of Hamilton's diverse population;</li> <li>financial stability; and,</li> <li>strategic and wise use of infrastructure services and existing built environment.</li> </ul>
<p>A.1.6 Supporting Plans and Strategies  This Official Plan relies on legislation, strategies, plans and guidelines as implementation tools to move the City's communities forward to meet, not only City directions, but also provincial requirements. Examples include:</p> <ul style="list-style-type: none"> <li>Growth Related Integrated Development</li> </ul>	<p>A.1.6 Supporting Plans and Strategies  This Official Plan relies on legislation, strategies, plans and guidelines as implementation tools to move the City's communities forward to meet, not only City directions, but also provincial requirements. Examples include:</p> <ul style="list-style-type: none"> <li>Growth Related Integrated Development</li> </ul>



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<p>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>...</p> <ul style="list-style-type: none"> <li>• <b>Other Initiatives – The City has developed a Corporate Energy and Sustainability Policy, a Community Climate Change Action Plan, and developed Corporate Goals and Areas of Focus for Climate Mitigation and Adaptation to provide a comprehensive, coordinated and multidisciplinary approach to climate change mitigation and adaptation. These plans will require, where possible, incentivize and encourage environmental sustainability including reducing GHG emissions and improving climate resiliency.</b></li> </ul>	<p>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>...</p> <ul style="list-style-type: none"> <li>• Other Initiatives – The City has developed a Corporate Energy and Sustainability Policy, a Community Climate Change Action Plan, and developed Corporate Goals and Areas of Focus for Climate Mitigation and Adaptation to provide a comprehensive, coordinated and multidisciplinary approach to climate change mitigation and adaptation. These plans will require, where possible, incentivize and encourage environmental sustainability including reducing GHG emissions and improving climate resiliency.</li> </ul>
<p>A.2.1 <del>Vision 2020</del> <b>Our Future Hamilton</b></p> <p>The City has <b>long</b> been a leader in the area of community sustainability. In 1992, the former Region of Hamilton-Wentworth adopted Vision 2020. <del>In 2002, the City undertook a review of the Vision in light of many changes that had taken place within the previous 10 years. The 'Building a Strong Foundation' public consultation process renewed not only the City's commitment, but also the community's commitment to making informed decisions based on environmental, economic and social considerations. The updated vision was adopted by City Council in September, 2003.</del> <b>Adopted by Council in 2016, Our Future Hamilton provides a 25-year community vision that builds on the legacy of Vision 2020, and reflects the values and aspirations of the nearly 55,000 residents who participated in the visioning process.</b></p> <p><b>Hamilton's Vision 2020</b></p> <p><del>As citizens, businesses and government of the City of Hamilton we accept responsibility for making decisions that lead to a healthy, sustainable future. We celebrate our strengths as a vibrant, diverse City of natural beauty nestled around the Niagara Escarpment and Hamilton Harbour. We are able to achieve our full potential through safe access to clean air and water, food, shelter, education, satisfying employment, spirituality and culture. We weigh</del></p>	<p>A.2.1 Our Future Hamilton</p> <p>The City has long been a leader in the area of community sustainability. In 1992, the former Region of Hamilton-Wentworth adopted Vision 2020. Adopted by Council in 2016, Our Future Hamilton provides a 25-year community vision that builds on the legacy of Vision 2020, and reflects the values and aspirations of the nearly 55,000 residents who participated in the visioning process.</p> <p>Our Future Hamilton – Community Priorities  Community Engagement and Participation – Our Future Hamilton is a collaborative place where...</p> <ul style="list-style-type: none"> <li>• People work together and make a positive impact on the community.</li> <li>• Citizens are consulted and involved in making the decisions that impact them.</li> <li>• A passion and sense of pride for the city exists among residents, driving volunteerism and community-based initiatives.</li> </ul> <p>Economic Prosperity &amp; Growth – Our Future Hamilton is an ambitious place where...</p> <ul style="list-style-type: none"> <li>• People successfully provide for themselves and their families and have opportunities to grow and develop.</li> <li>• Post-secondary institutions and businesses collaborate with the City, contributing to the success of our economy.</li> <li>• Residents can work in the city in one of the</li> </ul>

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<p><del>social/health, economic and environmental costs, benefits and risks equally when making decisions.</del></p> <p><del><b>Action</b> – Sustainable community goals, strategies and targets are achieved by committing resources and acting decisively.</del></p> <p><del><b>Access</b> – People have the ability to contribute and participate in community life regardless of physical and mental ability, income, age, gender, spiritual or cultural background or geographic location.</del></p> <p><del><b>Accountability</b> – Community leaders measure and report on progress in achieving the Vision.</del></p> <p><del><b>Adaptability</b> – We learn from the past and take action to create positive change.</del></p> <p><b>Our Future Hamilton – Community Priorities</b></p> <p><b>Community Engagement and Participation – Our Future Hamilton is a collaborative place where...</b></p> <ul style="list-style-type: none"> <li>• <b>People work together and make a positive impact on the community.</b></li> <li>• <b>Citizens are consulted and involved in making the decisions that impact them.</b></li> <li>• <b>A passion and sense of pride for the city exists among residents, driving volunteerism and community-based initiatives.</b></li> </ul> <p><b>Economic Prosperity &amp; Growth – Our Future Hamilton is an ambitious place where...</b></p> <ul style="list-style-type: none"> <li>• <b>People successfully provide for themselves and their families and have opportunities to grow and develop.</b></li> <li>• <b>Post-secondary institutions and businesses collaborate with the City, contributing to the success of our economy.</b></li> <li>• <b>Residents can work in the city in one of the increasing number of quality, well-paying local jobs.</b></li> <li>• <b>A prosperous and diverse local and regional economy benefits all residents.</b></li> </ul> <p><b>Healthy &amp; Safe Communities – Our Future Hamilton is a caring place where...</b></p> <ul style="list-style-type: none"> <li>• <b>People lead happy lives in safe neighbourhoods and friendly communities.</b></li> <li>• <b>We all have access to the services and supports we need to be healthy and active.</b></li> <li>• <b>Our city is safe and inviting, and people continue to work together to take care of and support each other.</b></li> </ul> <p><b>Clean &amp; Green – Our Future Hamilton is an environmentally sustainable place where...</b></p> <ul style="list-style-type: none"> <li>• <b>A flourishing natural environment enriches the</b></li> </ul>	<p>increasing number of quality, well-paying local jobs.</p> <ul style="list-style-type: none"> <li>• A prosperous and diverse local and regional economy benefits all residents.</li> </ul> <p>Healthy &amp; Safe Communities – Our Future Hamilton is a caring place where...</p> <ul style="list-style-type: none"> <li>• People lead happy lives in safe neighbourhoods and friendly communities.</li> <li>• We all have access to the services and supports we need to be healthy and active.</li> <li>• Our city is safe and inviting, and people continue to work together to take care of and support each other.</li> </ul> <p>Clean &amp; Green – Our Future Hamilton is an environmentally sustainable place where...</p> <ul style="list-style-type: none"> <li>• A flourishing natural environment enriches the quality of life for community members.</li> <li>• Organizations take a leadership role and operate in a sustainable manner.</li> <li>• Everyone has a deep understanding and respect for the natural environment and its important contribution to our lives.</li> </ul> <p>Built Environment &amp; Infrastructure – Our Future Hamilton is a people friendly place where...</p> <ul style="list-style-type: none"> <li>• The quality of life, well-being and enjoyment of its residents influences design and planning</li> <li>• It is easy to get around our city and Hamilton's transportation systems are well-connected regionally.</li> <li>• Hamilton is connected to its rich history through architecture.</li> <li>• Public spaces are well maintained and vibrant, with greenspace and attractions for residents and visitors.</li> <li>• Neighbourhoods have a variety of homes and amenities.</li> </ul> <p>Culture &amp; Diversity – Our Future Hamilton is a vibrant place where...</p> <ul style="list-style-type: none"> <li>• People of all ages, backgrounds and abilities are accepted and celebrated.</li> <li>• There is always something to do in Hamilton, with a year-round calendar of events and a thriving local arts scene.</li> <li>• All of our downtown areas are bustling centres of economic and community activity.</li> <li>• People of all backgrounds, ages and abilities call Hamilton home and have access to the support and opportunities they need to succeed.</li> </ul>

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<p><b>quality of life for community members.</b></p> <ul style="list-style-type: none"> <li>• <b>Organizations take a leadership role and operate in a sustainable manner.</b></li> <li>• <b>Everyone has a deep understanding and respect for the natural environment and its important contribution to our lives.</b></li> </ul> <p><b>Built Environment &amp; Infrastructure – Our Future Hamilton is a people friendly place where...</b></p> <ul style="list-style-type: none"> <li>• <b>The quality of life, well-being and enjoyment of its residents influences design and planning</b></li> <li>• <b>It is easy to get around our city and Hamilton's transportation systems are well-connected regionally.</b></li> <li>• <b>Hamilton is connected to its rich history through architecture.</b></li> <li>• <b>Public spaces are well maintained and vibrant, with greenspace and attractions for residents and visitors.</b></li> <li>• <b>Neighbourhoods have a variety of homes and amenities.</b></li> </ul> <p><b>Culture &amp; Diversity – Our Future Hamilton is a vibrant place where...</b></p> <ul style="list-style-type: none"> <li>• <b>People of all ages, backgrounds and abilities are accepted and celebrated.</b></li> <li>• <b>There is always something to do in Hamilton, with a year-round calendar of events and a thriving local arts scene.</b></li> <li>• <b>All of our downtown areas are bustling centres of economic and community activity.</b></li> <li>• <b>People of all backgrounds, ages and abilities call Hamilton home and have access to the support and opportunities they need to succeed.</b></li> </ul> <p><del>In addition to the Vision, Phase 1 of the GRIDS program identified nine 'Directions' to guide development decisions. These directions inform the requirements for background studies and were used as the basis for creating development options and growth policy concepts. The directions also informed the development of this Official Plan.</del></p> <p><b>In addition to Our Future Hamilton, the first phase of the City's updated Growth Related Integrated Strategy (GRIDS2) identified the following 10 'Directions' endorsed by Council to evaluate decisions related to urban growth and development, and have informed the development options and growth policy concepts provided in the 10-year update to this Official Plan.</b></p> <p><del>Nine</del> <b>Ten</b> Directions to Guide Development:</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>Ten Directions to Guide Development:</p> <p>Direction #1 Plan for climate change mitigation and adaptation and reduce greenhouse gas emissions.</p> <p>Direction #2 Encourage a compatible mix of uses in neighbourhoods, including a range of housing types and affordabilities, that provide opportunities to live, work, learn, shop and play, promoting a healthy, safe and complete community.</p> <p>Direction #3 Concentrate new development and infrastructure within existing built-up areas and within the urban boundary through intensification and adaptive re-use.</p> <p>Direction #4 Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape.</p> <p>Direction #5 Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and spirituality.</p> <p>Direction #6 Retain and intensify existing employment land, attract jobs in Hamilton's strength areas and targeted new sectors, and support access to education and training for all residents.</p> <p>Direction #7 Expand transportation options through the development of complete streets that encourage travel by foot, bike and transit, and enhance efficient inter-regional transportation connections.</p> <p>Direction #8 Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.</p>

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<p>Direction #1  <del>Encourage a compatible mix of uses in neighbourhoods that provide opportunities to live, work, and play.</del> <b>Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.</b></p> <p>Direction #2  <del>Concentrate new development within existing built-up areas and within a firm urban boundary.</del> <b>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.</b></p> <p>Direction #3  <del>Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and enjoyment of the rural landscape. In Rural Hamilton Official Plan.</del> <b>Concentrate new development and infrastructure within existing built-up areas and within the urban boundary through intensification and adaptive re-use.</b></p> <p>Direction #4  <del>Design neighbourhoods to improve access to community life.</del> <b>Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape.</b></p> <p>Direction #5  <del>Retain and attract jobs in Hamilton's strength areas and in targeted new sectors.</del> <b>Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and spirituality.</b></p> <p>Direction #6  <del>Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.</del> <b>Retain and intensify existing employment land, attract jobs in Hamilton's strength areas and targeted new sectors, and support access to education and training for all residents.</b></p> <p>Direction #7  <del>Maximize the use of existing buildings, infrastructure and vacant or abandoned land.</del> <b>Expand transportation options through the</b></p>	<p>Direction #9                  Protect ecological systems and the natural environment, reduce waste, improve air, land and water quality, and encourage the use of green infrastructure.</p> <p>Direction #10                  Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and communities, protect cultural heritage resources, and support arts and culture as an important part of community identity.</p>

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<p><b>development of complete streets that encourage travel by foot, bike and transit, and enhance efficient inter-regional transportation connections.</b></p> <p>Direction #8                      Protect ecological systems and improve air, land and water quality. <b>Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.</b></p> <p>Direction #9                      Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and settlements. <b>Protect ecological systems and the natural environment, reduce waste, improve air, land and water quality, and encourage the use of green infrastructure.</b></p> <p>Direction #10  <b>Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and communities, protect cultural heritage resources, and support arts and culture as an important part of community identity.</b></p>																													
<p>A.2.3 Growth Management – Provincial                      The Province of Ontario's <b>A Places to Grow: Growth Plan for the Greater Golden Horseshoe (20062019)</b> (Growth Plan), <b>as amended</b>, sets out a vision to <b>20312051</b> for how and how much growth should occur in the Greater Golden Horseshoe (GGH). This area is expected to grow by <b>3.74.6</b> million people by <b>20312051</b> with Hamilton projecting to take a <b>1.75.1%</b> share of <b>the GGH growth.</b></p>	<p>A.2.3 Growth Management – Provincial                      The Province of Ontario's <i>A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan)</i>, as amended, sets out a vision to 2051 for how and how much growth should occur in the Greater Golden Horseshoe (GGH). This area is expected to grow by 4.6 million people by 2051 with Hamilton projecting to take a 5.1% share of the GGH growth.</p>																												
<p>A.2.3.1 Population Forecasts – City Wide                      Hamilton's <b>20312051</b> population forecasts are as follows:  <b>Table A.1 – Population Forecasts, 2001-20312021-2051</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Year</th> <th style="text-align: left;">Population</th> </tr> </thead> <tbody> <tr> <td><del>2001</del></td> <td><del>510,000</del></td> </tr> <tr> <td><del>2011</del></td> <td><del>540,000</del></td> </tr> <tr> <td>2021</td> <td><del>590</del><b>584,000</b></td> </tr> <tr> <td>2031</td> <td><del>660</del><b>652,000</b></td> </tr> <tr> <td><b>2041</b></td> <td><b>733,000</b></td> </tr> <tr> <td><b>2051</b></td> <td><b>820,000</b></td> </tr> <tr> <td>Change <del>20012021 - 2031</del> <b>2051</b></td> <td><del>150</del><b>236,000</b></td> </tr> </tbody> </table>	Year	Population	<del>2001</del>	<del>510,000</del>	<del>2011</del>	<del>540,000</del>	2021	<del>590</del> <b>584,000</b>	2031	<del>660</del> <b>652,000</b>	<b>2041</b>	<b>733,000</b>	<b>2051</b>	<b>820,000</b>	Change <del>20012021 - 2031</del> <b>2051</b>	<del>150</del> <b>236,000</b>	<p>A.2.3.1 Population Forecasts – City Wide                      Hamilton's 2051 population forecasts are as follows:                      Table A.1 – Population Forecasts, 2021-2051</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Year</th> <th style="text-align: left;">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> <p>Source: Hemson Consulting Ltd. based on Statistics Canada Census data and Growth Plan Schedule 3 forecasts for 2051.</p>	Year	Population	2021	584,000	2031	652,000	2041	733,000	2051	820,000	Change 2021 - 2051	236,000
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<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</p>																									

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<p><del>infrastructure needs studies completed for the downtown area.</del></p>	
<p>Greenfield Density Target  A.2.3.34.32 <del>Greenfield areas shall be planned to achieve an overall minimum density of 50</del> <b>60</b> people and jobs per hectare. The <i>greenfield</i> density target shall be measured over <b>the entirety of</b> Hamilton's <i>greenfield area</i>, excluding natural heritage features designated in this Plan, <b>right-of-way for electrical transmission lines, energy transmission pipelines, roads classified as freeways, as defined and mapped as part of the Ontario Road Network, as well as railways, employment areas, and cemeteries.</b> <del>The greenfield area includes designated employment areas. On employment lands, the City shall plan to meet a density target of 37 people and jobs per hectare. On non-employment lands, densities will need to achieve a minimum average density of 70 persons and jobs per hectare to meet the overall density target.</del></p>	<p>Greenfield Density Target  A.2.3.4.2 <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 the entirety of 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>Insert new Policy A.2.3.4.3 and renumber subsequent policies:  <b>A.2.3.4.3 Notwithstanding policy A.2.3.4.2, the lands within the <i>greenfield area</i> that are not subject to existing <i>development</i> approvals, including lands within the Fruitland-Winona Secondary Plan area, shall be planned to achieve a minimum density of 70 persons and jobs per hectare.</b></p>	<p>A.2.3.4.3 Notwithstanding policy A.2.3.4.2, the lands within the <i>greenfield area</i> that are not subject to existing <i>development</i> approvals, including lands within the Fruitland-Winona Secondary Plan area, shall be planned to achieve a minimum density of 70 persons and jobs per hectare.</p>
<p>A.2.3.34.4 <del>Hamilton is required to</del> <b>The City shall</b> plan to achieve a minimum of <del>40</del> <b>80%</b> of all residential <i>development</i> occurring annually within its <i>built-up area</i> <del>by 2015</del>. A total of <del>26,500</del> <b>88,280</b> units are to be accommodated within the <i>built-up area</i> between <del>2001</del> <b>2021</b> and <del>2031</del> <b>2051</b>. The <i>built-up area</i> for Hamilton is identified on Appendix G.</p>	<p>A.2.3.4.4 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.</p>

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<p><del>Grey highlighted strikethrough text = text to be deleted</del></p> <p>Insert new Policy A.2.3.4.5, as follows:  <b>Employment Area Density Targets</b>  <b>A.2.3.4.5 Hamilton's Employment Areas are planned to achieve an overall density target of 29 jobs per hectare by the year 2051. The density target prescribed to each Employment Area land use designation shall be the average of all lands within the designation determined based on the nature of the employment uses anticipated for these areas over the planning horizon, as follows:</b>  <b>Table A.3. Employment Area Densities</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;">Designation</th> <th style="width: 30%;">Average Density in people and jobs per hectare</th> </tr> </thead> <tbody> <tr> <td><b>Industrial Land</b></td> <td><b>21.0</b></td> </tr> <tr> <td><b>Business Park</b></td> <td><b>38.0</b></td> </tr> <tr> <td><b>Airport Employment Growth District</b></td> <td><b>30.0</b></td> </tr> <tr> <td><b>Shipping and Navigation</b></td> <td><b>21.0</b></td> </tr> </tbody> </table>	Designation	Average Density in people and jobs per hectare	<b>Industrial Land</b>	<b>21.0</b>	<b>Business Park</b>	<b>38.0</b>	<b>Airport Employment Growth District</b>	<b>30.0</b>	<b>Shipping and Navigation</b>	<b>21.0</b>	<p><b>Bolded text = text to be added</b></p> <p>Employment Area Density Targets  A.2.3.4.5 Hamilton's Employment Areas are planned to achieve an overall density target of 29 jobs per hectare by the year 2051. The density target prescribed to each Employment Area land use designation shall be the average of all lands within the designation determined based on the nature of the employment uses anticipated for these areas over the planning horizon, as follows:  Table A.3. Employment Area Densities</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;">Designation</th> <th style="width: 30%;">Average Density in people and jobs per hectare</th> </tr> </thead> <tbody> <tr> <td>Industrial Land</td> <td>21.0</td> </tr> <tr> <td>Business Park</td> <td>38.0</td> </tr> <tr> <td>Airport Employment Growth District</td> <td>30.0</td> </tr> <tr> <td>Shipping and Navigation</td> <td>21.0</td> </tr> </tbody> </table>	Designation	Average Density in people and jobs per hectare	Industrial Land	21.0	Business Park	38.0	Airport Employment Growth District	30.0	Shipping and Navigation	21.0
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<p>A.2.4 Growth Management - Hamilton  In May 2006, City Council adopted the City's first Growth Management Strategy. The Growth Related Integrated <b>Development</b> Strategy (GRIDS) identified the broad land use structure, associated infrastructure and major transportation networks to be in place for Hamilton by 2031. <del>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.</del> <b>In November 2021, through the update to GRIDS known as GRIDS 2, City Council endorsed a No Urban Boundary Expansion growth scenario to plan for the City's growth to 2051. The No Urban Boundary Expansion scenario accommodates the City's growth to 2051 within the existing Urban Area through intensification and development of existing designated greenfield lands, and a limited amount of infill development within Rural Hamilton.</b>  <b>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</b></p>	<p>A.2.4 Growth Management - Hamilton  <b>In</b> May 2006, City Council adopted the City's first Growth Management Strategy. The Growth Related Integrated <b>Development</b> Strategy (GRIDS) identified the broad land use structure, associated infrastructure and major transportation networks to be in place for Hamilton by 2031. 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>A.2.5.1 Provincial Policy Statement                      The Provincial Policy Statement, <del>2005</del> <b>2020</b> was issued under the authority of the <u>Planning Act, R.S.O., 1990 c. P.13</u>, and provides policy direction on matters of provincial interest related to land use planning and <i>development</i>. ...                      The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. It includes enhanced policies on issues that affect communities, such as: the efficient use and management of land and infrastructure; <b>improving air quality, energy conservancy and reducing greenhouse gas emissions</b>; protection of the environment and resources, including agricultural resources and <i>mineral aggregate resources</i>; and ensuring appropriate opportunities are provided for employment and residential <i>development</i>, including support for a mix of uses.</p>	<p>A.2.5.1 Provincial Policy Statement                      The Provincial Policy Statement, 2020 was issued under the authority of the <u>Planning Act, R.S.O., 1990 c. P.13</u>, and provides policy direction on matters of provincial interest related to land use planning and <i>development</i>. ...                      The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. It includes enhanced policies on issues that affect communities, such as: the efficient use and management of land and infrastructure; improving air quality, energy conservancy and reducing greenhouse gas emissions; protection of the environment and resources, including agricultural resources and <i>mineral aggregate resources</i>; and ensuring appropriate opportunities are provided for employment and residential <i>development</i>, including support for a mix of uses.</p>
<p>A.2.5.2 The Niagara Escarpment Plan                      ... The objectives and policies of the Niagara Escarpment Plan (1985, last amended <del>2005</del><b>2017</b>) strike a balance between <i>development</i>, preservation and the enjoyment of this important resource.</p>	<p>A.2.5.2 The Niagara Escarpment Plan                      ... The objectives and policies of the Niagara Escarpment Plan (1985, last amended 2017) strike a balance between <i>development</i>, preservation and the enjoyment of this important resource.</p>
<p>A.2.5.5 Growth Plan for the Greater Golden Horseshoe                      The Growth Plan for the Greater Golden Horseshoe was <b>originally</b> released in June 2006 to build stronger and more prosperous communities by better managing growth by 2031. The <b>current Plan (2019, as amended) extended the timeframe to the year 2051, and</b> is based on a series of guiding principles which are aimed at building compact, complete and vibrant communities; <b>providing a range of housing options including affordable housing</b>; managing growth to support a strong competitive economy; making more efficient and effective use of infrastructure <b>and public service facilities; conserving and promoting cultural heritage resources</b>; and protecting and enhancing our natural resources including land, air and water; <b>and planning for more resilient communities and infrastructure that are adaptive to the impacts of a changing climate and incorporate approaches to reducing</b></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 communities and infrastructure that are adaptive to the impacts of a changing climate and incorporate approaches to reducing</p>

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<p><b>greenhouse gas emissions.</b> This vision will be realized though partnerships with other levels of government, the private sector, residents and non-profit agencies. The Official Plan must conform to the Growth Plan for the Greater Golden Horseshoe.</p>	<p>greenhouse gas emissions. This vision will be realized though partnerships with other levels of government, the private sector, residents and non-profit agencies. The Official Plan must conform to the Growth Plan for the Greater Golden Horseshoe.</p>

Appendix “B” – Volume 1: Chapter B – Communities

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
<p>B.1.0 INTRODUCTION</p> <p>The strength and quality of our communities is derived from the individual components of the built, natural, social and cultural environments, <del>supported</del> <b>which supports and are further enhanced</b> by a strong economy. This section of the Plan contains policies that direct the physical shape and quality of these distinct, yet interrelated components, and promote a culture of creativity and innovation.</p> <p>...</p> <ul style="list-style-type: none"> <li>Health and safety in our communities is essential. Policies ensure that our communities are safe and healthy, <b>mitigate and adapt to the impacts of a changing climate, improve resilience, reduce greenhouse gas emissions, and contribute to environmental sustainability</b>. A broad interpretation of health recognizes the inter-relationships between all aspects of our environment and the impacts on the health of citizens. Policies in this section enable healthy lifestyles, promote a healthy and safe community, and promote a high quality of life.</li> </ul>	<p>B.1.0 INTRODUCTION</p> <p>The strength and quality of our communities is derived from the individual components of the built, natural, social and cultural environments, which supports and are further enhanced by a strong economy. This section of the Plan contains policies that direct the physical shape and quality of these distinct, yet interrelated components, and promote a culture of creativity and innovation.</p> <p>...</p> <ul style="list-style-type: none"> <li>Health and safety in our communities is essential. Policies ensure that our communities are safe and healthy, mitigate and adapt to the <i>impacts of a changing climate</i>, improve resilience, reduce greenhouse gas emissions, and contribute to environmental sustainability. A broad interpretation of health recognizes the inter-relationships between all aspects of our environment and the impacts on the health of citizens. Policies in this section enable healthy lifestyles, promote a healthy and safe community, and promote a high quality of life.</li> </ul>
<p>B.2.1.1 The <i>urban boundary</i> defines the area where all <i>urban development</i> occurs. Lands within the <i>urban boundary</i> are already serviced or planned to be serviced with major roads, transit and full municipal services. The land within the <i>urban boundary</i> includes both the area within the <i>built-up area</i> and <i>greenfield area</i>. Lands within the <b>existing</b> <i>urban boundary</i> represent a <del>2030</del> year supply of designated urban land and are intended to accommodate <del>the majority</del> <b>all</b> of the City's projected <b>urban</b> growth.</p>	<p>B.2.1.1 The <i>urban boundary</i> defines the area where all <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 B.2.2.1 policy in its entirety and replace with new policy, as follows:</p> <p>B.2.2.1 Hamilton's Growth Strategy (GRIDS) identified the following two areas for future <i>urban boundary</i> expansion to accommodate the population and employment growth targets for 2031:</p> <p>a) <del>Future Airport Employment Growth District, identified as Special Policy Area C in the Rural Hamilton Official Plan, is generally bounded by the existing <i>urban boundary</i> adjacent to Upper James Street to the east, White Church and</del></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>

Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Fiddler's Green Roads on the south, Garner Road on the west and Glanaster Road, and Twenty Road West on the north.</p> <p>b) Future Urban Growth District is 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 <i>urban boundary</i> (west side of Centennial Parkway) on the north. <b>Future Urban Growth District in the vicinity of Elfrida, located generally in the area of Upper Centennial Parkway, Rymal Road East, Highway 20 and Highway 56.</b></p> <p>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>	
<p>Delete existing B.2.2.2 policy in its entirety and replace with new policy, as follows:</p> <p><del>B.2.2.2 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.</del></p> <p><b>B.2.2.2 Notwithstanding Policy B.2.2.1, adjustments to the <i>urban boundary</i> may be permitted through a municipal comprehensive review provided:</b></p> <p><b>a) there is no net increase in land within the <i>urban area</i>;</b></p> <p><b>b) the adjustment would support the City's ability to meet <i>intensification</i> and <i>redevelopment</i> targets provided in Section A.2.3 – Growth Management – Provincial;</b></p> <p><b>c) <i>prime agricultural areas</i> are avoided where possible. Alternative locations will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating impacts on the <i>Agricultural System</i>;</b></p> <p><b>d) the lands are not located within the <i>Greenbelt Area</i>;</b></p> <p><b>e) for lands within the <i>Niagara Escarpment Plan</i> area, the lands are designated <i>Urban Area</i> in the <i>Niagara Escarpment Plan</i>; and,</b></p> <p><b>f) there is sufficient reserve <i>infrastructure</i> capacity to service the lands.</b></p>	<p>B.2.2.2 Notwithstanding Policy B.2.2.1, adjustments to the <i>urban boundary</i> may be permitted through a municipal comprehensive review provided:</p> <p>a) there is no net increase in land within the <i>urban area</i>;</p> <p>b) the adjustment would support the City's ability to meet <i>intensification</i> and <i>redevelopment</i> targets provided in Section A.2.3 – Growth Management – Provincial;</p> <p>c) <i>prime agricultural areas</i> are avoided where possible. Alternative locations will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating impacts on the <i>Agricultural System</i>;</p> <p>d) the lands are not located within the <i>Greenbelt Area</i>;</p> <p><b>e) for lands within the <i>Niagara Escarpment Plan</i> area, the lands are designated <i>Urban Area</i> in the <i>Niagara Escarpment Plan</i>; and,</b></p> <p>f) there is sufficient reserve <i>infrastructure</i> capacity to service the lands.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Delete existing policy B.2.2.3 in its entirety and replace with new policy, as follows.  <del>B.2.2.3 2.2.2 — No urban boundary expansion shall occur until a municipally initiated comprehensive review and secondary plan have been completed.</del></p> <p><b>B.2.2.3 Expansions of the Urban Area of 40 hectares or less in accordance with policy 2.2.8.5 and 2.2.8.6 of the A Place to Grow: Growth Plan shall not be permitted in advance of a municipal comprehensive review.</b></p>	<p>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>Delete existing Policy B.2.2.4 in its entirety.  <del>B.2.2.4 2.2.3 — Prior to the initiation of an urban boundary expansion, the City shall undertake a municipally initiated comprehensive review and secondary plan, in accordance with the policies of the Growth Plan for the Greater Golden Horseshoe. As part of these processes, the City shall complete background studies and conduct community planning and public consultation events including the establishment of a community liaison committee. The background studies and consultation processes shall assist in identifying the layout of future land uses, determining more precise needs, land supply and infrastructure requirements, and development of community growth management policies and designations. More specifically, a municipally initiated comprehensive review and secondary plan shall include the following elements:</del></p> <p><del>a) a comprehensive review and land budget analysis is required to determine the need for an urban boundary expansion, which includes an assessment of occupied and vacant urban land, brownfield availability, greenfield densities, and intensification 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;</del></p> <p><del>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;</del></p> <p><del>c) Environmental Impact Statement(s) pertaining to the natural heritage system, as required by applicable Official Plan and provincial policies;</del></p> <p><del>d) in prime agricultural areas, the lands do not comprise specialty crop areas, there are no</del></p>	

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p> <p>reasonable alternatives that avoid prime agricultural areas and there are no reasonable alternatives on lower priority agricultural lands;                      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,                      i) the designation of appropriate land uses and policies pertaining to the design and density of such uses;                      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,                      iii) an urban development staging, phasing or implementation strategy in keeping with City-wide master plan priorities and secondary plan objectives;                      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;                      f) completion of a financing policy for urban services and other community infrastructure;                      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>Bolded text = text to be added</p>
<p>Delete Policy B.2.2.5 in its entirety.                      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.</p>	
<p>Delete Section B.2.3 Heading in its entirety.                      B.2.3 Future Airport Employment Growth District</p>	

Proposed Change	Proposed New / Revised Policy
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<p>Delete Policy B.2.3.1 in its entirety.  <del>B.2.3.1 The City shall undertake a municipally initiated comprehensive review and secondary plan for the lands identified in Policy B.2.2.1 a) above. The City shall undertake a 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)].</del></p>	
<p>Delete Policy B.2.3.2 in its entirety.  <del>B.2.3.2 Upon completion of the secondary plan, including the phasing of development for the future Airport Employment Growth District, the City shall initiate an Official Plan amendment: a) to include specific lands within the urban boundary; b) to add new parent and secondary plan policies and mapping for the lands identified in Policy B.2.2.1 a) B.2.3.1 [Mod 5(c)]; and, c) to protect and reserve any additional lands deemed necessary for future employment growth. [Mod 5 (d)]</del></p>	
<p>Delete Policy B.2.3.3 in its entirety.  <del>B.2.3.3 The City recognizes the long-term economic importance of the John C. Munro International Airport and associated highway infrastructure for its unique role as a catalyst for airport related and other employment uses. These future employment lands shall be subject to Policies B.2.2.1 to B.2.2.4 – Urban Boundary Expansions. Lands in the vicinity of the John C. Munro International Airport should be designated for employment purposes that rely on this infrastructure [Mod 5(d)].</del></p>	
<p>B.2.4.1.1 Residential intensification shall be encouraged throughout the entire <i>built-up area</i> <b>shown on Appendix G</b> in accordance with the policies of Chapter E – Urban Systems and Designations and Chapter F- Implementation</p>	<p>B.2.4.1.1 Residential intensification shall be encouraged throughout the entire <i>built-up area</i> shown on Appendix G in accordance with the policies of Chapter E – Urban Systems and Designations and Chapter F- Implementation</p>

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<p>B.2.4.1.2 The City's primary <del>intensification</del> <b>strategic growth</b> areas shall be the <del>Urban Nodes, and Urban Corridors</del> <b>and Major Transit Station Areas</b> 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</i> areas shall be the <i>Urban Nodes 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 <del>residential intensification</del> target of <b>80% or 88,280 housing units</b>, specified in Policy A.2.3.3.4 shall generally be distributed through the <i>built-up area</i> as follows:</p> <p>a) The <i>Downtown Urban Growth Centre</i> shall be planned to accommodate approximately <del>20</del><b>30</b>% of the intensification target.</p> <p>b) The <i>Urban Nodes and Urban Corridors</i> identified in Section E.2.0 - Urban Structure, excluding the <i>Downtown Urban Growth Centre</i>, shall be planned to accommodate approximately 40% of the <i>residential intensification</i> target.</p> <p>c) <del>40</del><b>30</b>% of the <i>residential intensification</i> target is anticipated to occur within the Neighbourhoods as illustrated on Schedule E – Urban Structure.</p> <p><b>The City will review and update its Zoning By-law to facilitate the planned 27,000 housing units to be developed within the Neighbourhoods through intensification.</b></p>	<p>B.2.4.1.3 The <i>residential intensification</i> target of 80% or 88,280 housing units, specified in Policy A.2.3.3.4 shall generally be distributed through the <i>built-up area</i> as follows:</p> <p>d) The <i>Downtown Urban Growth Centre</i> shall be planned to accommodate approximately 30% of the intensification target.</p> <p>e) The <i>Urban Nodes and Urban Corridors</i> identified in Section E.2.0 - Urban Structure, excluding the <i>Downtown Urban Growth Centre</i>, shall be planned to accommodate approximately 40% of the <i>residential intensification</i> target.</p> <p>c) 30% of the <i>residential intensification</i> target is anticipated to occur within the Neighbourhoods as illustrated on Schedule E – Urban Structure. The City will review and update its Zoning By-law to facilitate the planned 27,000 housing units to be developed within the Neighbourhoods through intensification.</p>
<p>B.2.4.1.4 <i>Residential intensification</i> developments <b>within the built-up area</b> shall be evaluated based on the following criteria:</p> <p>a) a balanced evaluation of the criteria in b) through <del>g) l)</del> <b>g) l)</b>, as follows;</p> <p>b) the relationship of the <del>proposal</del> <b>proposed development</b> to existing neighbourhood character so that it <del>maintains, and where possible, enhances and</del> <b>builds upon</b> desirable established patterns and built form;</p> <p>c) the <del>development's</del> <b>contribution of the proposed development</b> to maintaining and achieving a range of dwelling types and tenures;</p> <p>d) the <i>compatible</i> integration of the <b>proposed development</b> with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques;</p> <p>e) the <del>development's</del> <b>contribution of the proposed development</b> to achieving the planned urban structure as described in Section</p>	<p>B.2.4.1.4 <i>Residential intensification</i> developments within the <i>built-up area</i> shall be evaluated based on the following criteria:</p> <p>a) a balanced evaluation of the criteria in b) through l), as follows;</p> <p>b) the relationship of the proposed development to existing neighbourhood character so that it builds upon desirable established patterns and built form;</p> <p>c) the contribution of the proposed development to maintaining and achieving a range of dwelling types and tenures;</p> <p>d) the <i>compatible</i> integration of the proposed development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques;</p> <p>e) the contribution of the proposed development to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;</p>



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<p>E.2.0 – Urban Structure;            f) <del>infrastructure and transportation</del> <b>existing and planned water, wastewater and stormwater capacity</b> <del>and,</del>  <b>g) the incorporation and utilization of green infrastructure and sustainable design elements in the proposed development;</b>  <b>h) the contribution of the proposed development to supporting and facilitating active transportation modes;</b>  <b>i) the contribution of the development to be transit-supportive and supporting the use of existing and planned local and regional transit services;</b>  <b>j) the availability and location of existing and proposed public community facilities/services;</b>  <b>k) the ability of the development to retain and / or enhance the natural attributes of the site and surrounding community including, but not limited to native vegetation and trees; and,</b>  <del>g) l) the ability of the development to comply</del>  <b>l) compliance of the proposed development with all other applicable policies.</b></p>	<p>f) existing and planned water, wastewater and stormwater capacity,            g) the incorporation and utilization of <i>green infrastructure</i> and sustainable design elements in the proposed development;            h) the contribution of the proposed development to supporting and facilitating active transportation modes;            i) the contribution of the development to be transit-supportive and supporting the use of existing and planned local and regional transit services;            j) the availability and location of existing and proposed public community facilities/services;            k) the ability of the development to retain and / or enhance the natural attributes of the site and surrounding community including, but not limited to native vegetation and trees; and,            l) compliance of the proposed development with all other applicable policies.</p>
<p>B.2.4.2.1 <i>Residential intensification</i> within <b>the built-up area and on</b> lands designated Neighbourhoods identified on Schedule E-1 - Urban Land Use Designations shall comply with Section E.3.0 – Neighbourhoods Designation.</p>	<p>B.2.4.2.1 <i>Residential intensification</i> within the <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>
<p>B.3.0 QUALITY OF LIFE AND COMPLETE COMMUNITIES            ...  <i>Complete communities</i> provide convenient access to a mix of jobs, local services and shops, a full range of housing and community facilities such as schools, recreation facilities, open space, health care facilities, <i>cultural facilities</i>, and more. Complete communities enable residents to meet most of their daily needs within a short distance from their homes, facilitating ease of access and use of public transit and active modes of transportation. <b>Therefore, complete communities also improve air quality and reduce greenhouse gas emissions that contribute to, and worsen, the impacts of a changing climate.</b></p>	<p>B.3.0 QUALITY OF LIFE AND COMPLETE COMMUNITIES            ...  <i>Complete communities</i> provide convenient access to a mix of jobs, local services and shops, a full range of housing and community facilities such as schools, recreation facilities, open space, health care facilities, <i>cultural facilities</i>, and more. Complete communities enable residents to meet most of their daily needs within a short distance from their homes, facilitating ease of access and use of public transit and active modes of transportation. Therefore, <i>complete communities</i> also improve air quality and reduce greenhouse gas emissions that contribute to, and worsen, the impacts of climate change.</p>

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<p>B.3.1 Strong Economy            ...            The creation of a strong economy is contingent upon several key interdependent factors including developing and retaining a skilled labour force which is adaptable to changing technologies; providing infrastructure; creating an environment of innovation; supporting and enhancing the arts and culture sector; reducing poverty by providing better access to education, social programs, improving quality of life indicators such as housing choices, <del>and</del> having abundant open spaces, <b>access to nature, good air quality and a stable climate.</b>            ...            The policies of this Plan are both directly and indirectly intended to strengthen Hamilton's economic competitiveness, prosperity and resilience as envisaged by <del>Vision 2020</del> <b>Our Future Hamilton</b>, the City's Strategic Plan, the Economic Development <del>Strategy</del> <b>Action Plan</b> and the Growth Plan for the Greater Golden Horseshoe.</p>	<p>B.3.1 Strong Economy            ...            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, access to nature, good air quality and a stable climate.            ...            The policies of this Plan are both directly and indirectly intended to strengthen Hamilton's economic competitiveness, prosperity and resilience as envisaged by <b>Our Future Hamilton</b>, the City's Strategic Plan, the Economic Development Action Plan and the Growth Plan for the Greater Golden Horseshoe.</p>
<p>B.3.1.2 Employment <del>Lands</del> <b>Areas</b>            a) protect the supply of Employment Areas, as designated on Schedule E-1 – Urban Land Use Designations, for employment uses by minimizing the establishment of non-employment lands uses, in accordance with the policies of this Plan;            b) increase the supply of <del>shovel</del> <b>market-ready</b> employment <del>lands</del> <b>sites</b> though various initiatives;            c) complete the Airport Employment Growth District Secondary Plan, associated Class Environmental Assessments, financial analysis and any other required studies; and,            d) endeavour to provide for and plan for a range of lot sizes throughout the designated <del>e</del>Employment <del>lands</del> <b>Areas.</b></p>	<p>B.3.1.2 Employment Areas            a) protect the supply of Employment Areas, as designated on Schedule E-1 – Urban Land Use Designations, for employment uses by minimizing the establishment of non-employment lands uses, in accordance with the policies of this Plan;            b) increase the supply of market-ready employment sites though various initiatives;            c) complete the Airport Employment Growth District Secondary Plan, associated Class Environmental Assessments, financial analysis and any other required studies; and,            d) endeavour to provide for and plan for a range of lot sizes throughout the designated Employment Areas.</p>
<p>B.3.1.15 The City shall support and participate in multi-sectoral collaborations and initiatives that focus on improving Hamilton's <del>economy</del> <b>economic, environmental, and social resiliency.</b></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>B.3.2.1.7 Promote subdivision design and building orientation to maximize energy efficiency and conservation, improve air quality, reduce greenhouse gas emissions, promote green infrastructure and preserve and/or enhance natural features.</b></p>	<p>B.3.2.1.7 Promote subdivision design and building orientation to maximize energy efficiency and conservation, improve air quality, reduce greenhouse gas emissions, promote <i>green infrastructure</i>, and preserve and/or enhance natural features.</p>

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<p>B.3.2.2 The housing targets in Tables B.3.2.1 – Housing Targets – Ownership and B.3.2.2 – Housing Targets – Rental are based on future population growth forecasts to the year <del>2031</del> <b>2051</b> and future housing need. Targets for <i>affordable</i> rental housing are divided into housing <i>affordable</i> for <i>low and moderate income households</i>. <b>The targets for the provision of housing which is <i>affordable</i> to low and moderate income households is informed by, and shall align with the City’s Housing and Homelessness Action Plan.</b> Meeting the housing targets for housing <i>affordable</i> for <i>low and moderate income households</i> will require sustainable and predictable funding from senior levels of government.</p>	<p>B.3.2.2 The housing targets in Tables B.3.2.1 – Housing Targets – Ownership and B.3.2.2 – Housing Targets – Rental are based on future population growth forecasts to the year 2051 and future housing need. Targets for <i>affordable</i> rental housing are divided into housing <i>affordable</i> for <i>low and moderate income households</i>. The targets for the provision of housing which is <i>affordable</i> to <i>low and moderate income households</i> is informed by, and shall align with the City’s Housing and Homelessness Action Plan. Meeting the housing targets for housing <i>affordable</i> for <i>low and moderate income households</i> will require sustainable and predictable funding from senior levels of government.</p>																				
<p>B.3.2.2.1 <del>In addition to 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.</del> the City has a substantial existing shortage of <i>affordable</i> rental housing. In particular, 12,650 renter households (1 in 5) are currently paying more than 50% of their income on rent (2006 Census) and are at risk of homelessness. This need shall be addressed through a target of 1,265 new annual rent supplements/housing allowances, over a period of ten years (2006 to 2016), in addition to the targets for future new rental housing shown in Table B.3.2.2 – Housing Targets – Rental. This need will require sustainable and predictable funding from senior levels of government to be met.</p>	<p>B.3.2.2.1 Projected housing targets based on population and household forecasts in Tables A.1 and A.2 are provided in Table B.3.2.1 – Housing Targets – Ownership, and Table B.3.2.2 – Housing Targets – Rental.</p>																				
<p>Update Table B.3.2.1 – Housing Targets – Ownership, as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 15%;">Target Type</th> <th style="width: 15%;">Target # of Units Annually</th> <th style="width: 15%;">% of Total Annual Target by Tenure</th> <th style="width: 15%;">Product to Achieve Target</th> <th style="width: 15%;">Methods to Achieve Target</th> </tr> </thead> <tbody> <tr> <td>New Ownership Housing (market)</td> <td style="text-align: center;">1071 <del>948</del></td> <td style="text-align: center;">40 <del>42.3</del> %</td> <td>New and resale homes</td> <td>Housing market</td> </tr> </tbody> </table>	Target Type	Target # of Units Annually	% of Total Annual Target by Tenure	Product to Achieve Target	Methods to Achieve Target	New Ownership Housing (market)	1071 <del>948</del>	40 <del>42.3</del> %	New and resale homes	Housing market	<table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 15%;">Target Type</th> <th style="width: 15%;">Target # of Units Annually</th> <th style="width: 15%;">% of Total Annual Target by Tenure</th> <th style="width: 15%;">Product to Achieve Target</th> <th style="width: 15%;">Methods to Achieve Target</th> </tr> </thead> <tbody> <tr> <td>New Ownership Housing (market rate)</td> <td style="text-align: center;">1071</td> <td style="text-align: center;">40%</td> <td>New and resale homes</td> <td>Housing market</td> </tr> </tbody> </table>	Target Type	Target # of Units Annually	% of Total Annual Target by Tenure	Product to Achieve Target	Methods to Achieve Target	New Ownership Housing (market rate)	1071	40%	New and resale homes	Housing market
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Proposed Change					Proposed New / Revised Policy				
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rate not affordable)					New Owners hip				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)	<del>1291</del> <b>1606</b>	<del>57.7</del> <b>60</b> %	New and resale homes	Housing market, low-down payment options, first-time buyer programs, support services	Housing Affordable to Low & Moderate Income Households (includes housing with supports)	1606	60%	New and resale homes	
Total New Ownership Housing	<del>2239</del> <b>2677</b>	100%			Total New Ownership Housing	2677	100%		

<b>Proposed Change</b>					<b>Proposed New / Revised Policy</b>				
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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)	<del>252</del> <b>396</b>	40%	New rental housing, both primary and secondary market (rented condos, second dwelling units)	Primary rental housing development, conversion to rental residential, secondary rental market (rented condos, second dwelling units)	New Rental Housing (market rate)	396	40%	New rental housing, both primary and secondary market (rented condos, second dwelling units)	Primary rental housing development, conversion to rental residential, secondary rental market (rented condos, second dwelling units)
New Rental Housing Affordable to Moderate Income Households (includes housing with supports)	<del>125</del> <b>198</b>	20%	New rental housing, both primary 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 development cost, as well as support services	New Rental Housing Affordable to Moderate Income Households (includes housing with supports)	198	20%	New rental housing, both primary 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 development cost, as well as support services

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			<b>ge market rent and 20% below average market rent</b>				<b>betwe en avera ge marke t rent and 20% below avera ge marke t rent</b>		
New Rental Housing Affordable to Low Income Households (includes housing with supports)	<b>396</b> <del>629</del>	40%	New primary rental housing, <b>more than 20% below average market rent</b>	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, <b>more than 20% below average market rent</b>	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	<b>990</b> <del>629</del>	100%			Total New Rental	990	100%		
<p>B.3.2.4.1 The <b>City shall plan for the full continuum of housing to ensure that an appropriate development of a full range and mix of housing forms, types and densities to meet market-based and affordable housing needs of current and future residents shall be provided for and promoted throughout the City of Hamilton through residential intensification and, new development, and redevelopment is available. The full continuum of housing includes built form, tenure and affordability</b> A full range of housing forms, types, and densities means the full spectrum of physical housing types including single detached dwellings, semi-detached dwellings, duplexes, townhouses of various types (street, block, stacked), apartments and other</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>				

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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forms of <i>multiple dwellings</i> , and lodging houses, built at a range of densities <b>and ownership and rental tenures.</b>	
B.3.2.4.2 The <i>development</i> of housing with a full range of tenure, affordability, and support services shall be provided for and promoted throughout the City <b>in accordance with the City’s Housing and Homelessness Action Plan, and the Housing Targets provided in Tables B.3.2.1 and B.3.2.2</b> <del>Where there are documented unmet needs for housing tenure, affordability levels or support services, priority shall be given to development Applications that help meet those needs.</del> Housing with a full range of tenure, affordability and support services in a full range of built housing forms means both ownership and <i>primary rental housing</i> with a full range of affordability, <i>social housing</i> , rent-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.	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-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.
Insert new Policy B.3.2.4.7, as follows: <b>B.3.2.4.7 The construction of new buildings and the retrofitting of the existing building stock shall be encouraged to utilize locally sourced materials and to incorporate water conservation and energy efficiency techniques, the expansion of district energy generation, and renewable energy systems, through the policies of this Plan and other strategies.</b>	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.
Insert new Policy B.3.2.4.8, as follows: <b>B.3.2.4.8 Where there are documented unmet needs for housing tenure, affordability levels or support services, priority shall be given to development Applications that help meet those needs.</b>	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 Applications</i> that help meet those needs.
Insert new Policy B.3.2.4.9, as follows: <b>B.3.2.4.9 In planning for the creation of complete communities and to support the creation of family friendly housing, the City will utilize available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a range of household sizes and income levels.</b>	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.

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<p>Insert new Policy B.3.2.4.10, as follows:  <b>B.3.2.4.10 The population and household forecasts in Tables A.1 and A.2 will be used to maintain, at all times:</b>  <b>a) the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment, and lands designated and available for residential development within the City’s urban area; and,</b>  <b>b) where new development is to occur, land with servicing capacity sufficient to provide a three-year supply of residential units available through suitably zoned lands to facilitate residential intensification, and lands in draft approved or registered plans.</b></p>	<p>B.3.2.4.10 The population and household forecasts in Tables A.1 and A.2 will be used to maintain, at all times:  a) the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment, and lands designated and available for residential development within the City’s <i>urban area</i>; and,  b) where new development is to occur, land with servicing capacity sufficient to provide a three-year supply of residential units available through suitably zoned lands to facilitate residential intensification, and lands in draft approved or registered plans.</p>
<p>B.3.3.1.6 Create places that are adaptable and flexible to accommodate future demographic and environmental changes, <b>including the impacts of a changing climate.</b></p>	<p>B.3.3.1.6 Create places that are adaptable and flexible to accommodate future demographic and environmental changes, including the <i>impacts of a changing climate.</i></p>
<p>B.3.3.1.10 Create urban places and spaces that improve air quality <b>and support active, healthy lifestyles that reduce greenhouse gas emissions.</b></p>	<p>B.3.3.1.10 Create urban places and spaces that improve air quality and support active, healthy lifestyles that reduce greenhouse gas emissions.</p>
<p>B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by using the following design Applications, where appropriate:  a) connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, <del>and</del> pathways, <b>and trails.</b>  e) providing appropriate way-finding signage considering size, placement, and material that clearly identifies <b>publicly accessible</b> landmarks, pathways, intersections, cycling and transit routes, and significant natural and cultural heritage features;</p>	<p>B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by using the following design Applications, where appropriate:  a) connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, pathways, and trails.  e) providing appropriate way-finding signage considering size, placement, and material that clearly identifies publicly accessible landmarks, pathways, intersections, cycling and transit routes, and significant natural and cultural heritage features;</p>
<p>B.3.3.2.8 Urban design should promote <del>environmental sustainability</del> <b>the reduction of greenhouse emissions, ability to adapt to the impacts of a changing climate now and in the future, and protect and enhance the natural urban environment</b> by:  a) achieving compact <i>development</i> and resulting built forms <b>that promotes the reduction of greenhouse gas emissions;</b>  c) encouraging on-site storm water management and infiltration through the use of techniques and technologies, including storm</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, <del>and</del> vegetated swales, <b>and other low impact development techniques and green infrastructure;</b>            d) encouraging the use of Leadership in Energy and Environmental Design (LEED), <b>R-2000 Home, Passive House, Canadian Green Building Council's Zero Carbon Standard</b>, or other environmental building rating tools <b>and techniques that reduce energy consumption and greenhouse gas emissions</b> for buildings and infrastructure for all <i>development and redevelopment</i>;            e) encouraging the reduction of resource consumption in building and site development and avoiding the release of contaminants into the environment, <b>including promoting building conservation and adaptive reuse and encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon;</b> and,            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 <b>social interaction</b>, physical activity and <i>active transportation</i>;</p>	<p>B.3.3.2.9 Urban design plays a significant role in the physical and mental health of our citizens. Community health and well-being shall be enhanced and supported through the following actions, where appropriate:            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, <del>bicycles</del> <b>active transportation</b>, as well as transit, other vehicles, and utilities; ...            g) amenities and spaces that encourage <b>social interaction</b>, pedestrian activity and animate the streetscape such as public gathering places, patios and sidewalk cafés.</p>	<p>B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate:            a) adequate and accessible space for pedestrians, <del>bicycles</del> <b>active transportation</b>, 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, <b>open space and trails</b> 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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<p>B.3.3.10.8 Parking lots shall be paved with hard surfaces to reduce dust and promote improved air quality. The use of permeable pavement systems or other <del>low impact development</del> <b>low impact development and green infrastructure</b> practices is encouraged for storm water management, when technically possible.</p>	<p>B.3.3.10.8 Parking lots shall be paved with hard surfaces to reduce dust and promote improved air quality. The use of permeable pavement systems or other <i>low impact development</i> and <i>green infrastructure</i> practices is encouraged for storm water management, when technically possible.</p>
<p>B.3.4 Cultural Heritage Resources Policies  Wise management and conservation of <i>cultural heritage resources</i> benefits the community. <i>Cultural heritage resources</i> may include tangible features, structures, sites, or landscapes that, either individually or as part of a whole, are of historical, architectural, archaeological, or scenic value. <i>Cultural heritage resources</i> represent intangible heritage, such as customs, ways-of-life, values, and activities. The resources may represent local, regional, provincial, <del>or</del> national, <b>or Indigenous</b> heritage interests and values. ...</p>	<p>B.3.4 Cultural Heritage Resources Policies  Wise management and conservation of <i>cultural heritage resources</i> benefits the community. <i>Cultural heritage resources</i> may include tangible features, structures, sites, or landscapes that, either individually or as part of a whole, are of historical, architectural, archaeological, or scenic value. <i>Cultural heritage resources</i> represent intangible heritage, such as customs, ways-of-life, values, and activities. The resources may represent local, regional, provincial, national, or Indigenous heritage interests and values. ...</p>
<p>Add new policy goal to Section B.3.4.1 – Policy Goals and re-number subsequent policy goals.  <b>B.3.4.1.3 Encourage meaningful engagement with indigenous communities regarding cultural heritage and archaeological resources, in consultation with the Province.</b></p>	<p>B.3.4.1.3 Encourage meaningful engagement with indigenous communities regarding cultural heritage and <i>archaeological resources</i>, in consultation with the Province.</p>
<p>Add new subsection j) within Policy B.3.4.2.1 – General Cultural Heritage Policies.  <b>B.3.4.2.1 j) Incorporate the conservation practices and principles of the Standards and Guidelines for the Conservation of Historic Places in Canada and the Eight Guiding Principles In The Conservation Of Built Heritage Properties, prepared by the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries.</b></p>	<p>B.3.4.2.1 j) Incorporate the conservation practices and principles of the Standards and Guidelines for the Conservation of Historic Places in Canada and the Eight Guiding Principles In The Conservation Of Built Heritage Properties, prepared by the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries.</p>
<p>B.3.4.2.5 In addition to the provisions of the Ontario Heritage Act respecting demolition of buildings or structures located on cultural heritage properties contained in the Register, the City shall ensure that such properties shall be <del>protected from harm</del> <b>conserved</b> in the carrying out of any undertaking subject to the Environmental Assessment Act or the Planning Act, R.S.O., 1990 c. P.13.</p>	<p>B.3.4.2.5 In addition to the provisions of the Ontario Heritage Act respecting demolition of buildings or structures located on cultural heritage properties contained in the Register, the City shall ensure that such properties shall be <i>conserved</i> in the carrying out of any undertaking subject to the Environmental Assessment Act or the Planning Act, R.S.O., 1990 c. P.13.</p>

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<p>B.3.4.2.7 The City shall ensure these non-designated and non-registered <i>cultural heritage properties</i> are identified, evaluated, and appropriately 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 <b><u>Funeral, Burial and Cremation Services Cemeteries Act</u></b>.</p>	<p>B.3.4.2.7 The City shall ensure these non-designated and non-registered <i>cultural heritage properties</i> are identified, evaluated, and appropriately 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 <u>Funeral, Burial and Cremation Services Act</u>.</p>
<p>B.3.4.2.8 To ensure consistency in the identification and evaluation of these non-designated and non-registered <i>cultural heritage properties</i>, the City shall use the criteria for determining cultural heritage value or interest established by provincial regulation under the <u>Ontario Heritage Act</u> <del>and set out in Policy B.3.4.2.9.</del></p>	<p>B.3.4.2.8 To ensure consistency in the identification and evaluation of these non-designated and non-registered <i>cultural heritage properties</i>, the City shall use the criteria for determining cultural heritage value or interest established by provincial regulation under the <u>Ontario Heritage Act</u>.</p>
<p>Cultural Heritage Evaluation Criteria            B.3.4.2.9 <del>For consistency in all heritage conservation activity, the City shall use, and require the use by others, of the following criteria to assess and identify <i>cultural heritage resources</i> that may reside below or on real property:</del>            a) <del>prehistoric and historical associations with a theme of human history that is representative of cultural processes in the settlement, development, and use of land in the City;</del>            b) <del>prehistoric and historical associations with the life or activities of a person, group, institution, or organization that has made a significant contribution to the City;</del>            c) <del>architectural, engineering, landscape design, physical, craft, or artistic value;</del>            d) <del>scenic amenity with associated views and vistas that provide a recognizable sense of position or place;</del>            e) <del>contextual value in defining the historical, visual, scenic, physical, and functional character of an area; and,</del>            f) <del>landmark value.</del>  <b>The City may establish guidelines to further refine the criteria established by provincial regulation under the <u>Ontario Heritage Act</u>, as set out in Policy B.3.4.2.8 and that is consistent with the provincial criteria.</b></p>	<p>Cultural Heritage Evaluation Criteria            B.3.4.2.9 The City may establish guidelines to further refine the criteria established by provincial regulation under the <u>Ontario Heritage Act</u> as set out in Policy B.3.4.2.8 and that is consistent with the provincial criteria.</p>

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<p>Delete Policy B.3.4.2.10 in its entirety and re-number subsequent policies.  <del>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.</del></p>	
<p>B.3.4.2.11 <del>14</del><b>13</b> Where <i>cultural heritage resources</i> are to be affected, the City may impose conditions of approval on any <del>planning</del><b>Planning Act, R.S.O., 1990 c. P.13</b> Application to ensure their continued protection <b>prior to site alteration or soil disturbance</b>. In the event that rehabilitation and reuse of the resource is not viable and this has been demonstrated by the proponent, the City may require that affected resources be thoroughly documented for archival purposes, <b>and heritage features salvaged, where feasible or appropriate</b>, at the expense of the Applicant prior to demolition.</p>	<p>B.3.4.2.13 Where <i>cultural heritage resources</i> are to be affected, the City may impose conditions of approval on any <u>Planning Act, R.S.O., 1990 c. P.13</u> 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>Insert new Policy B.3.4.2.14.  <b>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.</b></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>B.3.4.4.2 The City shall develop and maintain an Archaeological Management Plan to guide the conservation and management of archaeology within the City, in accordance with Section F.3.1.3 – Archaeological Management Plan.</b></p>	<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>

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<p>B.3.4.4.5<del>6</del> Prior to <i>site alteration</i> or <i>soil disturbance</i> relating to a <u>Planning Act, R.S.O., 1990 c. P.13</u> Application, any required archaeological assessment must be approved, in writing by the City, indicating that there are no further archaeological concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for <i>archaeological resources</i> based on prevailing conditions and circumstances within the City and the results of any <del>dialogue</del> <b>engagement</b> with <del>First Nations</del> <b>Indigenous communities</b> and their interests.</p>	<p>B.3.4.4.6 Prior to <i>site alteration</i> or <i>soil disturbance</i> relating to a <u>Planning Act, R.S.O., 1990 c. P.13</u> Application, any required archaeological assessment must be approved, in writing by the City, indicating that there are no further archaeological concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for <i>archaeological resources</i> based on prevailing conditions and circumstances within the City and the results of any engagement with Indigenous communities and their interests.</p>
<p>B.3.4.4.6<del>7</del> The City considers the following <i>archaeological resources</i> to be of particular interest, value and merit:  c) undisturbed or rare <del>Native</del> <b>Indigenous</b> archaeological sites;</p>	<p>B.3.4.4.7 The City considers the following <i>archaeological resources</i> to be of particular interest, value and merit:  c) undisturbed or rare <i>Indigenous</i> archaeological sites;</p>
<p>B.3.4.4.9<del>10</del> Where a marked or unmarked cemetery or burial place is encountered during any archaeological assessment or excavation activity, the provisions of the <del>Cemeteries</del> <b>Funeral, Burial and Cremation Services Act</b> and associated regulations, and the policies of this Plan shall apply. <b>Both the Ministry of Heritage, Sport, Tourism and Culture Industries and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted immediately.</b></p>	<p>B.3.4.4.10 Where a marked or unmarked cemetery or burial place is encountered during any archaeological assessment or excavation activity, the provisions of the <u>Funeral, Burial and Cremation Services Act</u> and associated regulations, and the policies of this Plan shall apply. Both the Ministry of Heritage, Sport, Tourism and Culture Industries and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted immediately.</p>
<p>B.3.4.4.10<del>11</del> Where a marked or unmarked cemetery or burial place is found, the nearest <del>First Nation</del> <b>Indigenous community</b> shall be notified.</p>	<p>B.3.4.4.11 Where a marked or unmarked cemetery or burial place is found, the nearest <del>First Nation</del> <b>Indigenous community</b> shall be notified.</p>
<p>B.3.4.5.2 The City shall encourage the retention and conservation of <del>significant</del> <i>built heritage resources</i> in their original locations. In considering planning Applications under the <u>Planning Act, R.S.O., 1990 c. P.13</u> and heritage permit Applications under the <u>Ontario Heritage Act</u>, there shall be a presumption in favour of retaining the <i>built heritage resource</i> in its original location.</p>	<p>B.3.4.5.2 The City shall encourage the retention and conservation of <i>built heritage resources</i> in their original locations. In considering planning Applications under the <u>Planning Act, R.S.O., 1990 c. P.13</u> and heritage permit Applications under the <u>Ontario Heritage Act</u>, there shall be a presumption in favour of retaining the <i>built heritage resource</i> in its original location.</p>

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<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>B.3.4.5.5 Where a <i>built heritage resource</i> is to be unavoidably lost or demolished, the City shall ensure the proponent undertakes one or more of the following mitigation measures, in addition to a thorough inventory and documentation of the features that will be lost:                      c) displaying graphic and textual descriptions of the site's history and former use, buildings, and structures; <del>and,</del>  <b>d) incorporation of salvaged materials in the design of the new development; and,</b>  <b>e) generally reflect the former architecture and use in the design of the new development, where appropriate and in accordance with Section B.3.3 – Urban Design Policies.</b></p>	<p>B.3.4.5.5 Where a <i>built heritage resource</i> is to be unavoidably lost or demolished, the City shall ensure the proponent undertakes one or more of the following mitigation measures, in addition to a thorough inventory and documentation of the features that will be lost:                      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.</p>
<p>Insert new Policy B.3.5.2.2 and renumber subsequent policies accordingly.  <b>B.3.5.2.2 The City will consider opportunities for optimizing the use of existing community facilities and their adaptive re-use wherever feasible.</b></p>	<p>B.3.5.2.2 The City will consider opportunities for optimizing the use of existing <i>community facilities</i> and their adaptive re-use wherever feasible.</p>
<p><del>B.3.5.2.56</del> Where new <i>community facilities</i> are clustered or co-located in campus-like settings, the following criteria shall apply:                      c) Care and attention shall be given to the pedestrian environment, with pedestrian linkages between buildings and pedestrian circulation plans <b>to encourage social interaction and community connectivity.</b></p>	<p>B.3.5.2.6 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.</p>
<p><del>B.3.5.2.12</del><b>13</b> All new public buildings and public <i>community facilities/services</i> shall:                      a) be designed to reflect and enhance local community character, image, identity, and sense of place; <del>and,</del>                      b) be encouraged to include public art as part of overall site and/or building design;  <b>c) provide equitable public access to telecommunication (web access); and,</b>  <b>d) be in compliance with the Corporate Energy and Sustainability Policy and constructed to promote water conservation, energy efficiency, renewable energy systems and/or alternative energy systems, including district energy, in accordance with Policy B.3.7.2, where feasible.</b></p>	<p>B.3.5.2.13 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.</p>

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<p>B.3.5.2.13 <del>14</del> Policies B.3.5.2.1 to B.3.5.2.3 inclusive, B.3.5.2.5, B.3.5.2.6, and B.3.5.2.9 to B.3.5.2.12 <b>a) and b)</b> inclusive shall not apply to the renovation, expansion, or <i>adaptive reuse</i> of existing buildings for <i>community facilities</i>.</p>	<p>B.3.5.2.14 Policies B.3.5.2.1 to B.3.5.2.3 inclusive, B.3.5.2.5, B.3.5.2.6, and B.3.5.2.9 to B.3.5.2.12 a) and b) inclusive shall not apply to the renovation, expansion, or <i>adaptive reuse</i> of existing buildings for <i>community facilities</i>.</p>
<p>Insert new Policy B.3.5.2.15, as follows:  <b>B.3.5.2.15 The City shall endeavour to recover the full lifecycle cost of providing sustainable public community facilities/services, as required by applicable municipal By-laws and provincial legislation.</b></p>	<p>B.3.5.2.15 The City shall endeavour to recover the full lifecycle cost of providing sustainable public <i>community facilities/services</i>, as required by applicable municipal By-laws and provincial legislation.</p>
<p>B.3.5.3.16 Through the preparation of secondary plans or neighbourhood plans, the City shall determine the amount and type of park required based on the following considerations:  a) the parkland standards in Policy B.3.5.3.11  d) the feasibility of locating parks near schools and Natural Open Spaces; <del>and,</del>  <b>e) the feasibility of providing a range of parkland spaces for all residents within a safe walking distance; and,</b>  <del>ef</del> site characteristics (slope, natural features, frontage in a public road) as defined by the <del>Landscape Manual for Parks</del> <b>and Open Space Development Guide</b>, adopted by Council.</p>	<p>B.3.5.3.16 Through the preparation of secondary plans or neighbourhood plans, the City shall determine the amount and type of park required based on the following considerations:  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 defined by the Parks and Open Space Development Guide, adopted by Council.</p>
<p>Insert new Policy B.3.5.3.20:  <b>B.3.5.3.20 The City will work with Conservation Authorities, the Bruce Trail Conservancy, the Hamilton Waterfront Trust, and other agencies in the planning and development of a publicly accessible system of parkland, open space, and trails, including shorelines, in a manner that encourages good land stewardship practices for public and private lands. Signage shall be clearly demarcated where public access is and is not permitted.</b></p>	<p>B.3.5.3.20 The City will work with Conservation Authorities, the Bruce Trail Conservancy, the Hamilton Waterfront Trust, and other agencies in the planning and development of a publicly accessible system of parkland, open space, and trails, including shorelines, in a manner that encourages good land stewardship practices for public and private lands. Signage shall be clearly demarcated where public access is and is not permitted.</p>
<p>B.3.5.6.1 Healthcare facilities shall be located in proximity to major roads and transit routes for ease of access by all forms of transportation, including <del>walking and cycling</del> <b>active transportation</b>.</p>	<p>B.3.5.6.1 Healthcare facilities shall be located in proximity to major roads and transit routes for ease of access by all forms of transportation, including <i>active transportation</i>.</p>

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<p>B.3.6.2 Air Quality and Climate Change            ...            Several goals and policies of this Plan, both directly and indirectly contribute to the improvement of air quality and reduce greenhouse gases:            a) promoting compact, mixed use urban communities;            b) integrating the transportation network to include all modes of transportation;            c) promoting <b>active transportation, including walking, and cycling, and the use of public transit;</b>            ...            Many of these goals and policies also contribute to the adaptation to climate change by minimizing vulnerabilities to climate impacts. Prohibiting new <i>development on hazard lands</i>, and incorporating urban design features that reduce <del>climate impacts</del> <b>the impacts of a changing climate</b> on public works and urban infrastructure - roads and associated infrastructure, bridges, water and waste water systems, and energy distribution, are climate change adaptation strategies.</p>	<p>B.3.6.2 Air Quality and Climate Change            ...            Several goals and policies of this Plan, both directly and indirectly contribute to the improvement of air quality and reduce greenhouse gases:            a) promoting compact, mixed use urban communities;            b) integrating the transportation network to include all modes of transportation;            c) promoting <i>active transportation</i>, including walking and cycling, and the use of public transit;            ...            Many of these goals and policies also contribute to the adaptation to climate change by minimizing vulnerabilities to climate impacts. Prohibiting new <i>development on hazard lands</i>, and incorporating urban design features that reduce the <i>impacts of a changing climate</i> on public works and urban infrastructure - roads and associated infrastructure, bridges, water and waste water systems, and energy distribution, are climate change adaptation strategies.</p>
<p>B.3.6.2.2 The City shall partner and work with other levels of governments, other municipalities, <b>Indigenous communities</b>, academics, community groups, <del>and</del> <b>as well as</b> local industries <b>and businesses</b> to develop:            a) actions <b>that directly or indirectly improve air quality by reducing</b> <del>reduce air pollutants and greenhouse gases; improve air quality, reduce and respond to the impacts of climate change in the City and,</del>            b) a Hamilton <del>Air Quality and Climate Change</del> <b>Climate Impact Adaptation Plan that improves climate resiliency by minimizing the impacts of a changing climate and prepares the City and community for those impacts that are unavoidable.</b></p>	<p>B.3.6.2.2 The City shall partner and work with other levels of governments, other municipalities, Indigenous communities, academics, community groups, as well as local industries and businesses to develop:            a) actions that directly or indirectly improve air quality by reducing air pollutants and greenhouse gases; and,            b) a Hamilton Climate Impact Adaptation Plan that improves climate resiliency by minimizing the <i>impacts of a changing climate</i> and prepares the City and community for those impacts that are unavoidable.</p>
<p>B.3.6.2.4 The City shall undertake an air pollutant and greenhouse gas emissions inventory <b>for transportation, buildings, waste and municipal operations</b>, and assess the conditions of Hamilton's local air quality and climate to inform actions to reduce emissions of air pollutants and greenhouse gases generated in the City.</p>	<p>B.3.6.2.4 The City shall undertake an air pollutant and greenhouse gas emissions inventory for transportation, buildings, waste and municipal operations, and assess the conditions of Hamilton's local air quality and climate to inform actions to reduce emissions of air pollutants and greenhouse gases generated in the City.</p>



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<p>B.3.6.2.6 The City shall monitor and reduce <b>energy consumption</b>, air pollutants and greenhouse gases generated by the City's corporate activities and services to achieve the targets set out in the Corporate <b>Energy and Sustainability Policy</b> <del>Air Quality and Climate Change Strategic Plan Task Force Report.</del></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, <b>or at a greater frequency as may be required</b>, Air Quality and Climate Change report to monitor the City's progress towards <b>achieving the actions, its goals and targets</b>, and to increase awareness of air quality and climate change.</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, <b>fire</b>, erosion, or unexpected collapse of land. <i>Hazard lands</i> are areas <b>particularly</b> susceptible to <b>the impacts of a changing climate, such as</b> flooding, <b>fire</b>, erosion, slope failure, or other physical conditions which are severe enough to pose a risk to residents, loss of life, property damage, and social disruption either at a specific location or to upstream or downstream lands within the watershed, if these lands were to be developed. ...            In the City of Hamilton, <i>hazard lands</i> are defined, mapped, and regulated by the Conservation Authorities in accordance with the <u>Conservation Authorities Act</u>. The Niagara Escarpment Commission regulates lands that also have inherent hazards through the <u>Niagara Escarpment Planning and Development Act</u>. <b>The Ministry of Northern Development, Mines, Natural Resources and Forestry maintains mapping of hazardous forest types for wildland fire. Due to the dynamic nature of hazard lands and forested areas, the condition for hazard lands, including hazardous forest types for wildland fire, is not static and mapping must be updated on an ongoing basis.</b></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, fire, erosion, slope failure, or other physical conditions which are severe enough to pose a risk to residents, loss of life, property damage, and social disruption either at a specific location or to upstream or downstream lands within the watershed, if these lands were to be developed. ...            In the City of Hamilton, <i>hazard lands</i> are defined, mapped, and regulated by the Conservation Authorities in accordance with the <u>Conservation Authorities Act</u>. The Niagara Escarpment Commission regulates lands that also have inherent hazards through the <u>Niagara Escarpment Planning and Development Act</u>. The Ministry of Northern Development, Mines, Natural Resources and Forestry maintains mapping of <i>hazardous forest types for wildland fire</i>. Due to the dynamic nature of <i>hazard lands</i> and forested areas, the condition for <i>hazard lands</i>, including <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 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. ...</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 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. ...</p>

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<p>Insert new Policy B.3.6.5.16, as follows:  <b>B.3.6.5.16 Hazardous forest types for wildland fire are identified and mapped by the Ministry of Northern Development, Mines, 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></p>	<p>B.3.6.5.16 <i>Hazardous forest types for wildland fire</i> are identified and mapped by the Ministry of Northern Development, Mines, Natural Resources and Forestry. The City shall maintain mapping of <i>hazardous forest types for wildland fire</i> to assist in the screening and assessment of development proposals.</p>
<p>Insert new Policy B.3.6.5.17, as follows:  <b>B.3.6.5.17 Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire.</b></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>B.3.6.5.18 Development may however be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated, in accordance with wildland fire assessment and mitigation standards.</b></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, <b>green infrastructure</b>, and increasing the supply of energy through <i>renewable energy systems</i> and <i>alternative energy systems</i>, benefits human and environmental health, protects the global climate, and reduces the demand for energy resources and the infrastructure needed for its production and distribution.</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 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.</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 <b>remove land use barriers to improve accessibility for persons with disabilities and older persons</b> and support public transit and <i>active transportation</i>;</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 <del>support</del> <b>prepare for the impacts of a changing climate by encouraging energy efficient and environmental designed development and redevelopment</b> through:  b) the use of environmental building rating systems such as certification under the</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</p>

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<p>Leadership in Energy and Environmental Design (LEED) program, <b>R-2000 Home, Passive House, Canadian Green Building Council's Zero Carbon Standard</b>, or an equivalent rating system <b>or building techniques</b> for upgrading/retrofitting of existing <i>development</i> and new <i>development</i>;</p> <p>g) designs that encourage sustainable forms of transportation, including <i>active transportation</i>, transit, <b>as well as alternative fuel</b> and energy conserving vehicles;</p> <p>h) designs that facilitate cooperation/joint energy efficiency between developments to optimize the efficient use of resources, <b>including district energy systems</b>;</p> <p>i) energy conservation initiatives, including energy demand management;</p> <p>j) water and storm water conservation/management practices <b>and low impact development techniques</b>, such as green roofs, water recycling systems, urban storm water swales, etc.;</p> <p><b>k) promoting building conservation and adaptive reuse</b>;</p> <p><del>kl</del> encouraging the use of <b>locally sourced and reclaimed building materials to reduce the amount of embodied carbon</b>;</p> <p><del>lm</del> pilot projects and <i>community energy plans</i> as appropriate; and,</p> <p><del>mn</del> other environmental development standards that encourage energy efficiency and environmental design as contained in the City's approved engineering policies and standards and master planning studies, and are supported by the City's financial incentive programs.</p>	<p>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>;</p> <p>g) designs that encourage sustainable forms of transportation, including <i>active transportation</i>, transit, as well as alternative fuel and energy conserving vehicles;</p> <p>h) designs that facilitate cooperation/joint energy efficiency between developments to optimize the efficient use of resources, including district energy systems;</p> <p>i) energy conservation initiatives, including energy demand management;</p> <p>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.;</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>
<p>Insert new Policy B.3.7.3 and renumber subsequent policies.</p> <p><b>B.3.7.3 The City shall develop and update Sustainable Building and Development Guidelines, including a development review checklist, to promote energy efficient development and redevelopment proposals, and implement the Guidelines through the development approvals process.</b></p>	<p>B.3.7.3 The City shall develop and update Sustainable Building and Development Guidelines, including a development review checklist, to promote energy efficient <i>development</i> and <i>redevelopment</i> proposals, and implement the Guidelines through the development approvals process.</p>

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<p>B.3.7.3<del>4</del> Corporately, the City shall support energy efficiency by:            a) <b>complying with the Corporate Energy and Sustainability Policy, including its energy and greenhouse gas targets and</b> implementing the City's approved Corporate <del>Energy Policy</del> <b>Goals and Areas of Focus for Climate Change Mitigation and Adaptation, as set out in the Corporate Climate Change Task Force Report;</b>            c) supporting City and City/private partnership pilot projects which are energy efficient and have good environmental design, <b>such as district energy generation;</b></p>	<p>B.3.7.4 Corporately, the City shall support energy efficiency by:            a) complying with the Corporate Energy and Sustainability Policy, including its energy and greenhouse gas targets and implementing the City's approved Corporate Goals and Areas of Focus for Climate Change Mitigation and Adaptation, as set out in the Corporate Climate Change Task Force Report;            c) supporting City and City/private partnership pilot projects which are energy efficient and have good environmental design, such as district energy generation;</p>
<p><b>Increased Energy Supply</b>            B.3.7.4<del>5</del> 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 <b>district energy, renewable energy systems and alternative energy systems</b>, both as principal and accessory uses. These facilities shall be permitted in all land use designations subject to the other relevant policies of this Plan, Policy B.3.7.3, <i>compatibility</i> with the surrounding land uses, and in accordance with the provisions of the Zoning By-law; and,            b) working jointly with the Province to investigate the need, feasibility, implications and suitable locations for solar, wind, and bio-energy projects and to promote local clean energy generation, where appropriate, <del>and in accordance with the Green Energy and Green Economy Act, 2009.</del></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>
<p>Delete Policy B.3.7.7 in its entirety.  <del>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.</del></p>	

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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<p>Insert new Policy B.3.7.8.  <b>Other Energy and Environmental Matters</b>  <b>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:</b>  <b>a) any excess soil is reused on-site or locally to the maximum extent possible and, where feasible, excess soil reuse planning is undertaken concurrently with development planning and design;</b>  <b>b) appropriate sites for excess soil storage and processing are permitted close to areas where proposed development is concentrated or areas of potential soil reuse; and,</b>  <b>c) fill quality received and fill placement at a site will not cause an adverse effect with regard to the current or proposed use of the property or the natural environment and is compatible with adjacent land uses.</b></p>	<p>Other Energy and Environmental Matters  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

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
C.1.0 The Official Plan must be consistent with the Provincial Policy Statement and conform to <b>the Growth Plan, the Greenbelt Plan and the Niagara Escarpment Plan.</b> However, in some areas of provincial policy, the municipality can be more restrictive than the provincial directions. Where land use designations exist, this section details the interrelationship between the various provincial documents and this Plan.	C.1.0 The Official Plan must be consistent with the Provincial Policy Statement and conform to the Growth Plan, the Greenbelt Plan and the Niagara Escarpment Plan. However, in some areas of provincial policy, the municipality can be more restrictive than the provincial directions. Where land use designations exist, this section details the interrelationship between the various provincial documents and this Plan.
C.1.11 Portions of the <del>Fruitland</del> -Winona <del>Urban</del> <b>Secondary Plan</b> Area <del>which that</del> are designated as Niagara Escarpment Minor Urban Centre on Schedule A - Provincial Plans, shall meet the following criteria: ...	C.1.11 Portions of the Fruitland-Winona Secondary Plan Area that are designated as Niagara Escarpment Minor Urban Centre on Schedule A - Provincial Plans, shall meet the following criteria: ...
C.1.3.1 In the case of discrepancy between the Parkway Belt West Plan and this Plan, the most restrictive policies shall <del>apply</del> prevail, provided that they are consistent with its intent and purpose.	C.1.3.1 In the case of discrepancy between the Parkway Belt West Plan and this Plan, the most restrictive policies shall prevail, provided that they are consistent with its intent and purpose.
Insert new Policy C.1.4, as follows: <b>C.1.4 Growth Plan for the Greater Golden Horseshoe</b> <b>The Growth Plan for the Greater Golden Horseshoe is the provincial government’s plan for growth and development within the Greater Toronto and Hamilton Areas and the surrounding communities over the next 30 years. Enabled by the 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.</b>	C.1.4 Growth Plan for the Greater Golden Horseshoe The Growth Plan for the Greater Golden Horseshoe is the provincial government's plan for growth and development within the Greater Toronto and Hamilton Areas and the surrounding communities over the next 30 years. Enabled by the <i>Places to Grow Act, 2005</i> , the Plan manages growth in a way the supports economic prosperity, protects the environment, and helps communities achieve a high quality of life for residents.
Insert new Policy C.1.4.1, as follows: <b>C.1.4.1 The provisions of the Growth Plan for the Greater Golden Horseshoe shall apply to development of lands within the urban area and a portion of Rural Hamilton. In the case of discrepancy between the Growth Plan for the Greater Golden Horseshoe and this Plan, the most restrictive policies shall prevail provided that they are consistent with its intent and purpose.</b>	C.1.4.1 The provisions of the Growth Plan for the Greater Golden Horseshoe shall apply to <i>development</i> of lands within the <i>urban area</i> and a portion of <i>Rural Hamilton</i> . In the case of discrepancy between the Growth Plan for the Greater Golden Horseshoe and this Plan, the most restrictive policies shall prevail provided that they are consistent with its intent and purpose.

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>C.2.5.1 Generally, permitted uses in Core Areas shall include: ...            k) infrastructure projects, in accordance with Section C.5.0 – Infrastructure, <b>provided negative impacts on these features have been avoided or minimized and to the extent feasible mitigated, as demonstrated through an Environmental Impact Statement.</b></p>	<p>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.</p>
<p>Insert new Policy C.2.8.3 and renumber subsequent policies:  <b>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.</b></p>	<p>C.2.8.3 The City shall consider the Great Lakes Strategy, the targets and goals of the <i>Great Lakes Protection Act, 2015</i>, and any applicable Great Lakes agreements as part of <i>watershed planning</i> and coastal or waterfront planning initiatives.</p>
<p>Insert new Policy C.2.11.5, as follows:  <b>C.2.11.5 The City shall prepare and update, as necessary, an Urban Forest Strategy to protect publicly and privately owned trees and supporting vegetation within the Urban Area, in accordance with Section C.5.6 – Green Infrastructure.</b></p>	<p>C.2.11.5 The City shall prepare and update, as necessary, an Urban Forest Strategy to protect publicly and privately owned trees and supporting vegetation within the <i>Urban Area</i>, in accordance with Section C.5.6 – Green Infrastructure.</p>
<p>Insert new Policy C.2.13.4, as follows:  <b>C.2.13.4 The City shall protect, improve or restore the quality and quantity of water by evaluating and preparing for the impacts of a changing climate to water resource systems at the watershed level.</b></p>	<p>C.2.13.4 The City shall protect, improve or restore the <i>quality and quantity of water</i> by evaluating and preparing for the <i>impacts of a changing climate</i> to water resource systems at the watershed level.</p>
<p>C.4.0 Integrated Transportation Network            ...            The transportation network and land uses are mutually inclusive; land uses are connected and accessible through the transportation network. Equally, transportation is made more efficient when complemented by appropriate locations and densities for various land uses.  <b>The resulting built environment has an impact on the overall health and well-being of citizens therefore, <del>the</del> the City shall plan for an integrated transportation network contributing to 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</b></p>	<p>C.4.0 Integrated Transportation Network            ...            The transportation network and land uses are mutually inclusive; land uses are connected and accessible through the transportation network. Equally, transportation is made more efficient when complemented by appropriate locations and densities for various land uses. The resulting built environment has an impact on the overall health and well-being of citizens therefore, the City shall plan for an integrated transportation network contributing to <i>complete communities</i> through the policies of this Plan, provincial policies, and requirements of the <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, Major Activity Centres,</i></p>

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<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, <b>age-friendly</b>, affordable, efficient, convenient and accessible.</p> <p>This Plan recognizes the relationship between the transportation network and its impact on quality of life and economic development potential. The integrated transportation network will offer a greater range of transportation mode choice. An improved and efficient transportation network is a key component of <i>complete communities</i> <b>(inclusive of complete streets)</b> – creating the vital link between activities and land uses throughout the City. Improved mode choice can be accomplished through a better balance between the competing needs of the street network including cars, transit, <i>active transportation</i>, goods movement <del>and</del>, parking <b>and emerging transportation modes and technology</b>. A balanced integrated transportation network shall contribute to vibrant streets where pedestrians and cyclists feel comfortable and can co-exist with <del>traffic</del> <b>other modes of transportation operating on the streets</b>, improving health and quality of life. <i>Transportation demand management</i> (TDM) is an essential part of an overall integrated transportation network and part of a more <b>balanced and</b> sustainable transportation system. The policies of this Plan, together with the directions and programs from the Transportation Master Plan, will contribute to an overall <i>transportation demand management</i> strategy for the City.</p>	<p>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 network is a key component of <i>complete communities</i> <b>(inclusive of complete streets)</b> – 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, <b>sustainable</b> and integrated transportation network which includes all modes of transportation such as <i>active transportation</i>, transit, automobiles, goods movement vehicles, rail, air, <del>and</del> marine, <b>and emerging modes of transportation and technology</b>.</p>	<p>C.4.1.1 Provide a balanced, sustainable and integrated transportation network which includes all modes of transportation such as <i>active transportation</i>, transit, automobiles, goods movement vehicles, rail, air, marine, and emerging modes of transportation and technology.</p>



<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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<p>C.4.1.2 Recognize the relationship of transportation, <b>public health</b> and land use planning in connecting communities, land uses and activities and the role of the integrated transportation network in creating <i>complete communities</i> and improving overall quality of life.</p>	<p>C.4.1.2 Recognize the relationship of transportation, public health and land use planning in connecting communities, land uses and activities and the role of the integrated transportation network in creating <i>complete communities</i> and improving overall quality of life.</p>
<p>C.4.1.3 Facilitate <b>investment in major goods movement facilities and corridors and employment areas</b> for the safe and efficient movement of goods and services within and between Hamilton, neighbouring municipalities and regions through various modes within the integrated transportation network.</p>	<p>C.4.1.3 Facilitate investment in <i>major goods movement facilities and corridors and employment areas</i> for the safe and efficient movement of goods and services within and between Hamilton, neighbouring municipalities and regions through various modes within the integrated transportation network.</p>
<p>C.4.1.5 Work in cooperation with other levels of government and government agencies to further develop inter-regional travel plans including <del>expansion of</del> <b>expanded routes and increased GO Transit service</b> in the Hamilton area, proposals for <del>rapid</del> <b>higher order transit</b> within the City and other inter-regional transit and highway, marine, and airport initiatives.</p>	<p>C.4.1.5 Work in cooperation with other levels of government and government agencies to further develop inter-regional travel plans including expanded routes and increased GO Transit service in the Hamilton area, proposals for <i>higher order transit</i> within the City and other inter-regional transit and highway, marine, and airport initiatives.</p>
<p>C.4.1.6 Provide a <b>safe</b>, convenient, fast, frequent and affordable public transportation service that <b>adapts to a changing climate</b>, features adequate carrying capacity and serves all residents and businesses.</p>	<p>C.4.1.6 Provide a safe, convenient, fast, frequent and affordable public transportation service that adapts to a changing climate, features adequate carrying capacity and serves all residents and businesses.</p>
<p>Insert new policy C.4.1.8, as follows:  <b>C.4.1.8 Manage curbside activities and space allocation to maximize mobility, safety, and access for the wide variety of curb demands.</b></p>	<p>C.4.1.8 Manage curbside activities and space allocation to maximize mobility, safety, and access for the wide variety of curb demands.</p>
<p>C.4.2.1 The City shall maintain the existing transportation network and ensure the continued sustainability <b>and optimization</b> of existing transportation infrastructure before new infrastructure developments are considered.</p>	<p>C.4.2.1 The City shall maintain the existing transportation network and ensure the continued sustainability and optimization of existing transportation infrastructure before new infrastructure developments are considered.</p>
<p>Insert new Policy C.4.2.2 and renumber subsequent policies.  <b>C.4.2.2 The City shall plan for a transportation network that reduces greenhouse gas emissions by encouraging the most environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles.</b></p>	<p>C.4.2.2 The City shall plan for a transportation network that reduces greenhouse gas emissions by encouraging the most environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles.</p>

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<p>C.4.2.45.1 <del>Transportation demand management</del> measures may include:            a) provision of <i>active transportation</i> features including secure bicycle storage facilities and pedestrian and cycling access to the road network <del>facilities</del>;            b) supporting transit through <b>an array of incentives and disincentives to automobile dependence and single-occupancy vehicles such as</b> reduced parking standards for some land uses where appropriate and making provisions <del>for</del> <b>to support shared mobility such as</b> car-sharing spaces through the site plan process where feasible and appropriate; and,</p>	<p>C.4.2.5.1 <i>Transportation demand management</i> measures may include:            a) provision of <i>active transportation</i> features including secure bicycle storage facilities and pedestrian and cycling access to the road network;            b) supporting transit through an array of incentives and disincentives to automobile dependence and single-occupancy vehicles such as reduced parking standards for some land uses where appropriate and making provisions to support shared mobility such as car-sharing spaces through the site plan process where feasible and appropriate; and,</p>
<p>C.4.2.78 <del>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.</del> As such, the City shall work with Metrolinx <b>and the Province of Ontario</b> to implement the recommendations of the RTP <b>and GGH Transportation Plan</b> through the policies of this Plan and the Transportation Master Plan.</p>	<p>C.4.2.8 The Metrolinx Regional Transportation Plan (RTP) and Provincial Greater Golden Horseshoe (GGH) Transportation Plan identify strategic regional transportation plans and projects with the City. As such, the City shall work with Metrolinx and the Province of Ontario to implement the recommendations of the RTP and GGH Transportation Plan through the policies of this Plan and the Transportation Master Plan.</p>
<p>Insert new Policy C.4.2.9 and renumber subsequent policies:  <b>C.4.2.9 Transit planning and investments shall be aligned with, and supporting, the priority transit corridor identified on Schedule E – Urban Structure and Appendix B – Major Transportation Facilities and Routes.</b></p>	<p>C.4.2.9 Transit planning and investments shall be aligned with, and supporting, the <i>priority transit corridor</i> identified on Schedule E – Urban Structure and Appendix B – Major Transportation Facilities and Routes.</p>
<p>C.4.2.810 New secondary plans and designs for <del>major transit trip</del> <b>major trip</b> generators 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;</p> <p><b>e) establish appropriate rights-of-way that support <i>complete streets</i> and supporting place-making opportunities within communities;</b></p> <p><del>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,</del></p> <p><b>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.</b></p>	<p>existing and planned transit stop/station locations;</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>
<p>C.4.2.9<del>11</del> Direct access to transit facilities shall be provided via <b>multi-use paths, trails, bicycle lanes</b>, sidewalks and walkways from the interior block areas of neighbourhoods. Within existing and planned <i>development</i>, the City shall encourage the creation of mid-block connections for pedestrians, <b>cycling</b>, transit, and <b>other active transportation</b> modes.</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.4.2.10<del>12</del> Development of major <del>transit</del> <b>trip generators</b> shall provide safe, <b>accessible</b> and convenient pedestrian and cycling environments and <del>access</del> <b>be achieved</b> through building orientation, site layout, traffic management, and the provision of facilities such as sidewalks, crosswalks, bike lanes and trails, bicycle parking and loading, and connections to transit service.</p>	<p>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 and trails, bicycle parking and loading, and connections to transit service.</p>
<p>C.4.2.15<del>17</del> In accordance with Policy C.4.1.6, recognizing that an increasing proportion of the population is aging and many will possess mobility challenges, the City shall continue to ensure that it is able to provide an appropriate range of public transit services and programs on the conventional, specialized, <b>on-demand</b> and <del>rapid</del> <b>higher order</b> 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 <del>Additional <i>transportation corridors</i> may be added to the integrated transportation network in Hamilton in the future. Recognizing the need to plan proactively for future infrastructure requirements and sustainable transportation solutions, the City supports active participation with provincial, inter-provincial and federal transportation planning studies such as the ongoing Niagara to Greater Toronto Area (NGTA) corridor planning</del> <b>Greater Golden Horseshoe Transportation Plan and Environmental Assessment study</b> and the Ontario-Quebec Continental Gateway and Trade Corridor Study.</p> <p><del>a)The NGTA study will address congestion, economic growth, and better gauge a long term land use and transportation framework extending from the Niagara Peninsula to the Greater Toronto Area.</del></p> <p><del>b)The Ontario-Quebec Continental Gateway and Trade Corridor Study will develop a multi-modal strategy to improve goods movement and trade.</del></p>	<p>C.4.2.18 Additional <i>transportation corridors</i> may be added to the integrated transportation network in Hamilton in the future. Recognizing the need to plan proactively for future infrastructure requirements and sustainable transportation solutions, the City supports active participation with provincial, inter-provincial and federal transportation planning studies such as the Greater Golden Horseshoe Transportation Plan and the Ontario-Quebec Continental Gateway and Trade Corridor Study.</p>
<p>C.4.3 <i>Active transportation</i> which includes pedestrian movement, cycling <del>and any</del>, other non-motorized <b>and emerging micro-mobility</b> 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 <b>of all ages and abilities</b> to use <i>active transportation</i> for travel to work, school, exercise, recreation and social interaction.</p>	<p>C.4.3 <i>Active transportation</i> which includes pedestrian movement, cycling, other non-motorized and emerging micro-mobility modes of transportation, is a key component of the City's transportation network. <i>Active Transportation</i> provides a sustainable alternative to travel by private automobile, resulting in physical, economic and social benefits from improved air quality, reduced energy consumption and increased physical activity. This Plan recognizes that <i>active transportation</i> is an essential component of the overall integrated transportation network. Together, land use planning, transportation planning and the design of the built form creates an environment that encourages and enables people of all ages and abilities to use <i>active transportation</i> for travel to work, school, exercise, recreation and social interaction.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>C.4.3.3 The City shall build and maintain the <i>active transportation</i> network which recognizes the importance of the sidewalk and cycling network while achieving a high standard of connectivity. <i>Active Transportation</i> shall be <del>promoted</del> <b>prioritized</b> and accommodated in <b>complete streets</b> <del>street</del> design and operation through:</p> <p>a) continuous improvement and expansion of the existing network of pedestrian and bicycle infrastructure, including multi-use paths, bike lanes, and <del>on-street bike routes</del> <b>other emerging design trends as appropriate;</b></p> <p>b) establishment of pedestrian-oriented design guidelines in secondary plans and undeveloped areas that promote <i>active transportation</i>; and,</p> <p>c) provision of traffic calming <b>and management</b> <del>measures and signage</del>, where appropriate.</p>	<p>C.4.3.3 The City shall build and maintain the <i>active transportation</i> network which recognizes the importance of the sidewalk and cycling network while achieving a high standard of connectivity. <i>Active Transportation</i> shall be prioritized and accommodated in <i>complete streets</i> 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 <b>complete streets</b> and sidewalks shall provide a buffer between vehicular and pedestrian flow where feasible.</p>	<p>C.4.3.4 Within the designated right-of-way, the design of <i>complete streets</i> and sidewalks shall provide a buffer between vehicular and pedestrian flow where feasible.</p>
<p>C.4.3.5 The City shall design pedestrian friendly streets by:</p> <p>a) making streetscapes visually appealing to make walking more inviting;</p> <p>b) discouraging the placement of objects which will impede pedestrian movements;</p> <p>c) reducing motor vehicle <del>traffic</del> <b>speed and volume</b> in areas of high pedestrian activity by design or other means;</p> <p>d) establishing exclusive pedestrian links in areas of high pedestrian activity and <b>restricting motor vehicles</b> <del>vehicular traffic</del>;</p> <p>e) distinctly separating vehicular, pedestrian and cycling <del>traffic</del> <b>road users</b> to the fullest extent possible;</p> <p>f) providing adequate lighting;</p> <p>g) <b>providing benches to allow pedestrians to rest and street trees for shade, where feasible;</b></p> <p>h) applying other means as specified in the policies of Section B.3.3 – Urban Design, where applicable; and,</p> <p>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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<p>Insert new Policy C.4.3.6, as follows:  <b>C.4.3.6 The City shall work together with other municipalities to implement seamless integration and coordination between active transportation networks across municipal jurisdictions from both planning and operational perspectives.</b></p>	<p>C.4.3.6 The City shall work together with other municipalities to implement seamless integration and coordination between <i>active transportation</i> networks across municipal jurisdictions from both planning and operational perspectives.</p>
<p>C.4.4 Public Transit Network  Public transit entities under municipal jurisdiction include conventional, specialized and <del>rapid</del> <b>higher order</b> 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 <del>safe</del> <b>safe</b>, efficient and reliable manner. <b>Where frequent transit is planned and funding is allocated, higher densities may be considered in suitable locations.</b> Transit shall continue to increase connectivity and integration with other forms of transportation.</p>	<p>C.4.4 Public Transit Network  Public transit entities under municipal jurisdiction include conventional, specialized and <i>higher order transit</i> networks. Inter-regional networks are under the jurisdiction of provincial/federal authorities... It is the intent of this Plan that transit provide access to residential areas, employment areas, school and other institutions, shopping and recreational facilities in a safe, efficient and reliable manner. Where frequent transit is planned and funding is allocated, higher densities may be considered in suitable locations. Transit shall continue to increase connectivity and integration with other forms of transportation.</p>
<p>C.4.4.1 The City shall provide public transit at a level of service to enhance its use as a viable alternative to the automobile and achieve transportation <del>demand</del> <b>mode split</b> targets stipulated <del>identified</del> in the Transportation Master Plan in accordance with Section F.3.1.8 – Transportation Master Plan.</p>	<p>C.4.4.1 The City shall provide public transit at a level of service to enhance its use as a viable alternative to the automobile and achieve transportation mode split targets identified in the Transportation Master Plan in accordance with Section F.3.1.8 – Transportation Master Plan.</p>
<p>Insert new Policy C.4.4.2 and renumber subsequent policies accordingly.  <b>C.4.4.2 The City shall provide a transit service that is planned and managed for the safety of all system users.</b></p>	<p>C.4.4.2 The City shall provide a transit service that is planned and managed for the safety of all system users.</p>
<p><del>C.4.4.23</del> <b>C.4.4.23 By prioritizing public transit investments, as a component of transportation infrastructure planning,</b> transit service levels shall be increased incrementally, in conjunction with other policies to improve the viability of transit, with a goal of increasing annual transit ridership per capita. Service level increases shall be primarily directed to:  a) <i>urban nodes</i> and <i>urban corridors</i> as identified on Schedule E – Urban Structure;  b) areas developed according to transit oriented development principles;  c) designated <i>Employment Areas</i> <b>or connections to designated Employment Areas;</b></p>	<p>C.4.4.3 By prioritizing public transit investments, as a component of transportation infrastructure planning, transit service levels shall be increased incrementally, in conjunction with other policies to improve the viability of transit, with a goal of increasing annual transit ridership per capita. Service level increases shall be primarily directed to:  a) <i>urban nodes</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</p>

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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 <del>rapid</del> <b>higher order</b> transit is implemented, conventional bus transit shall continue to serve areas outside of identified <del>rapid</del> <b>higher order</b> transit corridors, provide local service within the corridor where appropriate, and provide feeder service to <del>rapid</del> <b>higher order</b> transit. Until <del>rapid</del> <b>higher order</b> 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 <del>rapid</del> <b>higher order</b> 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.
<del>Rapid</del> <b>Higher Order</b> Transit (Section Title)	Higher Order Transit (Section Title)
C.4.4.89 The City shall evaluate the potential to establish <del>rapid</del> <b>higher order</b> transit within the Primary and Secondary Corridors identified on Schedule E – Urban Structure, and the corridors identified as Potential <del>Rapid</del> <b>Higher Order</b> Transit Lines on Appendix B – Major Transportation Facilities and Routes.	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 <del>Rapid</del> <b>Higher order</b> transit may operate on its own right-of-way, as a separate system or in shared corridors, where possible, to ensure that it is not delayed in general traffic. The <del>rapid</del> <b>higher order</b> transit network shall consist of an interconnecting network of existing and planned rights-of-way along corridors in which a <del>rapid</del> <b>higher order</b> 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 <del>Rapid</del> <b>Higher order</b> transit may be developed in a staged manner whereby various transit-priority measures may be implemented to improve the quality of transit service in terms of speed and reliability as an interim stage in the long-term development of a full <del>rapid</del> <b>higher order</b> 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.

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<p>C.4.4.10<del>11</del> The City may require <b>commuter pick-up/drop-off and</b> park-and-ride facilities to enhance accessibility to <del>rapid</del> <b>higher order transit</b> services at selected stations and other appropriate sites outside of the <i>Downtown Urban Growth Centre</i>. In this regard, the City shall encourage the proponents of major developments at existing or planned <del>rapid</del> <b>higher order transit</b> stations to provide sufficient land for park-and-ride facilities, for which the City may enter into agreements for purchase, lease, and operation or shared use.</p>	<p>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.</p>
<p>C.4.4.11<del>12</del> <del>Rapid</del> <b>Higher order transit</b> services shall be integrated with other transportation modes and with the conventional, specialized and inter-regional transit networks where feasible.</p>	<p>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.</p>
<p>Insert new Policy C.4.4.13 and renumber subsequent policies accordingly.  <b>C.4.4.13 GO Stations identified on Appendix B – Major Transportation Facilities and Routes shall be the principal access points for inter-regional rail.</b></p>	<p>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.</p>
<p>C.4.4.12<del>14</del> The City of Hamilton supports the expansion of GO Transit through increased service to the City <del>and additional expansion to the eastern portions of the City.</del></p>	<p>C.4.4.14 The City of Hamilton supports the expansion of GO Transit through increased service to the City.</p>
<p>C.4.4.13<del>15</del> Access to the GO Transit network at GO Transit stations shall be promoted through provision of adequate conventional and specialized transit, <del>rapid</del> <b>higher order transit</b>, and <i>active transportation</i> facilities, as well as limited commuter parking facilities where appropriate outside of the <i>Downtown Urban Growth Centre</i>.</p>	<p>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>.</p>
<p>Delete Policy C.4.4.15 in its entirety.  <del>C.4.4.15 The City along with Metrolinx has identified the northern portion of the <i>Downtown Urban Growth Centre</i> as the location for the establishment of a GO/VIA transit station. This station, along with the existing GO Station identified on Appendix B – Major Transportation Facilities and Routes, shall be the principal access points for inter regional rail.</del></p>	



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<p>C.4.5.4 The road network shall be designed and maintained according to the following policies:            c) The City shall initiate construction and maintenance programs to improve the safety and operation of the road network, <b>with a complete streets approach to ensure the needs and safety of all road users are considered and appropriately accommodated.</b></p>	<p>C.4.5.4 The road network shall be designed and maintained according to the following policies:            c) The City shall initiate construction and maintenance programs to improve the safety and operation of the road network, with a <i>complete streets</i> approach to ensure the needs and safety of all road users are considered and appropriately accommodated.</p>
<p>Italicize the term “complete streets” in Policy C.4.5.6.5, as follows:            C.4.5.6.5 Notwithstanding Policies C.4.5.6, C.4.5.6.1, C.4.5.6.3, and C.4.5.7, and in addition to Policy C.4.5.3, the City may waive or accept less lands to be dedicated than the maximum right-of-way dedication and/or daylighting triangle requirements where, in the opinion of the City:            a) It is determined through a development planning approval process that due to significant adverse impacts on:            i) existing built form;            ii) natural heritage features;            iii) an existing streetscape; or,            iv) a known <i>cultural heritage resource</i>;            it is not feasible or desirable to widen an existing right-of-way to the maximum right-of-way width or provide the full daylight triangle as set in Section C.4.5.2, Schedule C-2 – Future Right-of-Way Dedications, or Section C.4.5.7, and that the City's objectives for sustainable <i>infrastructure</i>, <b>complete streets</b> and mobility can be achieved; or, ...</p>	<p>C.4.5.6.5 Notwithstanding Policies C.4.5.6, C.4.5.6.1, C.4.5.6.3, and C.4.5.7, and in addition to Policy C.4.5.3, the City may waive or accept less lands to be dedicated than the maximum right-of-way dedication and/or daylighting triangle requirements where, in the opinion of the City:            a) It is determined through a development planning approval process that due to significant adverse impacts on:            v) existing built form;            vi) natural heritage features;            vii) an existing streetscape; or,            viii) 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.4.5.6.7 ...There may also be additional requirements for rights-of-way to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, pathways, roundabouts, traffic control and transit priority measures, including <b>priority transit corridors</b>, <del>rapid</del> <b>higher order</b> 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>

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<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 <b>major goods movement network facilities and corridors</b> in Hamilton consists of provincial highways, the road network, rail, the John C. Munro Hamilton International Airport and the Port of Hamilton. The local goods movement network links to the wider inter-regional, inter-provincial, and inter-national goods movement network as detailed in the Growth Plan for the Greater Golden Horseshoe. Hamilton has access to a wide range of <b>major goods movement facilities and corridors</b>. These facilities and corridors form a network which contributes to making the City an ideal location for a “goods movement gateway”.</p>	<p>C.4.6 Goods Movement Network            An important component of Hamilton's transportation network is an efficient system of goods and services movement, which helps attract and retain industries and business, thus contributing to the City's economy. The <i>major goods movement facilities and corridors</i> in Hamilton consists of provincial highways, the road network, rail, the John C. Munro Hamilton International Airport and the Port of Hamilton. The local goods movement network links to the wider inter-regional, inter-provincial, and inter-national goods movement network as detailed in the Growth Plan for the Greater Golden Horseshoe. Hamilton has access to a wide range of <i>major goods movement facilities and corridors</i>. These facilities and corridors form a network which contributes to making the City an ideal location for a “goods movement gateway”.</p>
<p>C.4.6.1 The <b>major goods movement network facilities and corridors</b> in Hamilton shall be maintained, protected and enhanced to support Hamilton's economic development strategy.</p>	<p>C.4.6.1 The <i>major goods movement facilities and corridors</i> in Hamilton shall be maintained, protected and enhanced to support Hamilton's economic development strategy.</p>
<p>C.4.6.2 <b>Major Goods movement facilities and corridors</b> include truck and rail transportation routes, the John C. Munro Hamilton International Airport, and the Port of Hamilton as shown on Appendix B – Major Transportation Facilities and Routes, <b>among others</b>. Heavy truck traffic may be restricted to designated truck routes to minimize negative impacts of truck traffic on local roads <b>and maximize safety for all road users</b>.</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 and maximize safety for all road users.</p>
<p>C.4.6.3 The City shall <del>encourage</del> <b>prioritize</b> the <b>investment and</b> development of <b>major goods movement facilities and corridors</b>, including inter-modal facilities, for the transfer of goods between rail, air, marine and truck modes of transportation in appropriate locations such as designated Employment Areas.</p>	<p>C.4.6.3 The City shall prioritize the investment and development of <i>major goods movement facilities and corridors</i>, including inter-modal facilities, for the transfer of goods between rail, air, marine and truck modes of transportation in appropriate locations such as designated Employment Areas.</p>

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<p>C.4.6.5 <del>Freight-intensive</del> Land uses that generate or require significant movement of goods shall be directed to lands designated Employment Area, and Commercial and Mixed Use on Schedule E-1 – Urban Land Use Designations.</p>	<p>C.4.6.5 Freight-intensive land uses that generate or require significant movement of goods shall be directed to lands designated Employment Area, and Commercial and Mixed Use on Schedule E-1 – Urban Land Use Designations.</p>
<p>C.4.7.1.1 The City shall encourage <i>heavy rail</i> connections to <del>rapid</del> <b>higher order</b> transit and/or potential <i>light rail transit</i> corridors where feasible to increase the connectivity between modes.</p>	<p>C.4.7.1.1 The City shall encourage <i>heavy rail</i> connections to <i>higher order transit</i> and/or potential <i>light rail transit</i> corridors where feasible to increase the connectivity between modes.</p>
<p>Add new preamble to section C.5:  C.5.0 Infrastructure  <b>Planning for the city’s existing and future infrastructure requires addressing needs relating to water, wastewater, stormwater management, and waste management facilities. The objective of this plan is to ensure that planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range land use, environmental and financial planning, and will be supported by infrastructure master plans, asset management plans, and other required plans and studies. 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 roofs. To increase the resiliency of our communities, comprehensive sub-watershed planning and stormwater management planning, including the use of appropriate low impact development and green infrastructure, must consider risks and vulnerabilities arising from increased extreme weather events.</b></p>	<p>C.5.0 Infrastructure  Planning for the city’s existing and future <i>infrastructure</i> 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 <i>infrastructure</i> will occur in an integrated manner, including evaluations of long-range land use, environmental and financial planning, and will be supported by <i>infrastructure</i> master plans, asset management plans, and other required plans and studies.  In planning for existing and planned <i>infrastructure</i>, there is a need to respond to the <i>impacts of a changing climate</i> and consider both ‘traditional’ hard <i>infrastructure</i> such as sewers, watermains and pumping stations, as well as <i>green infrastructure</i> including natural heritage features, parkland, street trees and green roofs. To increase the resiliency of our communities, comprehensive sub-watershed planning and stormwater management planning, including the use of appropriate <i>low impact development</i> and <i>green infrastructure</i>, must consider risks and vulnerabilities arising from increased extreme weather events.</p>
<p>Add new Policy C.5.3.3 and renumber subsequent policies accordingly.  <b>C.5.3.3 Policy C.5.3.2 shall not apply to lands that are designated Escarpment Natural, Escarpment Protection or Escarpment Rural in the Niagara Escarpment Plan.</b></p>	<p>C.5.3.3 Policy C.5.3.2 shall not apply to lands that are designated Escarpment Natural, Escarpment Protection or Escarpment Rural in the Niagara Escarpment Plan.</p>

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<p>Separate existing Policy C.5.3.9 (renumbered to C.5.3.10) into separate policies and renumber subsequent policies accordingly.  <del>C.5.3.9-10 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.</del></p>	<p>C.5.3.10 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.5.3.11 and renumber subsequent policies accordingly.  <b>C.5.3.11 The City shall maintain and update a Water and Wastewater Master Plan which is supported by the policies of this Plan, providing direction for:</b>  <b>a) planning and staging of improvements to the City's water and sewer facilities;</b>  <b>b) guidance on the operation of the City's day-to-day water and sewer programs;</b>  <b>c) ensuring that the City's water and sewer systems are prepared for the impacts of a changing climate including increased flooding, extreme temperatures and weather events;</b>  <b>d) demonstrates that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water; and,</b>  <b>e) protection of human health and safety and the natural environment.</b></p>	<p>C.5.3.11 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><del>C.5.3.11-13</del> The City shall ensure that any change in density can be accommodated within the municipal water and wastewater system, <b>and that investments into the system will support the achievement of the intensification and density targets provided in Section E.2.0 – Urban Structure.</b></p>	<p>C.5.3.13 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>

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<p>Insert new Policy C.5.3.18, as follows:  <b>C.5.3.18 The City shall implement actions and strategies that will reduce greenhouse gas emissions and address climate change adaptation goals, including but not limited to:</b>  <b>a) assessing <i>infrastructure</i> risks and vulnerabilities and identify actions and investments to address these challenges; and,</b>  <b>b) undertaking stormwater management monitoring, analysis and planning that assess the <i>impacts of a changing climate</i> and incorporate the appropriate actions, which may include <i>green infrastructure</i> and <i>low impact development</i>.</b></p>	<p>C.5.3.18 The City shall implement actions and strategies that will reduce greenhouse gas emissions and address climate change adaptation goals, including but not limited to:  a) assessing <i>infrastructure</i> risks and vulnerabilities and identify actions and investments to address these challenges; and,  b) undertaking stormwater management monitoring, analysis and planning that assess the <i>impacts of a changing climate</i> and incorporate the appropriate actions, which may include <i>green infrastructure</i> and <i>low impact development</i>.</p>
<p>Insert new Policy C.5.4.1 and renumber subsequent policies.  <b>C.5.4.1 The City shall maintain and update a Stormwater Master Plan, which is informed by the policies of Section C.2.8 – Watershed Planning, and provides direction for:</b>  <b>a) protecting the <i>quality and quantity of water</i> by assessing existing stormwater facilities and systems;</b>  <b>b) characterizing existing environmental conditions;</b>  <b>c) examining the cumulative environmental impacts of stormwater from existing and planned development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies such as the design of systems to respond to extreme events;</b>  <b>d) incorporate <i>low impact development</i> and <i>green infrastructure</i>, in accordance with Section C.5.6 – Green Infrastructure;</b>  <b>e) identify the need for stormwater retrofits, where appropriate;</b>  <b>f) identify the full life cycle costs of the stormwater <i>infrastructure</i>, including maintenance costs, and develop options to pay for these costs over the long-term; and,</b>  <b>g) include an implementation and maintenance plan.</b></p>	<p>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>

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<p>Insert new Policy C.5.4.10, as follows:  <b>C.5.4.10 The City shall improve the quality and quantity of stormwater entering into Hamilton Harbour and Cootes Paradise from stormwater management systems by:</b>  <b>a) Aiming to eliminate entry of toxic and harmful contaminants into storm sewers;</b>  <b>b) Investigating and introducing where feasible, technologies to eliminate toxic and harmful contaminants and reduce pollution in discharge;</b>  <b>c) Minimizing erosion and changes in water balance through the use of green infrastructure, as provided in Section B.6 – Green Infrastructure;</b>  <b>d) Promoting stormwater management best practices, including stormwater attenuation and re-use, salt management, and low impact development techniques; and,</b>  <b>e) Preparing an annual monitoring report on the characteristics of discharge.</b></p>	<p>C.5.4.10 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, salt management, and <i>low impact development</i> techniques; and,  e) Preparing an annual monitoring report on the characteristics of discharge.</p>
<p>Insert new policy C.5.5.6 and renumber subsequent policies accordingly.  <b>C.5.5.6 The City’s waste management system shall facilitate, encourage and promote reduction, re-use, composting, and recycling objectives.</b></p>	<p>C.5.5.6 The City’s waste management system shall facilitate, encourage and promote reduction, re-use, composting, and recycling objectives.</p>
<p>Insert new Policy C.5.5.9  <b>C.5.5.9 The City shall endeavour to recover the full lifecycle cost of providing sustainable waste management facilities, as required by applicable municipal By-laws and provincial legislation.</b></p>	<p>C.5.5.9 The City shall endeavour to recover the full lifecycle cost of providing sustainable <i>waste management facilities</i>, as required by applicable municipal By-laws and provincial legislation.</p>
<p>Insert new Policy C.5.5.9, as follows:  <b>C.5.6 Green Infrastructure</b>  <b>Increasing the amount of 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.</b></p>	<p>C.5.6 Green Infrastructure  Increasing the amount of <i>green infrastructure</i> in the City is a cost-effective, resilient approach to reducing the <i>impacts of a changing climate</i> and provides a range of environmental, social and economic benefits.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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<p><b>C.5.6.1 The City will encourage the use of green infrastructure in accordance with Section B.3.3 – Urban Design, including but not limited to:</b></p> <p><b>a) the incorporation of low impact development techniques, such as:</b></p> <p><b>i) rainwater harvesting, rain gardens, and bioswales;</b></p> <p><b>ii) permeable pavements; and,</b></p> <p><b>iii) green roofs.</b></p> <p><b>b) increasing the urban tree canopy through approval and implementation of the City’s Urban Forest Strategy referenced in Section C.2.11 – Tree and Woodland Protection, and;</b></p> <p><b>c) land conservation efforts in coordination with the local Conservation Authorities.</b></p>	<p>C.5.6.1 The City will encourage the use of <i>green infrastructure</i> in accordance with Section B.3.3 – Urban Design, including but not limited to:</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>Insert new Section C.5.7, as follows:</p> <p><b>C.5.7 Infrastructure Corridors</b></p>	<p>5.7 Infrastructure Corridors</p>
<p>Insert new Policy C.5.7.1, as follows:</p> <p><b>C.5.7.1 In the planning for the development, optimization or expansion of existing and planned corridors, the City will encourage the co-location of linear infrastructure such as rights-of-way for major goods movement facilities and corridors, higher order transit, active transportation, transmission of electric power, etc., where appropriate.</b></p>	<p>C.5.7.1 In the planning for the development, optimization or expansion of existing and <i>planned corridors</i>, the City will encourage the co-location of linear <i>infrastructure</i> such as rights-of-way for <i>major goods movement facilities and corridors, higher order transit, active transportation, transmission of electric power, etc.</i>, where appropriate.</p>
<p>Insert new Policy C.5.7.2, as follows:</p> <p><b>C.5.7.2 Where applicable, in the planning for the development, optimization or expansion of existing and planned corridors, the City shall demonstrate through an Environmental Assessment, that any impacts on key natural heritage features within Core Areas and Linkages, key hydrologic features and key hydrologic areas have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated.</b></p>	<p>C.5.7.2 Where applicable, in the planning for the development, optimization or expansion of existing and <i>planned corridors</i>, the City shall demonstrate through an <i>Environmental Assessment</i>, that any impacts on <i>key natural heritage features within Core Areas and Linkages, key hydrologic features and key hydrologic areas</i> have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated.</p>
<p>Insert new section, as follows:</p> <p><b>Section C.5.8 Other Provisions</b></p>	<p>Section C.5.8 Other Provisions</p>
<p>Insert new policy, as follows:</p> <p><b>C.5.8.1 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.</b></p>	<p>C.5.8.1 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>

Appendix “D” – Volume 1: Chapter E – Urban Systems and Designations

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
E.1.0 c) <del>Develop</del> <b>Accommodate growth through the development of</b> compact, mixed use urban environments that support <b>existing or planned transit, including higher order transit,</b> 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 <del>with and</del> focused <b>attention to development in the strategic growth areas of the Urban Nodes, and Urban Corridors and Major Transit Station Areas.</b>	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 <b>will evolve over time to accommodate projected household growth, changing demographics, and respond to the changing needs of complete communities</b> <del>are stable, not static.</del>	E.1.0 h) Recognize that Hamilton's neighbourhoods will evolve over time to accommodate projected household growth, changing demographics, and respond to the changing needs of complete communities.
E.2.1 a) <b>Urban Nodes, and Urban corridors and delineated Major Transit Station Areas</b> <del>are</del> shall be the focus of <b>intensification and</b> reurbanization activities (i.e. population growth, private and public <i>redevelopment,</i> and infrastructure investment).	E.2.1 a) <i>Urban Nodes, Urban corridors</i> and delineated <i>Major Transit Station Areas</i> shall be the focus of <i>intensification</i> and reurbanization activities (i.e. population growth, private and public <i>redevelopment,</i> and infrastructure investment).
E.2.1 e) Nodes and corridors evolve with higher residential densities and mixed use <i>developments</i> to achieve their planned functions and support <b>existing and planned transit, including higher order transit.</b>	E.2.1 e) Nodes and corridors evolve with higher residential densities and mixed use <i>developments</i> to achieve their planned functions and support existing and planned transit, including <i>higher order transit.</i>
E.2.2.1 <b>In order to most efficiently use land and resources, the City has developed an</b> <del>Hamilton's</del> urban structure, is identified on Schedule E – Urban Structure, <del>and that</del> includes the following structural elements:	E.2.2.1 In order to most efficiently use land and resources, the City has developed an urban structure, identified on Schedule E – Urban Structure, that includes the following structural elements:
Insert new Policy E.2.2.1 c) and renumber subsequent policies accordingly. <b>E.2.2.1 c) Major Transit Station Areas;</b>	E.2.2.1 c) <i>Major Transit Station Areas;</i>
Insert new Policy E.2.2.5, as follows: <b>E.2.2.5 The Urban Nodes 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.</b>	E.2.2.5 The <i>Urban Nodes</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.



<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Insert new Policy E.2.2.6, as follows:  <b>E.2.2.6 Intensification, redevelopment and compact form will be encouraged generally throughout the built-up area in accordance with appropriate development standards.</b></p>	<p>E.2.2.6 <i>Intensification, redevelopment and compact form will be encouraged generally throughout the built-up area in accordance with appropriate development standards.</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 <b>office space for</b> business, professional, and government <del>offices</del> <b>services</b> shall be directed to the <i>Downtown Urban Growth Centre</i>.</p>	<p>E.2.3.1.4 The <i>Downtown Urban Growth Centre</i> shall function as a major employment centre for the City. Major office space for business, professional, and government services shall be directed to the <i>Downtown Urban Growth Centre</i>.</p>
<p>E.2.3.1.9 The <i>Downtown Urban Growth Centre</i> shall generally have the <del>higher</del> highest <b>aggregate</b> density within the City with a minimum <del>overall</del> <b>target</b> density of <del>250</del> <b>500</b> persons and jobs per hectare. <b>The Downtown Urban Growth Centre may evolve over time to a higher density without an amendment to this Plan.</b> <del>Overall density in excess of this target may be achievable and warranted. Increases to this density target shall be considered as part of a review of the Downtown Hamilton Secondary Plan. The density targets shall be evaluated based, in part, on the results of the Downtown Office Strategy and the impacts on existing infrastructure and transportation networks.</del></p>	<p>E.2.3.1.9 The <i>Downtown Urban Growth Centre</i> shall generally have the highest aggregate density within the City with a minimum target density of 500 persons and jobs per hectare. The <i>Downtown Urban Growth Centre</i> may evolve over time to a higher density without an amendment to this Plan.</p>
<p>E.2.3.1.10 <del>It is anticipated that the Downtown Urban Growth Centre will accommodate a</del> <b>Approximately 30%</b> of the City-wide residential intensification over the time period of this Plan which equates to <del>a range of 5,000 to 6,000</del> <b>approximately 30,000 new</b> dwelling units <b>will be accommodated within the Downtown Urban Growth Centre.</b></p>	<p>E.2.3.1.10 Approximately 30% of the City-wide residential intensification over the time period of this Plan which equates to approximately 30,000 new dwelling units will be accommodated within the <i>Downtown Urban Growth Centre</i>.</p>
<p>E.2.3.1.14 The <i>Downtown Urban Growth Centre</i> shall be designed to accommodate all modes of transportation with a focus on <del>transit</del> <b>higher order transit</b> and active transportation 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 higher order transit and active transportation including pedestrian and cycling trips within the Downtown and between the Downtown and the surrounding Neighbourhoods.</p>
<p>E.2.3.2.7 <del>Sub-Regional Service Nodes shall generally have some of the higher densities within the City with</del> <b>be planned to achieve</b> a target density of <del>100 to</del> <b>150 to 200</b> persons and jobs per hectare <b>measured</b> across each node.</p>	<p>E.2.3.2.7 Sub-Regional Service Nodes shall generally be planned to achieve a target density of 150 to 200 persons and jobs per hectare measured across each node.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>E.2.3.2.11 Detailed secondary plans shall be undertaken for the Sub-Regional Service Nodes to provide greater direction on mix of uses, heights, densities, built form, and design, and shall be coordinated with <del>rapid</del> <b>higher order transit</b> planning projects. Pending the completion of secondary plans for the Sub-Regional Service Nodes, the land use designations and policies set out in Chapter E – Urban Systems and Designations shall provide direction for <i>development</i> proposals.</p>	<p>E.2.3.2.11 Detailed secondary plans shall be undertaken for the Sub-Regional Service Nodes to provide greater direction on mix of uses, heights, densities, built form, and design, and shall be coordinated with <i>higher order transit</i> planning projects. Pending the completion of secondary plans for the Sub-Regional Service Nodes, the land use designations and policies set out in Chapter E – Urban Systems and Designations shall provide direction for <i>development</i> proposals.</p>
<p>E.2.3.3.6 Community Nodes shall be linked to the <i>higher order transit</i> system through connecting conventional transit or by <del>rapid</del> <b>higher order transit</b>, where possible. Where possible, the City shall direct local routes through the Community Nodes.</p>	<p>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.</p>
<p>E.2.3.3.7 Community Nodes shall generally be planned to achieve a target density of <del>a</del> <b>100 to 150</b> persons and jobs per hectare <b>measured across each node</b>.</p>	<p>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.</p>
<p>E.2.3.3.12 Notwithstanding Policy E.2.3.3.7, <del>some</del> <b>through the preparation of a Secondary plan, a lower density target for a</b> Community Nodes may be <b>established where the Secondary Plan process determines it is</b> developed as lower intensity nodes appropriate to <b>based on</b> the character of their adjacent Neighbourhoods, other infrastructure, or transportation constraints as follows:  a) <b>For the Ancaster Community Node, a target density in the range of 50 persons and jobs per hectare shall apply;</b> <del>Due due</del> to transportation constraints and the existing character of the adjacent neighbourhoods, <del>a target density in the range 50 persons and jobs per hectare shall apply to the Ancaster Community Node. This target may be adjusted through the development of a secondary plan.</del>  b) <del>Intensification shall not be permitted in the Waterdown Community Node until infrastructure and transportation constraints have been alleviated.</del></p>	<p>E.2.3.3.12 Notwithstanding Policy E.2.3.3.7, through the preparation of a Secondary plan, a lower density target for a Community Node may be established where the Secondary Plan process determines it is appropriate based on to the character of the adjacent Neighbourhood, 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.</p>
<p>E.2.4.1 <b>Priority transit corridor,</b> <del>P</del>primary <del>C</del>corridors and <del>S</del>secondary <del>C</del>corridors are identified on Schedule E – Urban Structure.</p>	<p>E.2.4.1 <i>Priority transit corridor,</i> primary corridors and secondary corridors are identified on Schedule E – Urban Structure.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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Insert new Section E.2.5 and renumber subsequent Sections accordingly. <b>E.2.5 Major Transit Station Areas</b>	E.2.5 Major Transit Station Areas
Insert new Policy E.2.5.1, as follows: <b>E.2.5.1 A Major Transit Station Area is the area including and around any existing or planned higher order transit station or stop. Within the City, Major Transit Station Areas will include the Hamilton Centre and West Harbour GO Stations, the future Centennial GO Station and future higher order transit station areas.</b>	E.2.5.1 <i>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.</i>
Insert new Policy E.2.5.2, as follows: <b>E.2.5.2 Major Transit Station Areas, including future higher order transit station areas along the City’s priority transit corridor, will be delineated through a future Amendment to this Plan, following the completion of detailed design review of the City’s preferred higher order transit option. The priority transit corridor is identified on Schedule E – Urban Structure and Appendix B – Major Transportation Facilities and Routes.</b>	E.2.5.2 <i>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.</i>
Insert new Policy E.2.5.3, as follows: <b>E.2.5.3 Planned densities of future Major Transit Station Areas on the priority transit corridor shall be a minimum of 160 residents and jobs combined per hectare, or a lower target as approved by the Province, to be identified through a future Amendment to this Plan.</b>	E.2.5.3 <i>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.</i>
Insert new Policy E.2.5.4, as follows: <b>E.2.5.4 Major Transit Station Areas that are not on the priority transit corridor shall be planned to achieve a mix of uses and densities which are supportive of higher order transit.</b>	E.2.5.4 <i>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.</i>
E.2.7.7 <del>Employment Areas</del> shall be planned and designed to maximize access to <b>major goods movement facilities and corridors</b> and 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.	E.2.8.7 <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.
E.3.4.3 Uses permitted in low density residential areas: <b>a) shall</b> include single-detached, semi-detached, duplex, triplex, <b>fourplex</b> , and street townhouse dwellings; <b>and</b> , <b>b) may include multiple dwellings containing a maximum of 6 units for lots in proximity to</b>	E.3.4.3 Uses permitted in low density residential areas: a) shall include single-detached, semi-detached, duplex, triplex, fourplex, and street townhouse dwellings; and, b) may include <i>multiple dwellings</i> containing a maximum of 6 units for lots in proximity to

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<b>collector roads or arterial roads.</b>	collector roads or arterial roads.
E.3.4.4 For low density residential areas, the maximum <i>net residential density</i> <b>for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans</b> , shall be 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.3.4.6 <i>Development</i> in areas dominated by low density residential uses shall be designed in accordance with the following criteria: <b>e) For multiple dwellings described by policy E.3.4.3 b), development should have access to a collector or arterial road from a local road where only a small number of low density residential dwellings are located on that portion of the local road.</b>	E.3.4.6 <i>Development</i> in areas dominated by low density residential uses shall be designed in accordance with the following criteria: e) For <i>multiple dwellings</i> described by policy E.3.4.3 b), <i>development</i> should have access to a collector or arterial road from a local road where only a small number of low density residential dwellings are located on that portion of the local road.
E.3.5.2 Uses permitted in medium density residential areas <b>shall include all forms of multiple dwellings</b> <del>except street townhouses.</del>	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 <del>existing at the date of adoption of this Plan.</del>	E.3.5.3 Notwithstanding Policy E.3.5.2, street townhouses shall be permitted: a) for lands in Central Hamilton, identified on Appendix G – Boundaries Map; b) by secondary plan designations and policies in Central Hamilton, identified on Appendix G – Boundaries Map; and, c) by secondary plan designations and policies.
E.3.5.4 Local commercial uses may be permitted on the ground floor of buildings containing <i>multiple dwellings</i> , <b>subject to</b> <del>provided</del> the provisions of Section E.3.8 – Local Commercial <del>are satisfied.</del>	E.3.5.4 Local commercial uses may be permitted on the ground floor of buildings containing <i>multiple dwellings</i> , subject to the provisions of Section E.3.8 – Local Commercial.
E.3.5.7 For medium density residential uses, the <i>net residential density</i> <b>for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans</b> , shall be greater than 60 units per hectare and not greater than 100 units per hectare.	E.3.5.7 For medium density residential uses, the <i>net residential density</i> for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans, shall be greater than 60 units per hectare and not greater than 100 units per hectare.
E.3.5.8 For medium density residential uses, the maximum height shall be six storeys, <b>but the height may be increased to 12 storeys without an amendment to this Plan, provided the Applicant demonstrates that:</b>	E.3.5.8 For medium density residential uses, the maximum height shall be six storeys, but the height may be increased to 12 storeys without an amendment to this Plan, provided the Applicant demonstrates that:

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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<p><b>a) the development shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law;</b>  <b>b) the development shall incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficiently techniques and low impact development approaches;</b>  <b>c) the development shall not unduly overshadow, or block light on adjacent sensitive land uses, the public realm and outdoor private amenity areas;</b>  <b>d) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,</b>  <b>e) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.</b></p>	<p>a) the <i>development</i> shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law;  b) the <i>development</i> shall incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficiently techniques and <i>low impact development</i> approaches;  c) the <i>development</i> shall not unduly overshadow, or block light on adjacent <i>sensitive land uses</i>, the public realm and outdoor private amenity areas;  d) 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,  e) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.</p>
<p>E.3.5.9 <i>Development</i> within the medium density residential category shall be evaluated on the basis of the following criteria:  <b>f) The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, cultural heritage resources, cultural heritage landscapes, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.</b></p>	<p>E.3.5.9 <i>Development</i> within the medium density residential category shall be evaluated on the basis of the following criteria:  f) The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, <i>cultural heritage resources, cultural heritage landscapes</i>, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.</p>
<p>E.3.6.6 In high density residential areas, <b>for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans</b>, the <del>permitted</del> <i>net residential densities</i> identified on Appendix G – Boundaries Map shall be:  a) greater than 100 units per hectare and not greater than 500 units per hectare in Central Hamilton; and,</p>	<p>E.3.6.6 In high density residential areas, for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans, the <i>net residential densities</i> identified on Appendix G – Boundaries Map shall be:  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</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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<p>b) greater than 100 units per hectare and not greater than 200 units per hectare in all other Neighbourhoods designation areas.</p> <p><del>c) Notwithstanding the maximum density requirement in Policy E.3.6.6 b), for smaller sites fronting on arterial roads, an increase in density may be considered, without an amendment to this Plan, provided the policies of this Plan are met.</del></p>	<p>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.</p> <p><b>E.3.6.7 For high density residential uses, the maximum height shall be 30 storeys. For high density residential uses below the Niagara Escarpment, building height shall not exceed the height of the top of the Niagara Escarpment, nearest to the development site. Applicants shall demonstrate that the proposed development shall not exceed the height of the top of the Niagara Escarpment through the submission of a height elevation survey depicting the proposed building in profile to the height of the top of the escarpment located nearest to the development site, to the satisfaction of the City.</b></p>	<p>E.3.6.7 For high density residential uses, the maximum height shall be 30 storeys. For high density residential uses below the Niagara Escarpment, building height shall not exceed the height of the top of the Niagara Escarpment, nearest to the <i>development</i> site. Applicants shall demonstrate that the proposed <i>development</i> shall not exceed the height of the top of the Niagara Escarpment through the submission of a height elevation survey depicting the proposed building in profile to the height of the top of the escarpment located nearest to the <i>development</i> site, to the satisfaction of the City.</p>
<p><del>E.3.6.7</del> <del>Development</del> within the high density residential category shall be evaluated on the basis of the following criteria:</p> <p>b) <del>High profile</del> <del>Multiple dwellings</del> <b>greater than 12 storeys</b> shall not generally be permitted immediately adjacent to low <del>density profile</del> residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening, <b>progressive building step backs</b>, and/or <b>other design features</b> shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.</p> <p>d) <i>Development</i> shall:</p> <p>i) provide adequate landscaping, amenity features, on-site parking, and buffering where required;</p> <p>ii) be <i>compatible</i> with existing and future uses in the surrounding area in terms of heights, massing, and an arrangement of buildings and structures; <del>and,</del></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> greater than 12 storeys shall not generally be permitted immediately adjacent to low density residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening, progressive building step backs, and/or other design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.</p> <p>d) <i>Development</i> shall:</p> <p>i) provide adequate landscaping, amenity features, on-site parking, and buffering where required;</p> <p>ii) be <i>compatible</i> with existing and future uses in the surrounding area in terms of heights, massing, and an arrangement of buildings and structures;</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>iii) provide adequate access to the property, designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets;</p> <p><b>iv) provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law; and,</b></p> <p><b>v) incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficiently techniques and low impact development approaches.</b></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><b>i) unduly overshadow, or block light on adjacent sensitive land uses, the public realm and outdoor private amenity areas; and,</b></p> <p><b>ii) or result in the loss of privacy of adjacent residential uses.</b></p> <p>g) The orientation, design, and massing of a building or structure higher than <del>six</del>-12 storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, <b>cultural heritage resources, cultural heritage landscapes</b>, and other parts of the City as identified through secondary plans or other studies, <b>through the submission of a Visual Impact Assessment to the satisfaction of the City.</b></p>	<p>iii) provide adequate access to the property, designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets;</p> <p>iv) provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law; and,</p> <p>v) incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficiently techniques and <i>low impact development</i> approaches.</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 higher than 12 storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, <i>cultural heritage resources, cultural heritage landscapes</i>, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.</p>
<p>E.4.5.11 All offices within the Mixed Use - High Density designation shall not exceed <del>10,000</del> <b>4,000</b> square metres of gross floor area for each free standing building.</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>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>E.4.6.8 Additional height up to a total of <del>eight</del> <b>12</b> storeys may be permitted without an amendment to this Plan, provided the Applicant demonstrates:</p> <p><b>a) the development shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law;</b></p> <p><b>b) the development shall incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficiently techniques and low impact development approaches;</b></p> <p>c) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;</p> <p>d) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,</p> <p>e) 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 12 storeys may be permitted without an amendment to this Plan, provided the Applicant demonstrates:</p> <p>a) the <i>development</i> shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law;</p> <p>b) the <i>development</i> shall incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficiently techniques and <i>low impact development</i> approaches;</p> <p>c) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;</p> <p>d) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,</p> <p>e) 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 <del>10,000</del> <b>4,000</b> 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>
<p>Insert new Policy E.4.6.29 and renumber subsequent policies:</p> <p><b>E.4.6.29 The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, cultural heritage resources, cultural heritage landscapes, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.</b></p>	<p>E.4.6.29 The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, <i>cultural heritage resources, cultural heritage landscapes</i>, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City..</p>



<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>E.5.1.11 Facilitate the movement of goods in Employment Areas through <b>efficient access to major goods movement facilities and corridors</b>, <del>an integrated goods movement network which includes</del> <b>efficient access to</b> provincial highways, the City's road network, rail, John C. Munro International Airport, and the <del>Port of</del> <b>Oshawa Port Authority</b>, 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:  <b>E.5.1.16 Encourage efficient use of existing employment areas by increasing employment densities, and through the establishment of minimum density targets which reflect opportunities for intensification of employment area uses on sites that support active transportation and are served by existing or planned transit.</b></p>	<p>E.5.1.16 Encourage efficient use of existing <i>employment areas</i> by increasing employment densities, and through the establishment of minimum density targets which reflect opportunities for <i>intensification</i> of employment area uses on sites that support <i>active transportation</i> and are served by existing or planned transit.</p>
<p>Insert new Policy E.5.1.17, as follows:  <b>E.5.1.17 Recognize that all employment areas, including those within and outside of provincially significant employment zones, contribute to the local economy of Hamilton and the regional economy of the GTHA, and shall be protected for the long-term.</b></p>	<p>E.5.1.17 Recognize that all <i>employment areas</i>, including those within and outside of <i>provincially significant employment zones</i>, contribute to the local economy of Hamilton and the regional economy of the GTHA, and shall be protected for the long-term.</p>
<p>Insert new Policy E.5.1.18, as follows:  <b>E.5.1.18 Support the local and regional agri-food network by providing locations for logistical management and processing of agricultural products in close proximity to major goods movement facilities and corridors.</b></p>	<p>E.5.1.18 Support the local and regional <i>agri-food network</i> by providing locations for logistical management and processing of agricultural products in close proximity to <i>major goods movement facilities and corridors</i>.</p>
<p>E.5.2.6 Prohibited Uses  The following uses shall be prohibited on lands designated Employment Area on Schedule E-1 – Urban Land Use Designations:  a) <i>major retail uses</i>; <del>and,</del>  b) residential uses; and,  <b>c) other sensitive land uses that are not ancillary to the primary employment uses.</b></p>	<p>E.5.2.6 Prohibited Uses  The following uses shall be prohibited on lands designated Employment Area on Schedule E1 – Urban Land Use Designations:  a) <i>major retail uses</i>;  b) residential uses; and,  c) other <i>sensitive land uses</i> that are not ancillary to the primary employment uses.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>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><del>i) The City shall have regard for provincial guidelines concerning <b>land use</b> compatibility between industrial facilities and <i>sensitive land uses</i>, and in mitigating the potential adverse impacts not addressed by the guidelines.</del></p> <p><b>Heavy industrial uses and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety, to ensure the long-term viability of heavy industrial uses in accordance with provincial guidelines, standards and procedures.</b></p> <p><b>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 sensitive land uses 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:</b></p> <ol style="list-style-type: none"> <li><b>1. there is an identified need for the proposed use;</b></li> <li><b>2. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;</b></li> <li><b>3. adverse effects to the proposed sensitive land use are minimized and mitigated; and,</b></li> <li><b>4. potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</b></li> </ol>	<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 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 following are demonstrated in accordance with provincial guidelines, standards and procedures:</p> <ol style="list-style-type: none"> <li>1. there is an identified need for the proposed use;</li> <li>2. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;</li> <li>3. <i>adverse effects</i> to the proposed <i>sensitive land use</i> are minimized and mitigated; and,</li> <li>4. potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</li> </ol>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Insert new 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:  <b>g) Freight-intensive land uses shall be located in areas well served by major highways, airports, rail facilities and marine facilities.</b></p>	<p>E.5.2.7.1 The following provisions apply to all lands designated Employment Area – Industrial Land, Employment Area – Business Park, Employment Area – Airport Employment Growth District, and Employment Area – Shipping and Navigation on Schedule E-1 – Urban Land Use Designations:                      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 subsections l) and m) to Policy E.5.2.7.1, as follows:  <b>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.</b>  <b>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.</b></p>	<p>E.5.2.7.1 l) Employment Areas identified as <i>provincially significant employment zones</i> on Schedule “X” – Provincially Significant Employment Zones shall be subject to the policies of E.5.7 of this Plan and the policies of their Employment Area designation as identified on Schedule E-1 – Urban Land Use Designations.                      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:  <b>Density</b>  <b>E.5.2.8 The minimum density targets for the Employment Area designations shall be in accordance with policy A.2.3.3.5 – Employment Area Density Targets, Table A.3 – Employment Area Densities.</b></p>	<p>Density                      E.5.2.8 The minimum density targets for the Employment Areas designations shall be in accordance with policy A.2.3.3.5 – Employment Area Density Targets, Table A.3 – Employment Area Densities.</p>
<p>E.5.4.2 Lands designated Employment Area – Business Park which are undeveloped, underutilized, or within the West Hamilton Innovation District <b>(including McMaster Innovation Park)</b>, are planned for major employment growth in accordance with the employment and density targets in Section A.2.3.2 – Employment <del>Forecasts Targets</del> and Policy A.2.3.3.5 <b>Employment Area Density Targets.</b></p>	<p>E.5.4.2 Lands designated Employment Area – Business Park which are undeveloped, underutilized, or within the West Hamilton Innovation District (including McMaster Innovation Park), are planned for major employment growth in accordance with the employment and density targets in Section A.2.3.2 – Employment Forecasts and Policy A.2.3.3.5 – Employment Area Density Targets.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>E.5.4.5 Offices within the Employment Area – Business Park designation shall comply with the following criteria:</p> <p>a) <del>Offices, excluding industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design, shall be permitted where prestige uses for a business park are permitted by Policy E.5.4.7 c), and where the ancillary uses which serve the businesses and employees of the business park are permitted by Policy E.5.4.4.</del> <b>Offices are prestige business park uses and shall generally be located along the exterior of employment areas at intersections of arterial or collector roads.</b></p> <p>b) <del>Offices, excluding industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design, shall be</del> restricted in function, scale and type and shall be limited in size through the Zoning By-law.</p> <p>c) <del>Industrial administrative</del> <b>Offices</b> shall be limited to less than <del>10,000</del> <b>4,000</b> square metres per free standing building <del>and shall only be permitted where prestige uses for a business park are permitted by Policy E.5.4.7 c).</del></p> <p>d) <del>Consulting offices related to land development services, such as surveying, engineering, planning or design, services shall be limited to less than 10,000 square metres per free standing building.</del></p>	<p>E.5.4.5 Offices within the Employment Area – Business Park designation shall comply with the following criteria:</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) Offices 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 <del>10,000</del> <b>4,000</b> square metres per free standing building.</p>	<p>E.5.5.3 The size of the offices within the Employment Area – Airport Employment Growth District designation shall be determined by the Zoning By-law but shall be less than <b>4,000</b> square metres per free standing building.</p>
<p>Insert new Policy E.5.7, as follows:  <b>E.5.7 Provincially Significant Employment Zones</b>  <b>Provincially Significant Employment Zones are identified on Schedule “X” – Provincially Significant Employment Zones.</b></p>	<p>E.5.7 Provincially Significant Employment Zones</p> <p><i>Provincially Significant Employment Zones</i> are identified on Schedule H – Provincially Significant Employment Zones.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Insert new Policy E.5.7.1, as follows:  <b>E.5.7.1 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.</b></p>	<p>E.5.7.1 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>

Appendix “E” – Volume 1: Chapter F – Implementation

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
F.1.1.10 c) the amount of employment and/or non-employment land to meet the projected needs for up to the <del>20 year</del> <b>2051 planning time</b> horizon; or,	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: <b>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.</b>	F.1.1.13 Conversion of any lands designed as Employment Area to permit non-employment uses may only be considered through a <i>Municipally Initiated Comprehensive Review</i> where both Provincial conversion criteria specified in the Growth Plan for the Greater Golden Horseshoe and local conversion criteria as noted in Policy F.1.1.11 have been satisfied.
Insert new Policy F.1.17.8, as follows: <b>F.1.17.8 The City will inform, consult, and collaborate with local Indigenous communities and First Nations to empower their role in local land use planning matters.</b>	F.1.17.8 The City will inform, consult, and collaborate with local Indigenous communities and First Nations to empower their role in local land use planning matters.
Insert new Policy F.1.17.8.1, as follows: <b>F.1.17.8.1 The City will respect the consultation protocols of Indigenous communities and First Nations whose traditional territories are located within the City of Hamilton municipal boundary when engaging on land use planning matters.</b>	F.1.17.8.1 The City will respect the consultation protocols of Indigenous communities and First Nations whose traditional territories are located within the City of Hamilton municipal boundary when engaging on land use planning matters.
Insert new Policy F.1.17.8.2, as follows: <b>F.1.17.8.2 To ensure meaningful engagement is realized with local Indigenous communities and First Nations, the City will initiate development of an Indigenous Engagement Protocol for Land Use Planning.</b>	F.1.17.8.2 To ensure meaningful engagement is realized with local Indigenous communities and First Nations, the City will initiate development of an Indigenous Engagement Protocol for Land Use Planning.
That Table F.1.19.1: Other Information and Materials be amended by adding the following row under Section 2 – Planning: <b>h) Visual Impact Assessment</b>	h) Visual Impact Assessment
That Table F.1.19.1: Other Information and Materials be amended by adding the following row under Section 4 – Environmental: <b>aa) Wildland Fire Assessment</b>	aa) Wildland Fire Assessment

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>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. <b>The Archaeology Management Plan shall outline the City’s roles and responsibilities to guide the conservation and management of archaeology within the City of Hamilton, and to provide policy and protocol for implementation, ensuring that the management of archaeology is systematic and consistent across the City.</b> <del>To assist land owners and to provide for appropriate development, the City shall prepare an archaeology management plan.</del></p>	<p>F.3.1.3.1 The City recognizes there are <i>areas of archaeological potential 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.</p>
<p>F.3.1.3.2 Delete Policy in its entirety. <del>Until such time as an archaeology management plan is complete, archaeological resource sites or areas of archaeological potential shall be identified and evaluated in accordance with provincial guidelines and City policies and protocols.</del></p>	
<p>F.3.1.5.1 In cases where a storm water management plan is being prepared for lands within the urban boundary, <b>it shall be informed by a sub-watershed plan or equivalent, where appropriate, and</b> the following matters shall be addressed to avoid, minimize and/or mitigate storm water volumes, contaminant loads and impacts to receiving water courses associated with regular and extreme weather events:  a) maintenance of groundwater quality and flow and stream base flow;  b) protecting water quality and aquatic species and their habitats <b>particularly during extreme weather events;</b>  c) minimizing the disruption of pre-existing natural drainage patterns, wherever possible; <del>and,</del>  d) prevention of increases in stream channel erosion and flood risk;  <b>e) minimizing stormwater flows and reliance on stormwater management ponds, which includes appropriate low impact development and green infrastructure;</b>  <b>f) establishing planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces, and</b></p>	<p>F.3.1.5.1 In cases where a storm water management plan is being prepared for lands within the urban boundary, it shall be informed by a <i>sub-watershed plan</i> 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:  a) maintenance of groundwater quality and flow and stream base flow;  b) protecting water quality and aquatic species and their habitats particularly during extreme weather events;  c) minimizing the disruption of pre-existing natural drainage patterns, particularly during extreme weather events, wherever possible;  d) prevention of increases in stream channel erosion and flood risk;  e) minimizing stormwater flows and reliance on stormwater management ponds, which includes appropriate <i>low impact development</i> and <i>green infrastructure</i>;  f) establishing planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces,</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
<b>encourage a design approach which protects natural features, fish and wildlife, and maximizes vegetation; and, g) alignment with the City’s Water, Wastewater and Stormwater Master Plan.</b>	and encourage a design approach which protects natural features, fish and wildlife, and maximizes vegetation; and, g) alignment with the City’s Water, Wastewater and Stormwater Master Plan.
Insert new Section F.3.1.8 – Water, Wastewater and Stormwater Master Plan and renumber subsequent policies. <b>F.3.1.8 Water, Wastewater and Stormwater Master Plan</b>	F.3.1.8 Water, Wastewater and Stormwater Master Plan
Insert new Policy F.3.1.8.1, as follows: <b>F.3.1.8.1 The City shall develop a Water, Wastewater and Stormwater Master Plan to determine the long and short-term water, wastewater and stormwater infrastructure needs to support growth to the year 2051.</b>	F.3.1.8.1 The City shall develop a Water, Wastewater and Stormwater Master Plan to determine the long and short-term water, wastewater and stormwater infrastructure needs to support growth to the year 2051.
Insert new Policy F.3.1.8.2, as follows: <b>F.3.1.8.2 The City’s Water, Wastewater and Stormwater Master Plan shall be maintained and updated as necessary through a comprehensive review process.</b>	F.3.1.8.2 The City’s Water, Wastewater and Stormwater Master Plan shall be maintained and updated as necessary through a comprehensive review process.
Insert new Policy F.3.1.8.3, as follows: <b>F.3.1.8.3 Future amendments to this Official Plan shall be considered as required to adopt applicable policies resulting from an update to the Water, Wastewater and Stormwater Master Plan.</b>	F.3.1.8.3 Future amendments to this Official Plan shall be considered as required to adopt applicable policies resulting from an update to the Water, Wastewater and Stormwater Master Plan.
F.3.4.5 Targets for Air Quality <b>and Climate Change Mitigation and Adaptation</b>	F.3.4.5 Targets for Air Quality and Climate Change Mitigation and Adaptation
F.3.4.5.1 The City’s objective is to increase the number of good air quality days, where the Province’s Air Quality <b>Health</b> Index (AQHI) is less than <del>30</del> <b>7, and to meet all federal and provincial Ambient Air Quality Criteria. The City also has objectives to achieve both corporate and community-wide greenhouse emission reduction targets that align with the Intergovernmental Panel on Climate Change’s (IPCC) Special Report on Global Warming of 1.5° C recommendations</b> <del>over the lifetime of this Plan, by encouraging and undertaking actions to reduce greenhouse gas emissions towards the following locally established targets.</del>	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.



<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
Insert new Policy F.3.4.5.2, as follows: <b>F.3.4.5.2 Corporate greenhouse gas emissions are those emissions that the City has direct control over and are generated from municipal operations such as corporate fleet vehicles, corporate buildings, water and wastewater distribution and treatment.</b>	F.3.4.5.2 Corporate greenhouse gas emissions are those emissions that the City has direct control over and are generated from municipal operations such as corporate fleet vehicles, corporate buildings, water and wastewater distribution and treatment.
Delete Table F.3.4.2 title and contents in their entirety and replace with the following text: <b>Table F.3.4.2: Hamilton’s Corporate Greenhouse Gas Emission Reduction Targets  2030 – 50% reduction of 2005 emission levels  2050 – Carbon Neutral</b>	Table F.3.4.2: Hamilton’s Corporate Greenhouse Gas Emission Reduction Targets 2030 – 50% reduction of 2005 emission levels 2050 – Carbon Neutral
Insert new Policy F.3.4.5.3, as follows: <b>F.3.4.5.3 Community greenhouse gas emissions are those emissions that are outside the City’s direct control and are generated from community sources of emissions such as personal vehicles, privately owned buildings, industry, and agriculture.</b>	F.3.4.5.3 Community greenhouse gas emissions are those emissions that are outside the City’s direct control and are generated from community sources of emissions such as personal vehicles, privately owned buildings, industry, and agriculture.
Insert new Table F.3.4.3, as follows: <b>Table F.3.4.3: Hamilton’s Community Greenhouse Gas Emission Reduction Targets  2030 – 50% reduction of 2006 emission levels  2050 – 80% reduction of 2006 emission levels</b>	Table F.3.4.3: Hamilton’s Community Greenhouse Gas Emission Reduction Targets 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels
Insert new Policy F.3.4.5.4, as follows: <b>F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track, analyze and report on Hamilton’s progress on achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and municipal operations.</b>	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 <b>and Development Activity</b>	F.3.5 Land Supply <b>and Development Activity</b>
F.3.5.1 The City shall monitor the designated urban land supply to ensure there is sufficient land available to accommodate a mix and range of housing types, employment opportunities, and other land uses to meet the projected needs for up to a <del>20</del> <b>30</b> year time horizon. The monitoring shall include <b>annual reporting on the following:</b> a) the <b>residential intensification rate;</b> b) <del>achievement</del> <b>the planned density</b> of the <del>designated greenfield area</del> <b>density;</b> c) the <b>planned density of the</b> urban growth	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

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<p>centre <del>and other urban nodes; target and intensification targets, including,</del>            d) <b>construction activity including</b> the range and mix of housing types;            e) <b>the Vacant Residential Land Inventory;</b>            f) <b>comparison of the City’s actual population and employment growth to the forecasted population growth identified in Policy A.2.3.1 and employment growth identified in Policy A.2.3.2; and,</b>            g) employment land absorption; <b>and,</b>  <b>h) housing affordability.</b></p>	<p>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.</p>
<p>Insert new Policy F.3.5.2, as follows:  <b>F.3.5.2 The City shall monitor the cost of housing and land development and provide annual reports on housing and land development costs, including social housing development costs.</b></p>	<p>F.3.5.2 The City shall monitor the cost of housing and land development and provide annual reports on housing and land development costs, including social housing development costs.</p>
<p>Insert new Section F.3.7 – State of the Infrastructure Report and Public Works and renumber subsequent policies accordingly.  <b>F.3.7 State of the Infrastructure Report and Public Works</b></p>	<p>F.3.7 State of the Infrastructure Report and Public Works</p>
<p>Insert new Policy F.3.7.1, as follows:  <b>F.3.7.1 The City will assess <i>infrastructure 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.</i></b></p>	<p>F.3.7.1 The City will assess <i>infrastructure 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.</i></p>

Appendix “F” – Volume 1: Chapter G – Glossary

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Active Transportation: <del>non-motorized travel, including walking, cycling, inline skating and wheelchair movements. The active transportation network includes sidewalks, crosswalks, designated road lanes and off-road trails to accommodate active transportation (Metrolinx, 2008).</del></p> <p><b>means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. (PPS, 2020)</b></p>	<p>Active transportation: means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. (PPS, 2020)</p>
<p>Adverse Effects: as defined in the <u>Environmental Protection Act</u>, means one or more of:</p> <ul style="list-style-type: none"> <li>a) impairment of the quality of the natural environment for any use that can be made of it;</li> <li>b) injury or damage to property or plant or animal life;</li> <li>c) harm or material discomfort to any person;</li> <li>d) an adverse effect on the health of any person;</li> <li>e) impairment of the safety of any person;</li> <li>f) rendering any property or plant or animal life unfit for human use;</li> <li>g) loss of enjoyment of normal use of property; and,</li> <li>h) interference with normal conduct of business. (PPS, 2005<b>20</b>)</li> </ul>	<p>Adverse Effects: as defined in the <u>Environmental Protection Act</u>, means one or more of:</p> <ul style="list-style-type: none"> <li>i) impairment of the quality of the natural environment for any use that can be made of it;</li> <li>j) injury or damage to property or plant or animal life;</li> <li>k) harm or material discomfort to any person;</li> <li>l) an adverse effect on the health of any person;</li> <li>m) impairment of the safety of any person;</li> <li>n) rendering any property or plant or animal life unfit for human use;</li> <li>o) loss of enjoyment of normal use of property; and,</li> <li>p) interference with normal conduct of business. (PPS, 2020)</li> </ul>
<p>Affordable: means:</p> <ul style="list-style-type: none"> <li>a) in the case of ownership housing, the least expensive of: <ul style="list-style-type: none"> <li>i) housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for <i>low and moderate income households</i>; or</li> <li>ii) housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the City of Hamilton; and,</li> </ul> </li> <li>b) in the case of rental housing, the least expensive of: <ul style="list-style-type: none"> <li>i) a unit for which the rent does not</li> </ul> </li> </ul>	<p>Affordable: means:</p> <ul style="list-style-type: none"> <li>a) in the case of ownership housing, the least expensive of: <ul style="list-style-type: none"> <li>i) housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for <i>low and moderate income households</i>; or</li> <li>ii) housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the City of Hamilton; and,</li> </ul> </li> <li>b) in the case of rental housing, the least expensive of:</li> </ul>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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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, 2005<del>20</del> 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: <del>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.</del> <b>means</b></p>	<p>Alternative energy system: means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems (PPS, 2020).</p>

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<p><b>a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems (PPS, 2020).</b></p>	
<p>Alvars: means naturally open areas of thin or no soil over essentially flat limestone, dolostone, or marble rock, supporting a sparse vegetation cover of mostly shrubs and herbs (Greenbelt Plan, 200517).</p>	<p>Alvars: means naturally open areas of thin or no soil over essentially flat limestone, dolostone, or marble rock, supporting a sparse vegetation cover of mostly shrubs and herbs (Greenbelt Plan, 2017).</p>
<p>Archaeological Resources: Include artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the <u>Ontario Heritage Act</u> (PPS, 200520).</p>	<p>Archaeological Resources: Include artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the <u>Ontario Heritage Act</u>-(PPS, 2020).</p>
<p>Area of Archaeological Potential: A defined geographical area with the potential to contain <i>archaeological resources</i>. Criteria for determining archaeological potential are established by the Province, this Plan and the City's Archaeological Management Plan. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the <u>Ontario Heritage Act</u> (PPS, 200520, amended).</p>	<p>Area of Archaeological Potential: A defined geographical area with the potential to contain <i>archaeological resources</i>. Criteria for determining archaeological potential are established by the Province, this Plan and the City's Archaeological Management Plan. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the <u>Ontario Heritage Act</u> (PPS, 2020, amended).</p>
<p>Areas of Natural and Scientific Interest (ANSI): means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education (PPS, 200520).</p>	<p>Areas of Natural and Scientific Interest (ANSI): means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education (PPS, 2020).</p>
<p>Built Boundary: The limits of the developed urban area as defined by the Minister of Public Infrastructure Renewal in accordance with <del>Policy 2.2.3.5</del> <b>in consultation with affected municipalities for the purpose of measuring the minimum intensification target in this Plan.</b> (Growth Plan, 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>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Built Heritage Resources: means one or more <del>significant</del> buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community, <b>including an Indigenous community</b> (PPS, 200520). These resources may be identified through inclusion in the City's <b>Municipal Heritage Register</b> of <del>Property of Cultural Heritage Value or Interest</del>, designation or heritage conservation easement under the <u>Ontario Heritage Act</u>, 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 <u>Ontario Heritage Act</u>, 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. <b>Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation.</b> (Growth Plan, 200619, as amended).</p>	<p>Compact Urban Form: means a land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and <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>

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<p>Complete Communities: <del>Complete communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided (Growth Plan, 2006).</del></p> <p><b>Places such as mixed-use neighbourhoods or other areas within cities, towns, and urban areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and community facilities/services. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts (Growth Plan, 2019, as amended, amended).</b></p>	<p>Complete Communities: Places such as mixed-use neighbourhoods or other areas within cities, towns, and urban areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and community facilities/services. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts (Growth Plan, 2019, as amended, amended).</p>
<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 Core Areas are connected to one another by links such as plant and animal movement corridors, hydrological and nutrient cycling, genetic transfer, and energy flows from food webs (Greenbelt Plan, 2005<del>17</del>).</p>	<p>Connectivity: means the degree to which Core Areas 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 cultural heritage resources, means the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and integrity are retained. This may be addressed through <b>the implementation of recommendations set out in a conservation plan, archaeological assessment and / or cultural heritage impact statement</b> <del>assessment that has been approved, accepted or adopted by the City.</del> <b>Mitigative measures and / or alternative</b></p>	<p>Conserved: in the context of cultural heritage resources, means the identification, protection, use and/or management of cultural heritage and archaeological resources 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>

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<p><b>development approaches can be included in these plans and assessments (PPS, 2005, 20, amended).</b></p>	<p>alternative development approaches can be included in these plans and assessments (PPS, 2020, amended).</p>
<p>Cultural Heritage Landscape: <del>A defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the <i>Ontario Heritage Act</i>; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value (PPS, 2005).</del></p> <p><b>means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. <i>Cultural heritage landscapes</i> may be properties that have been determined to have cultural heritage value or interest under the <u>Ontario Heritage Act</u>, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms (PPS, 2020).</b></p>	<p>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 <u>Ontario Heritage Act</u>, 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>Downtown Urban Growth Centre: means the area corresponding with the Downtown Hamilton Community Improvement Project Area as defined at the date of adoption of this Plan and subject to Policy <del>2.2.4</del> <b>2.2.3</b> of the Province's Growth Plan for the Greater Golden Horseshoe (2006 <b>19, as amended</b>).</p>	<p>Downtown Urban Growth Centre: means the area corresponding with the Downtown Hamilton Community Improvement Project Area as defined at the date of adoption of this Plan and subject to Policy 2.2.3 of the Province's Growth Plan for the Greater Golden Horseshoe (2019, as amended).</p>



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<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<del>20</del>).</p>	<p>Dynamic Beach Hazard: means areas of inherently unstable accumulations of shoreline sediments along the Great Lakes – St. Lawrence River System and large inland lakes, as identified by provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance (PPS, 2020).</p>
<p>Ecological Function: means the natural processes, products, or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical, and socio-economic interactions (PPS, 2005<del>Greenbelt Plan, 2017</del>).</p>	<p>Ecological Function: means the natural processes, products, or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical, and socio-economic interactions (Greenbelt Plan, 2017).</p>
<p>Ecological Value: means the value of vegetation in maintaining the health of the <i>key natural heritage</i> or <i>key hydrologic feature</i> and the related ecological features and <i>ecological functions</i>, as measured by factors such as the diversity of species, the diversity of habitats, and the suitability and amount of habitats that are available for rare, threatened and endangered species (<b>Greenbelt Plan, 2017</b>).</p>	<p>Ecological Value: means the value of vegetation in maintaining the health of the <i>key natural heritage</i> or <i>key hydrologic feature</i> and the related ecological features and <i>ecological functions</i>, as measured by factors such as the diversity of species, the diversity of habitats, and the suitability and amount of habitats that are available for rare, threatened and endangered species (Greenbelt Plan, 2017).</p>
<p>Employment Area (<del>formerly referred to as Industrial Areas</del>): Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities (PPS, 2005<del>20</del>).</p>	<p>Employment Area: Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities (PPS, 2020).</p>
<p>Erosion hazard: means the loss of land, due to human or natural processes, that poses a threat to life and property. The <i>erosion hazard</i> limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over an one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance (PPS, 2005<del>20</del>).</p>	<p>Erosion hazard: means the loss of land, due to human or natural processes, that poses a threat to life and property. The <i>erosion hazard</i> limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over an one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance (PPS, 2020)</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
Fish Habitat: means the spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend on directly or indirectly in order to carry out their life processes (PPS, 2005 <del>20</del> ).	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 Fringe: for river, stream and small inland lake systems, means the outer portion of the <i>flood plain</i> between the <i>floodway</i> and the <i>flooding hazard</i> limit. Depths and velocities of flooding are generally less severe in the <i>flood fringe</i> than those experienced in the <i>floodway</i> (PPS, 2005 <del>20</del> ).	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).
Flood Plain: for river, stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards (PPS, 2005 <del>20</del> ).	Flood Plain: for river, stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards (PPS, 2020).
<p>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> <ul style="list-style-type: none"> <li>i) the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;</li> <li>ii) the one hundred year flood; and,</li> <li>iii) a flood which is greater than i) or ii) which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the <b>Minister of Northern Development, Mines, Natural Resources and Forestry</b>;</li> </ul>	<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> <ul style="list-style-type: none"> <li>i) the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;</li> <li>ii) the one hundred year flood; and,</li> <li>iii) a flood which is greater than i) or ii) which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Northern Development,</li> </ul>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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<p>iv) except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of <b>Northern Development, Mines, Natural Resources and Forestry</b> as the standard for a specific watershed (where past history of flooding supports the lowering of the standard). (PPS, 2005<b>20, as amended</b>)</p>	<p>Mines, Natural Resources and Forestry;            iv) except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Northern Development, Mines, Natural Resources and Forestry as the standard for a specific watershed (where past history of flooding supports the lowering of the standard). (PPS, 2020, as amended)</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, 2005<b>20</b>).</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>Greenfield Area: means the area within the <i>urban area</i> that is not <i>built-up area</i>. <b>The greenfield area includes lands that are already developed or are subject to existing development approvals, as well as lands that are undeveloped and not subject to existing or pending approvals.</b></p>	<p>Greenfield Area: means the area within the <i>urban area</i> that is not <i>built-up area</i>. The <i>greenfield area</i> includes lands that are already developed or are subject to existing <i>development</i> approvals, as well as lands that are undeveloped and not subject to existing or pending approvals.</p>
<p>Add definition of <b>Green Infrastructure</b> 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 (<b>Growth Plan, 2019, as amended</b>).</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, 2005<b>20</b>).</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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<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>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 <del>2031</del><b>51</b>.</p>	<p>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.</p>
<p>Growth Related Integrated Growth Strategy (GRIDS) <del>2</del>: A Growth analysis for the City that determines where and how and future growth will be accommodated within the City <del>over the next 30+ years</del> <b>to the year 2051</b>. 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.</p>	<p>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.</p>
<p>Add definition of <b>Hazardous Forest Types</b> for Wildland Fire to Chapter G – Glossary.</p>	<p>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 Northern Development, Mines, Natural Resources and Forestry, as amended from time to time (PPS, 2020, as amended).</p>
<p>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, <del>2005</del><b>20</b>).</p>	<p>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).</p>

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<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, 200520).</p>	<p>Hazardous Sites: means property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography) (PPS, 2020).</p>
<p><del>Heritage Attributes: means the principal features, characteristics, context and appearance that contribute to the cultural heritage significance of a protected heritage property (PPS, 2005).</del>  <b>means the principal features or elements that contribute to a <i>protected heritage property</i>'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 <i>protected heritage property</i>) (PPS, 2020).</b></p>	<p>Heritage Attributes: means the principal features or elements that contribute to a <i>protected heritage property</i>'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 <i>protected heritage property</i>) (PPS, 2020).</p>
<p><del>Higher Order Transit/Rapid Transit:</del> Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic where possible, and therefore can achieve a speed and frequency of service greater than conventional transit. <i>Higher order transit</i> can include heavy rail (such as subways), light rail transit (such as streetcars), and buses in dedicated rights-of-way and is typically referred to as rapid transit (Growth Plan, 200619, as amended).</p>	<p>Higher Order Transit: Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic where possible, and therefore can achieve a speed and frequency of service greater than conventional transit. <i>Higher order transit</i> can include heavy rail (such as subways), light rail transit (such as streetcars), and buses in dedicated rights-of-way and is typically referred to as rapid transit (Growth Plan, 2019, as amended).</p>
<p>Hydrologic Function: means the functions of the hydrological cycle that includes the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things (PPS, 200520).</p>	<p>Hydrologic Function: means the functions of the hydrological cycle that includes the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things (PPS, 2020).</p>
<p>Add definition of Impacts of a Changing Climate to Chapter G – Glossary.</p>	<p>Impacts of a Changing Climate: means the present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability (PPS, 2020).</p>

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<p>Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, sewage treatment systems, <b>stormwater management systems</b>, waste management systems, <del>electric power generation and transmission</del>, <b>electricity generation facilities, electricity transmission and distribution systems</b>, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities (PPS, <del>2005</del><b>20</b>).</p>	<p>Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, sewage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities (PPS, 2020).</p>
<p>Intensification: means the development of a property, site or area at a higher density than currently exists through:</p> <ul style="list-style-type: none"> <li>a) redevelopment, including the reuse of brownfield sites;</li> <li>b) the <i>development</i> of vacant and/or underutilized lots within previously developed areas;</li> <li>c) <i>infill development</i>; and</li> <li>d) the expansion or conversion of existing buildings. (PPS, <del>2005</del><b>20</b>)</li> </ul>	<p>Intensification: means the development of a property, site or area at a higher density than currently exists through:</p> <ul style="list-style-type: none"> <li>a) redevelopment, including the reuse of brownfield sites;</li> <li>b) the <i>development</i> of vacant and/or underutilized lots within previously developed areas;</li> <li>c) <i>infill development</i>; and</li> <li>d) the expansion or conversion of existing buildings. (PPS, 2020)</li> </ul>
<p><del>Intensification Areas: means lands identified by municipalities or the Province within a settlement area that are to be the focus for accommodating <i>intensification</i>. <i>Intensification areas</i> include urban growth centres, <i>intensification corridors</i>, major transit station areas, and other major opportunities that may include <i>infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields</i> (Growth Plan, 2006, amended).</del></p>	<p>Definition deleted in its entirety.</p>
<p>Intermittent Streams: means stream-related watercourses that contain water or are dry at times of the year and are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year (Greenbelt Plan, <del>2005</del><b>17</b>).</p>	<p>Intermittent Streams: means stream-related watercourses that contain water or are dry at times of the year and are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year (Greenbelt Plan, 2017).</p>

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<p>Key Natural Heritage Features: means the following:</p> <ul style="list-style-type: none"> <li>a) <i>Significant habitat of endangered and threatened species;</i></li> <li>b) <i>Fish habitat;</i></li> <li>c) <i>Wetlands;</i></li> <li>d) <i>Life Science Areas of Natural and Scientific Interest (ANSIs)</i></li> <li>e) <i>Significant valleylands;</i></li> <li>f) <i>Significant wildlife habitat;</i></li> <li>g) <i>Sand barrens, savannahs, and tallgrass prairies; and</i></li> <li><b>h) Significant woodlands; and</b></li> <li>i) <i>Alvars</i></li> </ul> <p><b>(Greenbelt Plan, 2017)</b></p>	<p>Key Natural Heritage Features: means the following:</p> <ul style="list-style-type: none"> <li>a) <i>Significant habitat of endangered and threatened species;</i></li> <li>b) <i>Fish habitat;</i></li> <li>c) <i>Wetlands;</i></li> <li>d) <i>Life Science Areas of Natural and Scientific Interest (ANSIs)</i></li> <li>e) <i>Significant valleylands;</i></li> <li>f) <i>Significant wildlife habitat;</i></li> <li>g) <i>Sand barrens, savannahs, and tallgrass prairies;</i></li> <li>h) <i>Significant woodlands; and</i></li> <li>i) <i>Alvars</i></li> </ul> <p><b>(Greenbelt Plan, 2017)</b></p>
<p>Lake: means any inland body of standing water usually fresh water larger than a pool or pond or a body of water filling a depression in the earth's surface (Greenbelt Plan, <del>2005</del><b>2017</b>).</p>	<p>Lake: means any inland body of standing water usually fresh water larger than a pool or pond or a body of water filling a depression in the earth's surface (Greenbelt Plan, 2017).</p>
<p>Life Science Areas of Natural and Scientific Interest (ANSIs): means lands and waters containing natural landscapes or features that are important for natural heritage protection, appreciation, scientific study, or education. Life Science ANSIs are identified by the Ministry of <b>Northern Development, Mines, Natural Resources and Forestry</b> using evaluation procedures established by that Ministry, as amended from time to time (Greenbelt Plan, <del>2005</del><b>2017, as amended</b>).</p>	<p>Life Science Areas of Natural and Scientific Interest (ANSIs): means lands and waters containing natural landscapes or features that are important for natural heritage protection, appreciation, scientific study, or education. Life Science ANSIs are identified by the Ministry of Northern Development, Mines, Natural Resources and Forestry using evaluation procedures established by that Ministry, as amended from time to time (Greenbelt Plan, 2017, as amended).</p>
<p>Low and Moderate Income Households: means:</p> <ul style="list-style-type: none"> <li>a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the City of Hamilton; or,</li> <li>b) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the City of Hamilton. (PPS, <del>2005</del><b>2020</b>, amended)</li> </ul>	<p>Low and Moderate Income Households: means:</p> <ul style="list-style-type: none"> <li>a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the City of Hamilton; or,</li> <li>b) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the City of Hamilton. (PPS, 2020, amended).</li> </ul>

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<p>Add definition of <b>Low Impact Development</b> 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. <i>Low impact development</i> can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems. <i>Low impact development</i> often employs vegetation and soil in its design, however, that does not always have to be the case and the specific form may vary considering local conditions and community character (Growth Plan, 2019, as amended).</p>



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<p>Add definition of <b>Major Goods Movement Facilities and Corridors</b> to Chapter G – Glossary.</p>	<p>Major goods movement facilities and corridors: means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, airports, rail facilities, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are freight-supportive may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives (PPS, 2020).</p>
<p>Major Office: Major office is generally defined as freestanding office buildings of <del>10,000</del> <b>4,000</b> m<sup>2</sup> or greater or with <del>500</del> <b>200</b> jobs or more (Growth Plan, 2006 <b>19, as amended</b>).</p>	<p>Major Office: Major office is generally defined as freestanding office buildings of 4,000 m<sup>2</sup> or greater or with 200 jobs or more (Growth Plan, 2019, as amended).</p>
<p>Major Transit Station Area: The area including and around any existing or planned higher order transit station within an <del>settlement/urban area</del>; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500 <del>to 800</del> m radius of a transit station, representing about a 10-minute walk (Growth Plan, 2006 <b>19, as amended, amended</b>).</p>	<p>Major Transit Station Area: The area including and around any existing or planned higher order transit station within an <i>urban area</i>; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500 to 800 m radius of a transit station, representing about a 10-minute walk (Growth Plan, 2019, as amended, amended).</p>
<p>Major Transit Trip Generator: <del>means a facility or area which generates significant volumes of passenger and/or goods/services trips to/from residential, commercial and/or industrial land uses (Metrolinx, 2008).</del>  <b>Origins and destinations with high population densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, post-secondary institutions and other public service facilities, and other mixed-use areas) (Growth Plan, 2019, as amended).</b></p>	<p>Major Trip Generator: Origins and destinations with high population densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, <i>major office</i> and office parks, <i>major retail</i>, <i>employment areas</i>, community hubs, large parks and recreational destinations, post-secondary institutions and other public service facilities, and other mixed-use areas) (Growth Plan, 2019, as amended).</p>
<p>Minimum Distance Separation (MDS) Formulae: means formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odour from livestock and manure storage facilities (PPS, 2005 <b>20</b>).</p>	<p>Minimum Distance Separation (MDS) Formulae: means formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odour from livestock and manure storage facilities (PPS, 2020).</p>

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Multi-Modal [transportation]: The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine (Growth Plan, 2006-19, <b>as amended</b> ).	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 <del>three</del> <b>five</b> or more dwelling units <del>but shall not include a street townhouse dwelling</del> . Examples of such dwellings include block townhouse dwellings, stacked townhouse dwellings, <b>street townhouse dwellings fronting onto a condominium road</b> , and apartment dwellings.	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 <del>the</del> <b>A Place to Grow: Growth Plan</b> for the Greater Golden Horseshoe, the Provincial Policy Statement and the Official Plan. It can be undertaken on specific land use components, such as residential, employment, or undertaken as one comprehensive plan.	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.
<del>Natives</del> <b>Indigenous</b> : Indians as defined by the Indian Act of Canada.	Indigenous: Indians as defined by the <u>Indian Act of Canada</u> .
Natural Self-Sustaining Vegetation: means vegetation dominated by native plant species that can grow and persist without direct human management protection, or tending (Greenbelt Plan, 2005 <b>17</b> ).	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</i> , and their related <i>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 <u>Fisheries Act</u> , using the guiding principle of no net loss of productive capacity; and, c) In regard to other <i>natural heritage features</i>	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</i> , and their related <i>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 <u>Fisheries Act</u> , using the guiding principle of no net loss of productive capacity; and, c) In regard to other <i>natural heritage</i>

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<p><i>and areas, 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 <del>development or site alteration</del> activities. (PPS, 2005) <b>(Growth Plan, 2019, as amended)</b></i></p>	<p><i>features and areas, 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 development or site alteration activities. (Growth Plan, 2019, as amended)</i></p>
<p>Permanent Stream: means a stream that continually flows in an average year (Greenbelt Plan, 2005<del>17</del>).</p>	<p>Permanent Stream: means a stream that continually flows in an average year (Greenbelt Plan, 2017).</p>
<p>Planned Corridors: means corridors, <b>or future corridors which are required to meet projected needs, and are</b> identified through provincial plans, <del>or preferred alignment(s) determined through the Environmental Assessment Act process, or 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</del> (PPS, 2005<del>20</del>).</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>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Protected Heritage Property: means <del>real</del> property designated under Parts IV, V or VI of the <u>Ontario Heritage Act</u>; <b>property subject to a 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</b> <b>property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites</b> (PPS, 2005<del>20</del><b>20</b>).</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>
<p>Add definition of Provincially Significant Employment Zones to Chapter G – Glossary.</p>	<p>Provincially Significant Employment Zones: means areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs (Growth Plan 2019, as amended).</p>
<p>Quality and Quantity of Water: is measured by indicators <b>associated with hydrologic function</b> such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended <del>soils</del><b>solids</b>, temperature, bacteria, nutrients and hazardous contaminants, and hydrological regime (PPS, 2005<del>20</del><b>20</b>).</p>	<p>Quality and Quantity of Water: is measured by indicators associated with <i>hydrologic function</i> such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime (PPS, 2020).</p>
<p><del>Rapid Transit: Transit service separated partially or completely from general vehicular traffic and therefore able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by transit vehicles operating in mixed traffic. Rapid transit can include <i>light rail transit</i> and/or bus rapid transit (adapted from Metrolinx, 2008).</del></p>	<p>Definition deleted in its entirety.</p>

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<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including <i>brownfield sites</i> (PPS, 2005<del>20</del>).</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 <del>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></del>, <b>a system that generates electricity, heat and/or cooling from a renewable energy source. For the purposes of this definition, a renewable energy source is an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces (Growth Plan 2019, as amended).</b></p>	<p>Renewable Energy Systems: means a system that generates electricity, heat and/or cooling from a renewable energy source. For the purposes of this definition, a renewable energy source is an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces (Growth Plan 2019, as amended).</p>
<p>Residential Intensification: <i>Intensification</i> of a property, site or area which results in a net increase in residential units or accommodation and includes:</p> <ul style="list-style-type: none"> <li>a) redevelopment, including the redevelopment of brownfield sites;</li> <li>b) the <i>development</i> of vacant or underutilized lots within previously developed areas;</li> <li>c) <i>infill development</i>;</li> <li>d) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,</li> <li>e) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including <del>accessory apartments, secondary suites</del> <b>secondary dwelling units, secondary dwelling units – detached</b> and rooming houses. (PPS, 2005<del>20</del>, <b>as amended</b>)</li> </ul>	<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"> <li>a) redevelopment, including the redevelopment of brownfield sites;</li> <li>b) the <i>development</i> of vacant or underutilized lots within previously developed areas;</li> <li>c) <i>infill development</i>;</li> <li>d) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,</li> <li>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, as amended)</li> </ul>

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<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"> <li>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;</li> <li>b) has from 25 per cent to 60 per cent tree cover;</li> <li>c) has mineral soils; and,</li> <li>d) has been further identified, by the Ministry of <b>Northern Development, Mines, Natural Resources and Forestry</b> or by any other person according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time. (Greenbelt Plan, 2005<b>17</b>, as <b>amended</b>)</li> </ul>	<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"> <li>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;</li> <li>b) has from 25 per cent to 60 per cent tree cover;</li> <li>c) has mineral soils; and,</li> <li>d) has been further identified, by the Ministry of Northern Development, Mines, Natural Resources and Forestry 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, as amended)</li> </ul>
<p>Seepage Areas and Springs: means sites of emergence of groundwater where the water table is present at the ground surface (Greenbelt Plan, 2005<b>17</b>).</p>	<p>means sites of emergence of groundwater where the water table is present at the ground surface (Greenbelt Plan, 2017).</p>
<p>Sensitive: in regard to surface water feature and ground water feature, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants (PPS, 2005<b>20</b>).</p>	<p>Sensitive: in regard to surface water feature and ground water feature, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants (PPS, 2020).</p>
<p>Significant: In regard to cultural heritage and archaeology, means cultural heritage resources that <del>are valued for the important contribution they make to our understanding of the history of a place, an event, or a people</del> <b>have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the <u>Ontario Heritage Act</u></b> (PPS, 2005<b>20</b>).</p>	<p>Significant: In regard to cultural heritage and archaeology, means cultural heritage resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the <u>Ontario Heritage Act</u> (PPS, 2020).</p>
<p>Significant Areas of Natural and Scientific Interest: means an area identified as provincially significant by the Ontario Ministry of <b>Northern Development, Mines, Natural Resources and Forestry</b> using evaluation procedures established by the Province, as amended from time to time (<b>PPS, 2020, as</b></p>	<p>Significant Areas of Natural and Scientific Interest: means an area identified as provincially significant by the Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time (PPS, 2020, as</p>

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<p><b>amended).</b></p>	<p>amended).</p>
<p>Significant Coastal Wetlands: means a coastal wetland identified as provincially significant by the Ontario Ministry of <b>Northern Development, Mines, Natural Resources and Forestry</b> using evaluation procedures established by the Province, as amended from time to time (PPS, <del>2005</del><b>2020, as amended</b>).</p>	<p>Significant Coastal Wetlands: means a coastal wetland identified as provincially significant by the Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time (PPS, 2020, as amended).</p>
<p>Significant Habitat of Threatened or Endangered Species: means that habitat, as approved by the Ministry of <b>Northern Development, Mines, Natural Resources and Forestry</b>, that is necessary for the maintenance survival and/or recovery of naturally occurring or reintroduced populations of species at risk and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle. To identify which species are threatened or endangered, the City will refer to the Species at Risk in Ontario list that is prepared and updated by the Ministry of <b>Northern Development, Mines, Natural Resources and Forestry</b>. The City may collaborate with the Province during the early stages of the planning process, to ensure that the significant habitat of threatened or endangered species on lands affected by or contiguous to any proposed <i>development</i> or <i>site alteration</i> is properly evaluated and identified.</p>	<p>Significant Habitat of Threatened or Endangered Species: means that habitat, as approved by the Ministry of Northern Development, Mines, 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 Northern Development, Mines, Natural Resources and Forestry. The City may collaborate with the Province during the early stages of the planning process, to ensure that the significant habitat of threatened or endangered species on lands affected by or contiguous to any proposed <i>development</i> or <i>site alteration</i> is properly evaluated and identified.</p>
<p>Significant Valleylands: means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year which is ecologically important in terms of features, functions, representation or amount and contributing to the quality and diversity of an identifiable geographic area or natural heritage system (PPS, <del>2005, amended</del>).</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 <del>Province</del> <b>Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry</b> using evaluation procedures established by the Province, as amended from time to time (PPS, <del>2005</del><b>2020, as amended</b>).</p>	<p>Significant Wetlands: means an area identified as provincially significant by the Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time (PPS, 2020, as amended).</p>

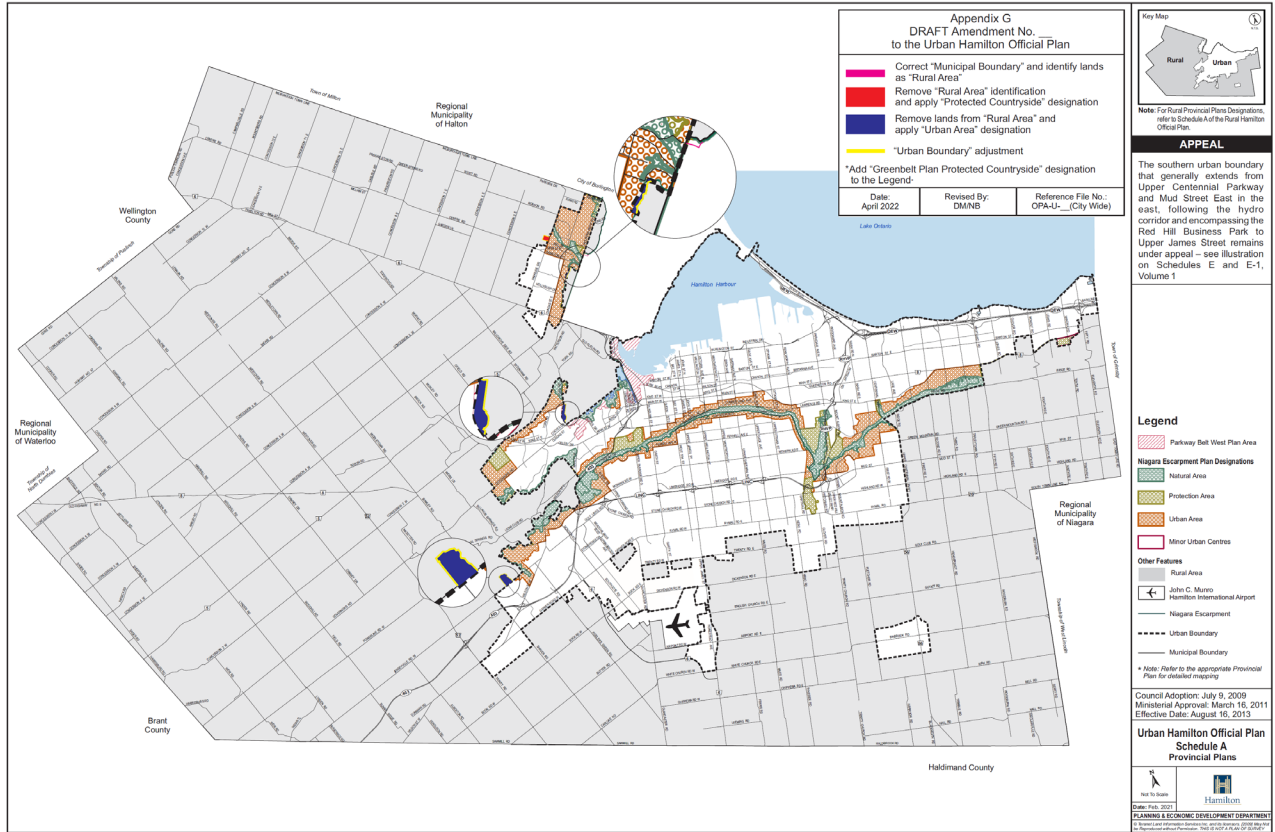
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Significant Wildlife Habitat: means wildlife habitat areas which are ecologically important in terms of features, functions, 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<del>20</del>)</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, amended<del>20</del>).</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 <b>Northern Development, Mines, Natural Resources and Forestry</b> and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from the strict adherence to provincial policies concerning <i>development</i>. The criteria and procedures for approval are established by the Province (PPS, 2005<del>20</del>, as amended).</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 Northern Development, Mines, 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, as amended).</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 corridors</i> may also be identified as <i>strategic growth areas</i> (Growth Plan, 2019, as amended, amended).</p>



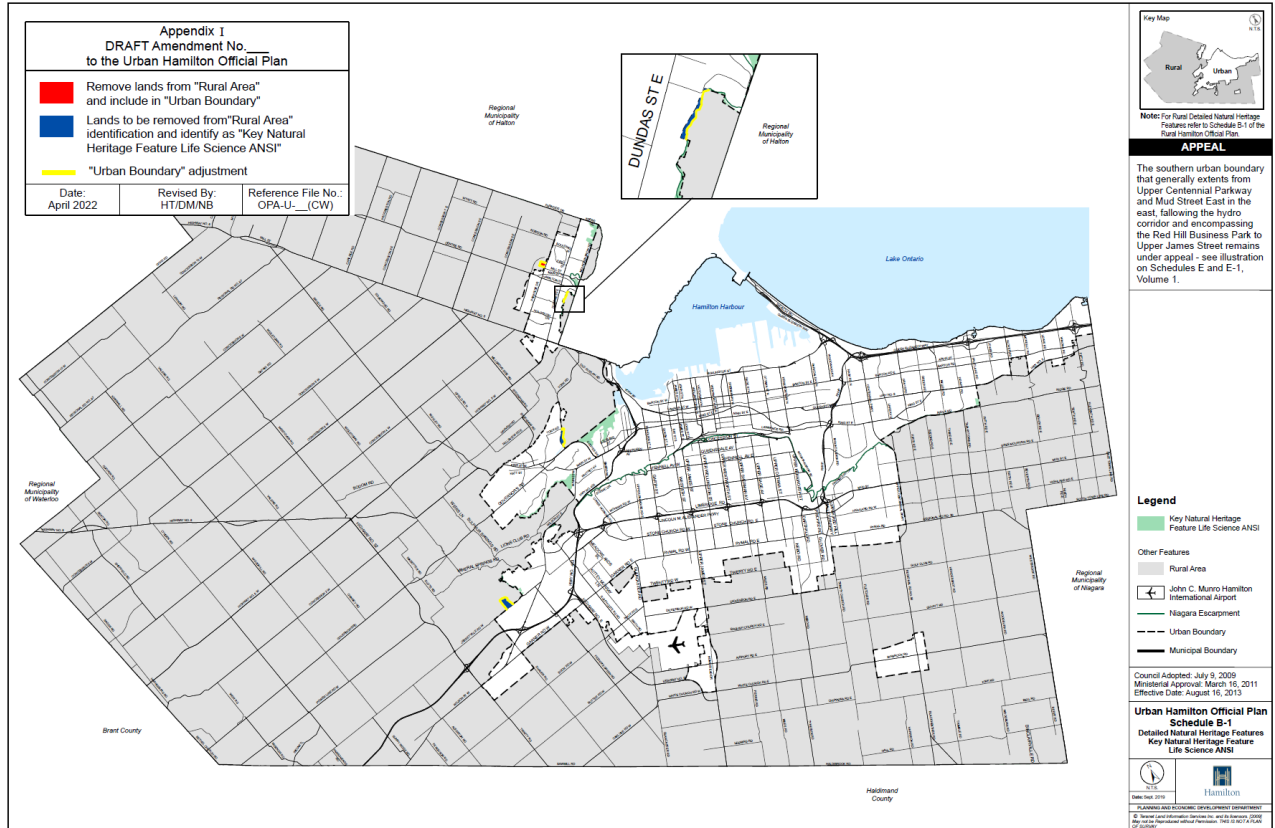
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Surface Water Feature: refers to water-related features on the earth's surface, including headwaters, rivers, stream channels, inland 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"> <li>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;</li> <li>b) has less than 25 percent tree cover;</li> <li>c) has mineral soils; and,</li> <li>d) has been further identified, by the Minister of <b>Northern Development, Mines, Natural Resources and Forestry</b> or by any other person, according to evaluation procedures established by the Ministry of <b>Northern Development, Mines, Natural Resources and Forestry</b>, as amended from time to time. (Greenbelt Plan, 200517, as amended)</li> </ul>	<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"> <li>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;</li> <li>b) has less than 25 percent tree cover;</li> <li>c) has mineral soils; and,</li> <li>d) has been further identified, by the Minister of Northern Development, Mines, Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Northern Development, Mines, Natural Resources and Forestry, as amended from time to time. (Greenbelt Plan, 2017, as amended)</li> </ul>
<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>

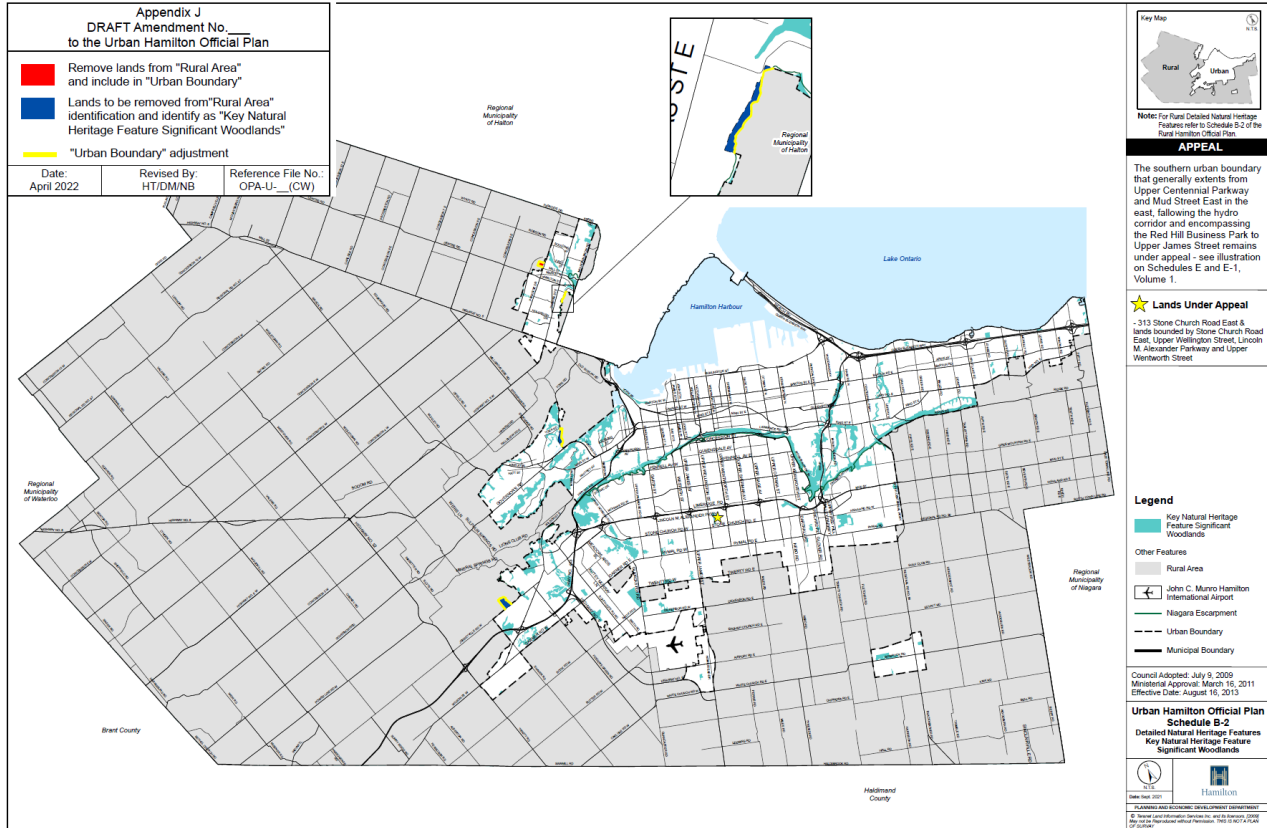
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Transportation Corridor: A transportation corridor includes any or all of the following:            a) major roads, arterial roads, and highways for moving people and goods;            b) rail lines/railways for moving people and goods;            c) transit rights-of-way/transitways including buses and light rail for moving people. (<del>Growth Plan, 2006</del>)</p>	<p>Transportation Corridor: A transportation corridor includes any or all of the following:            a) major roads, arterial roads, and highways for moving people and goods;            b) rail lines/railways for moving people and goods;            c) transit rights-of-way/transitways including buses and light rail for moving people.</p>
<p>Transportation Demand Management: <del>means a program of incentives which influence whether, when, where and how people travel, and encourage them to make more efficient use of the transportation system (Metrolinx, 2008).</del> <b>set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost (PPS, 2020).</b></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 <b>facilities</b>, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, <b>sidewalks</b>, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, <b>parking facilities</b>, park-and-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal <del>terminals</del> <b>facilities</b>, harbours, <b>airports, marine facilities</b>, and associated facilities such as storage and maintenance (PPS, 2005<b>20</b>).</p>	<p>Transportation System: A system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park-and-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, and associated facilities such as storage and maintenance (PPS, 2020).</p>
<p>Valley Lands: means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year (PPS, 2005<b>20</b>).</p>	<p>Valley Lands: means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year (PPS, 2020).</p>
<p>Warmwater Watercourse: means a watercourse, whether permanent, intermittent, or ephemeral, which supports or contributes to the support of <i>fish habitat</i> or species associated with warmwater such as carp, bass, warmwater benthic invertebrates, or have thermal characteristics of a warmwater stream such as designated by the Ministry of <b>Northern Development, Mines, Natural Resources and Forestry</b>. Warmwater species that are best adapted to prefer or usually occur at water temperatures greater than 25 degrees Celsius.</p>	<p>Warmwater Watercourse: means a watercourse, whether permanent, intermittent, or ephemeral, which supports or contributes to the support of <i>fish habitat</i> or species associated with warmwater such as carp, bass, warmwater benthic invertebrates, or have thermal characteristics of a warmwater stream such as designated by the Ministry of Northern Development, Mines, Natural Resources and Forestry. Warmwater species that are best adapted to prefer or usually occur at water temperatures greater than 25 degrees</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
	Celsius.
Waste Management System: means sites and facilities to accommodate solid waste from one or more municipalities and includes <del>landfill sites</del> , recycling facilities, transfer stations, processing sites and <b>disposal sites</b> <del>hazardous waste depot</del> (PPS, 2005 <b>20</b> ).	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 <b>(PPS, 2020)</b> .	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 <b>20</b> )	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 <b>Wildland Fire Assessment and Mitigation Standards</b> 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 Northern Development, Mines, 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, as amended).

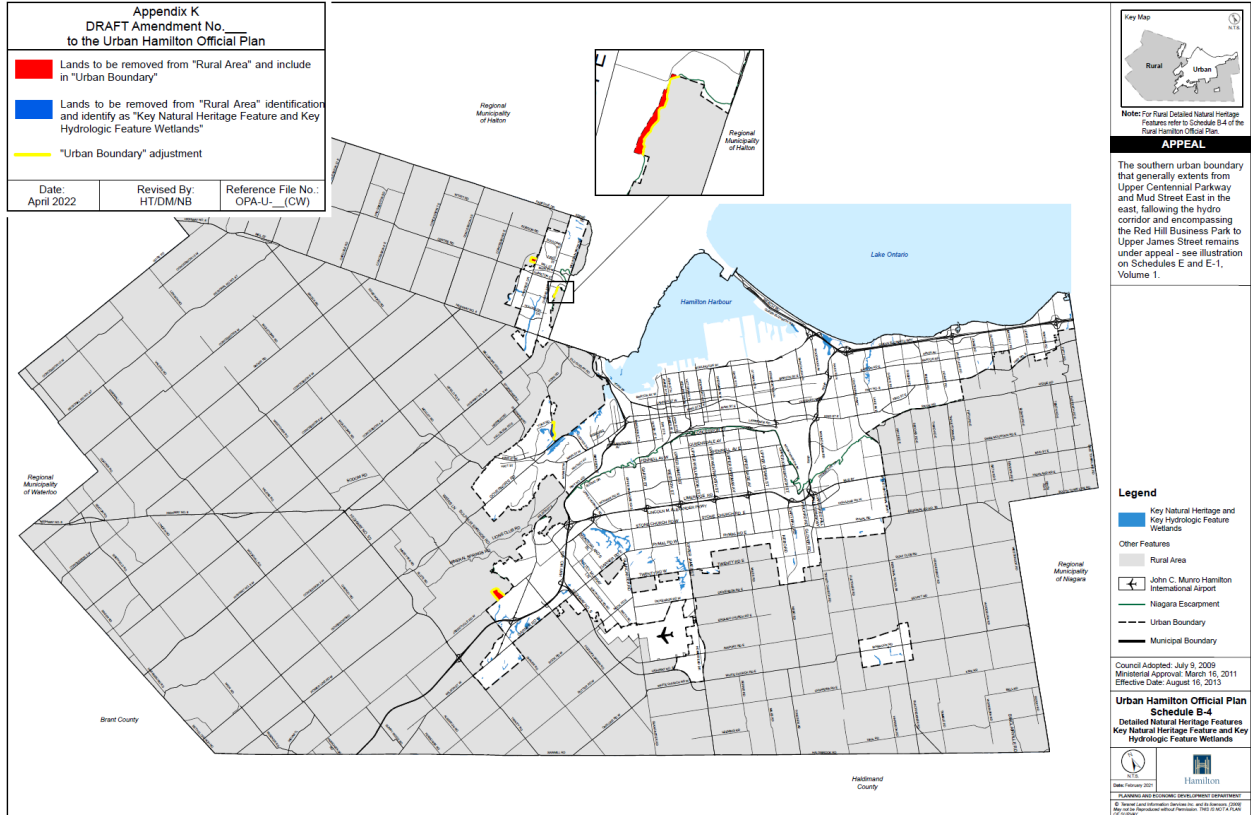






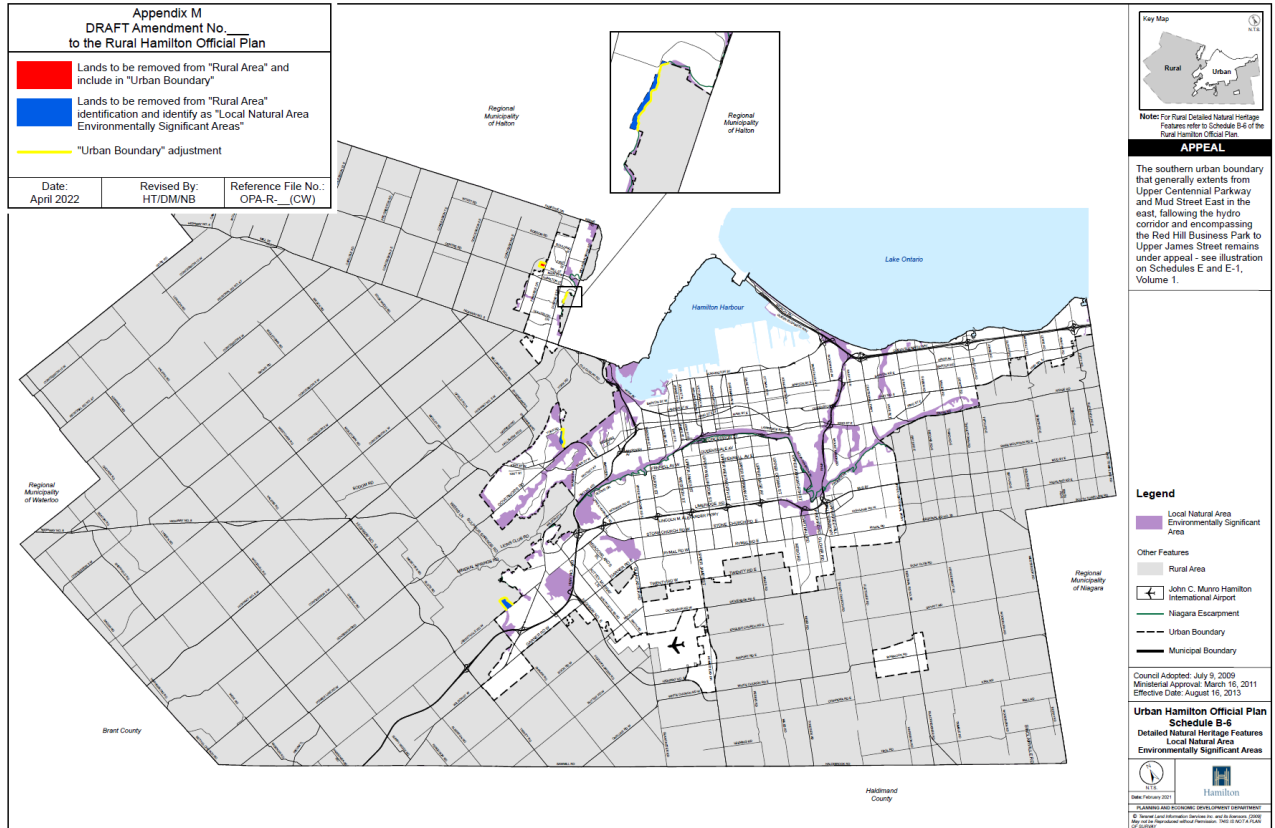


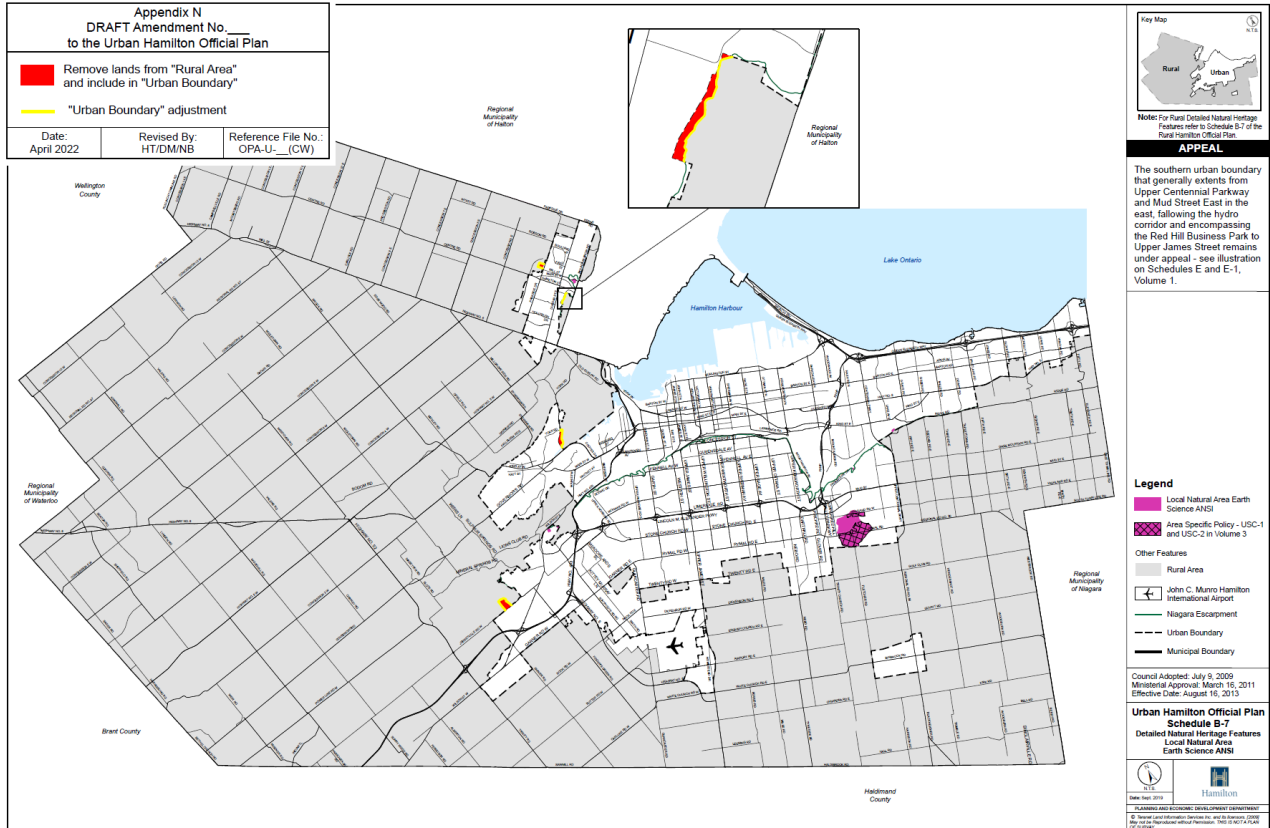


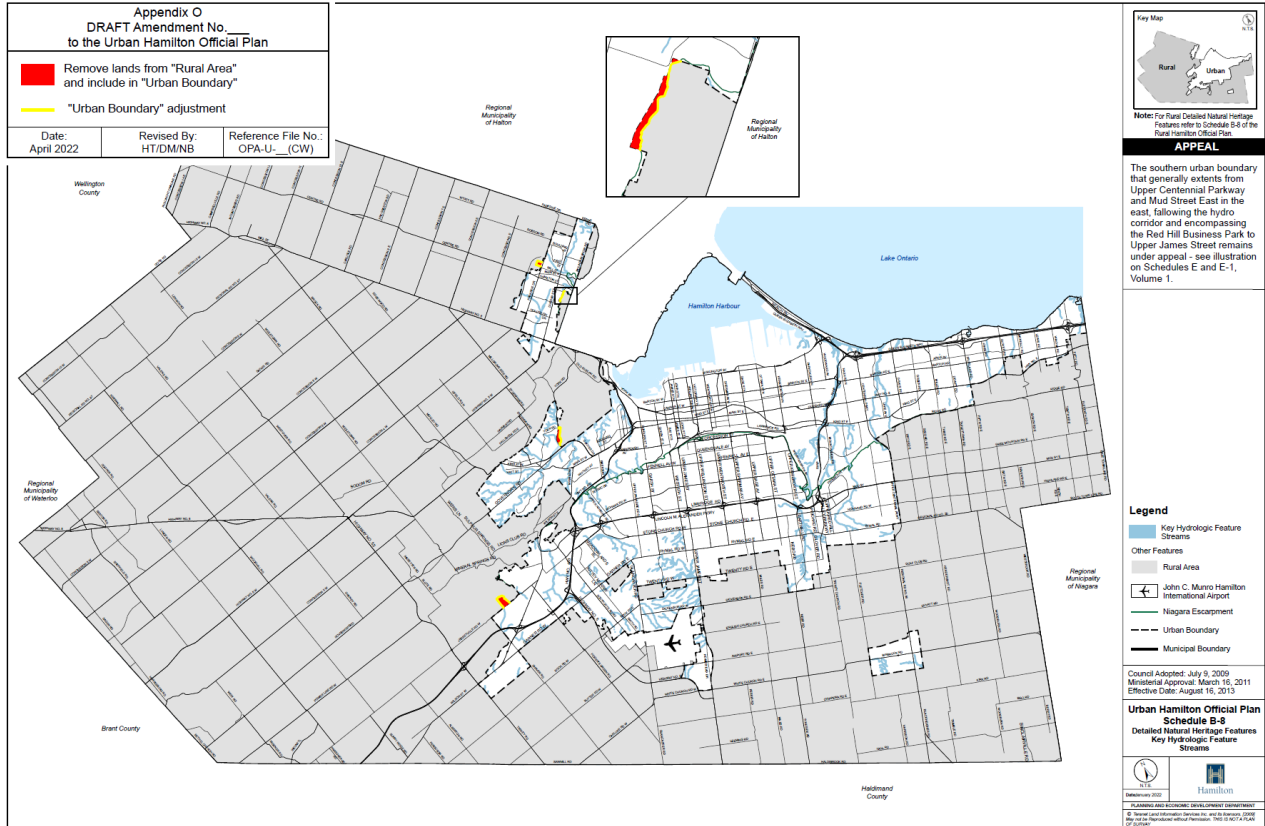


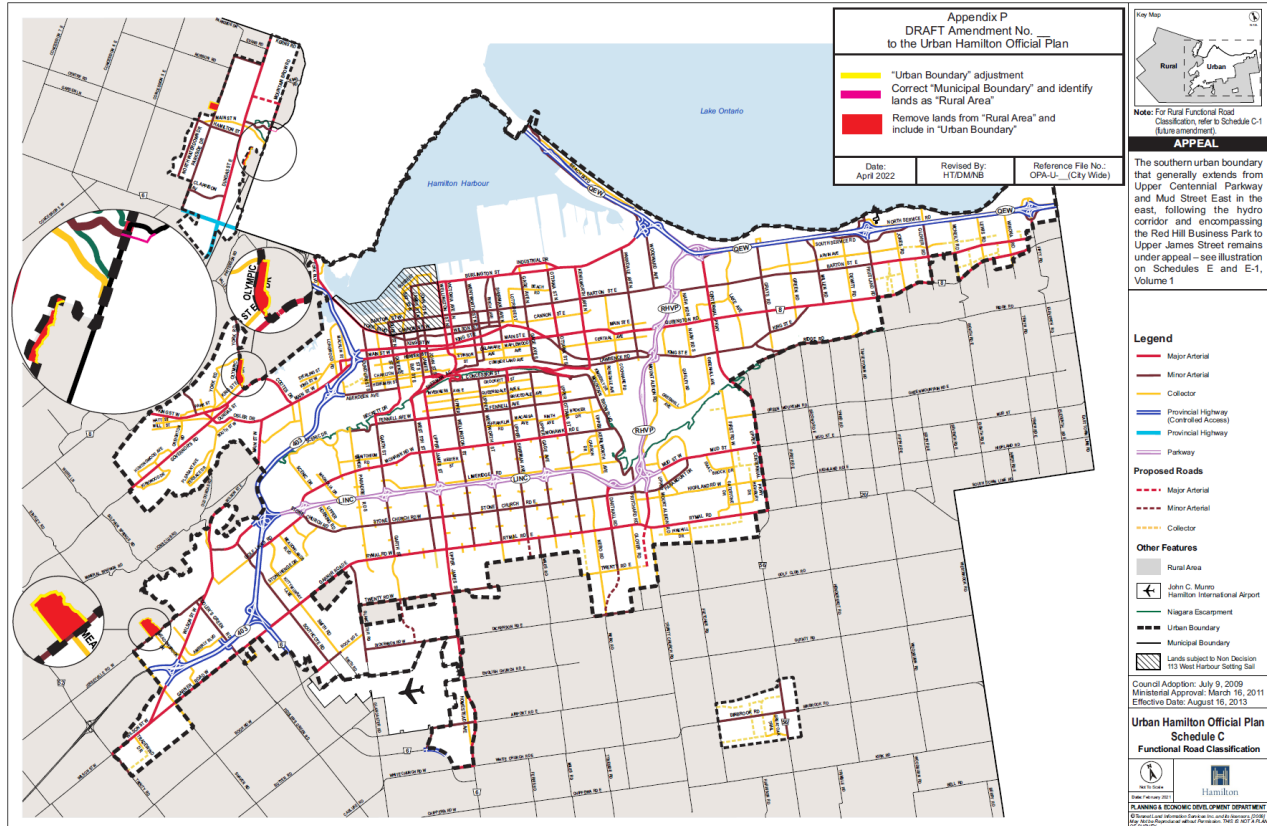


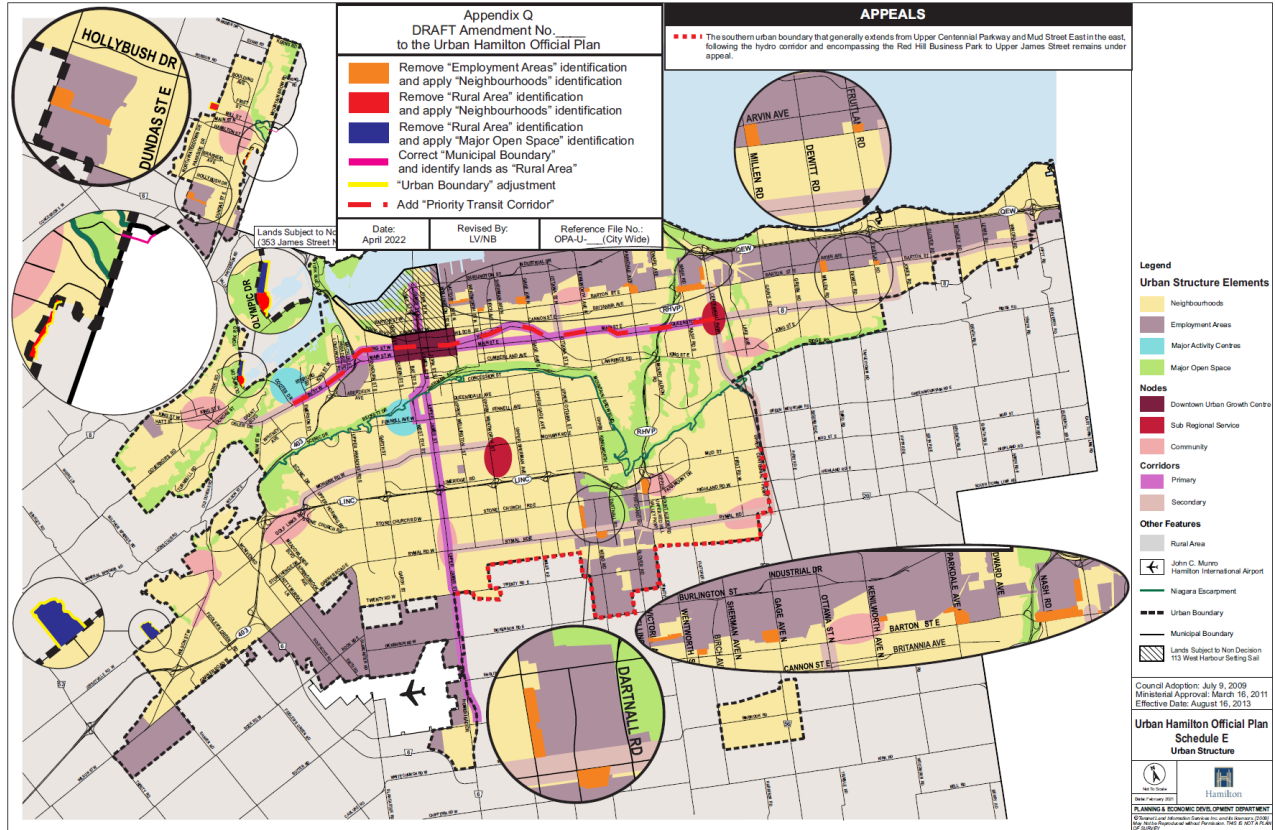




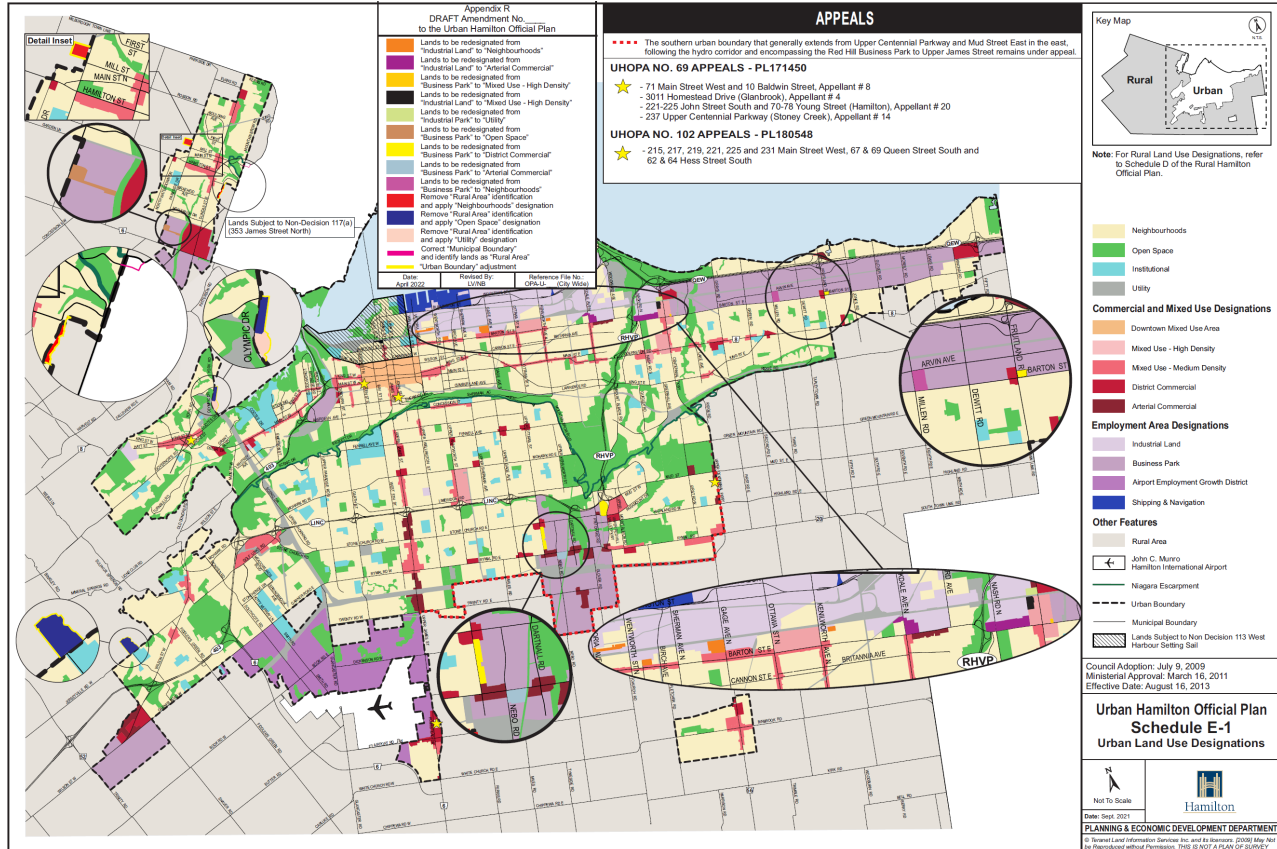


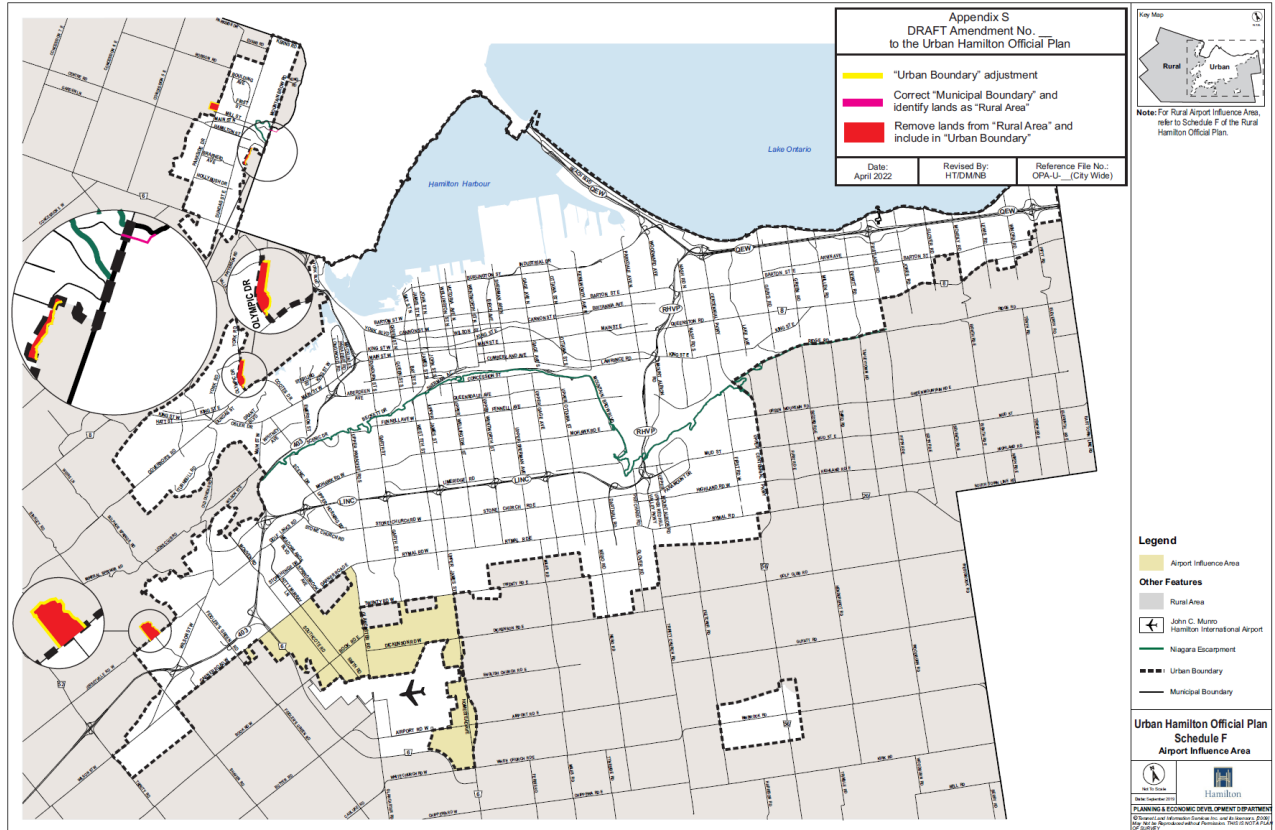




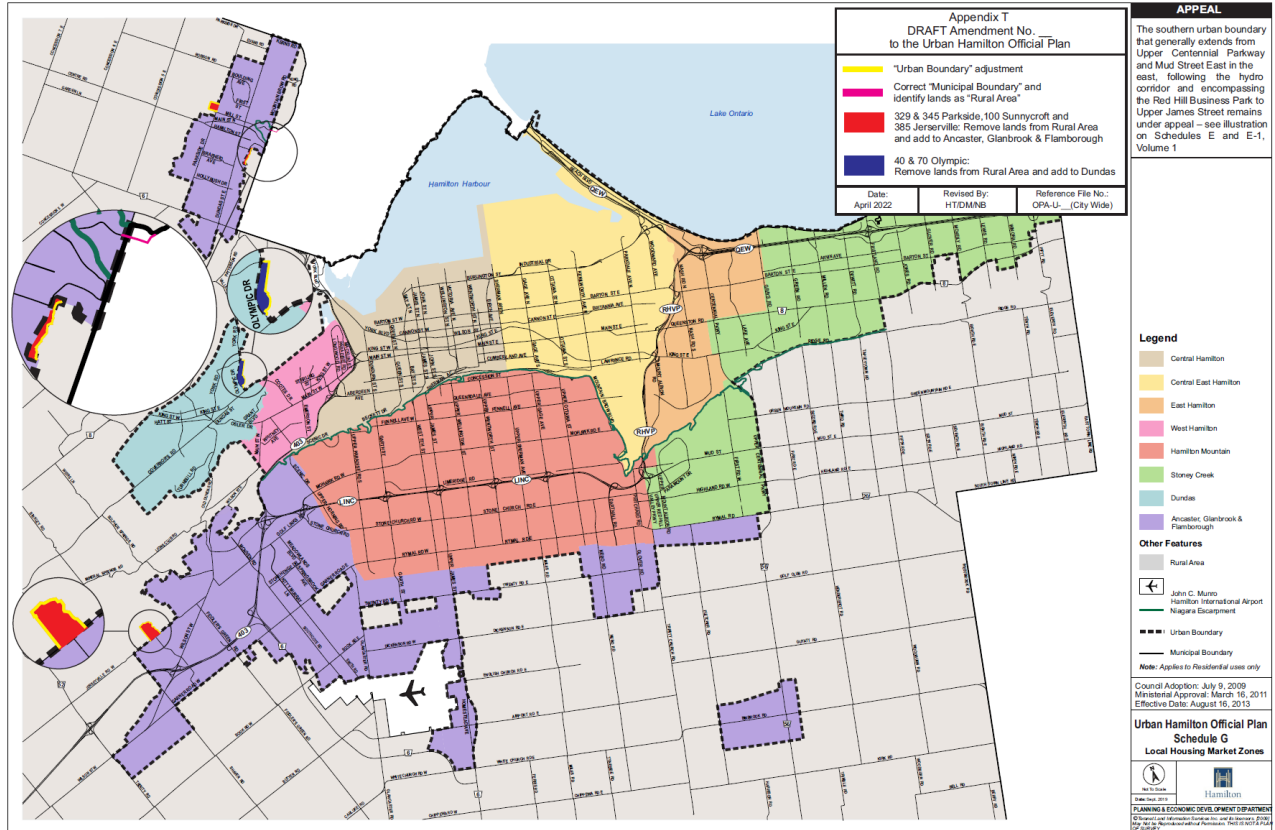


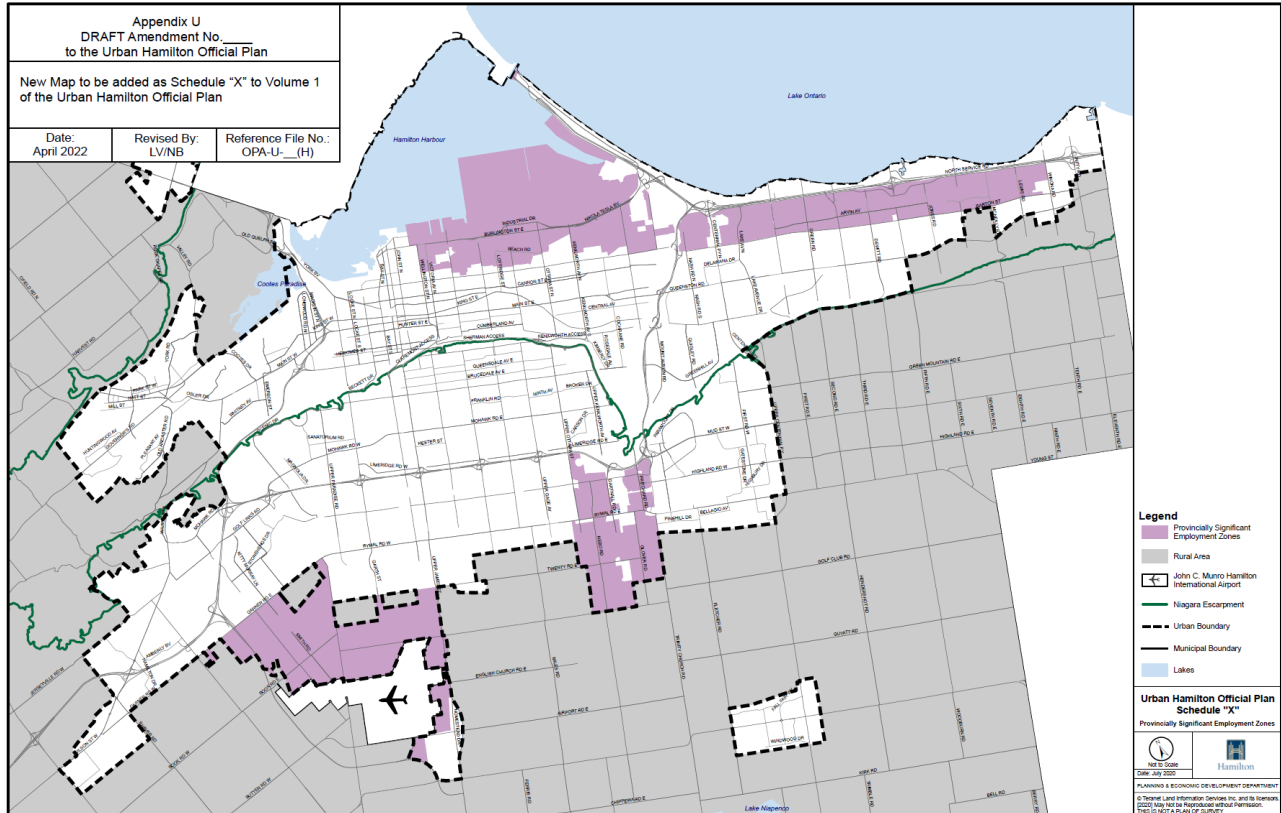


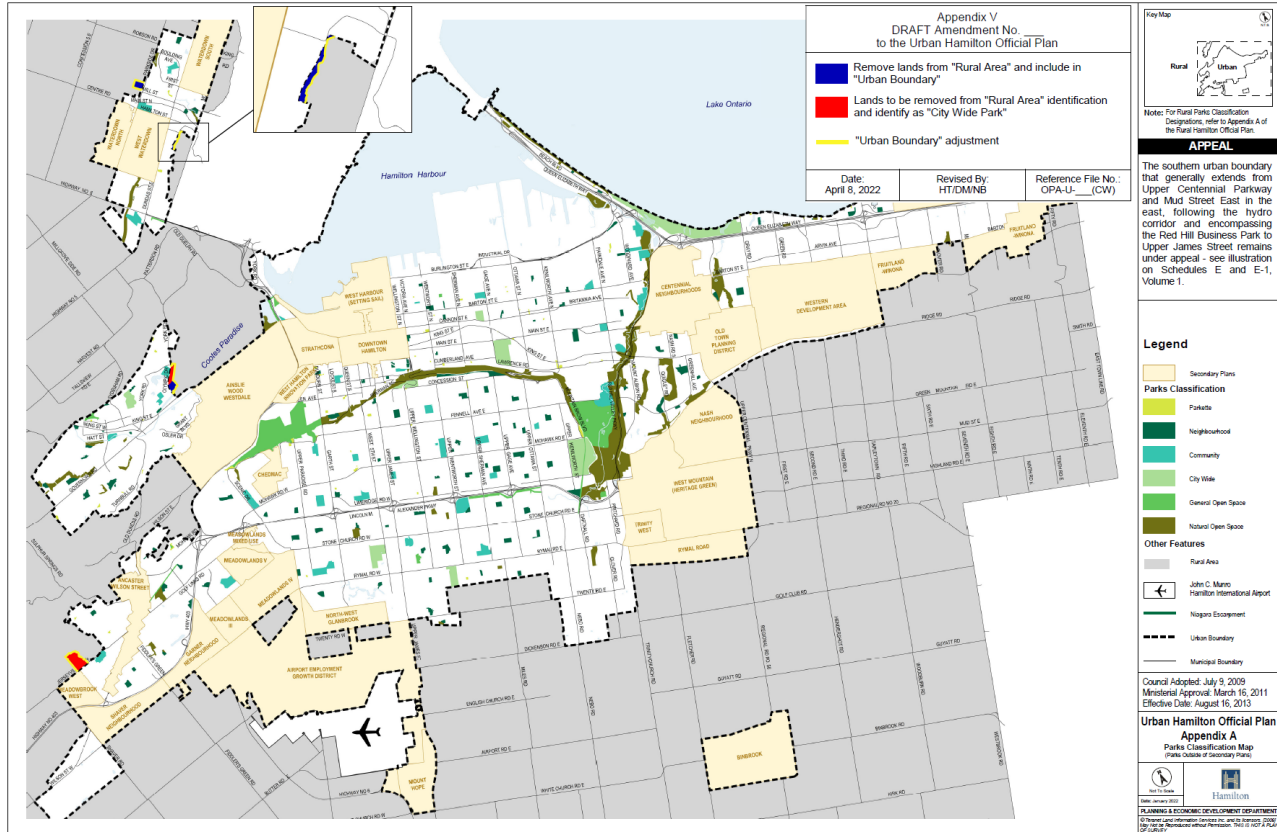


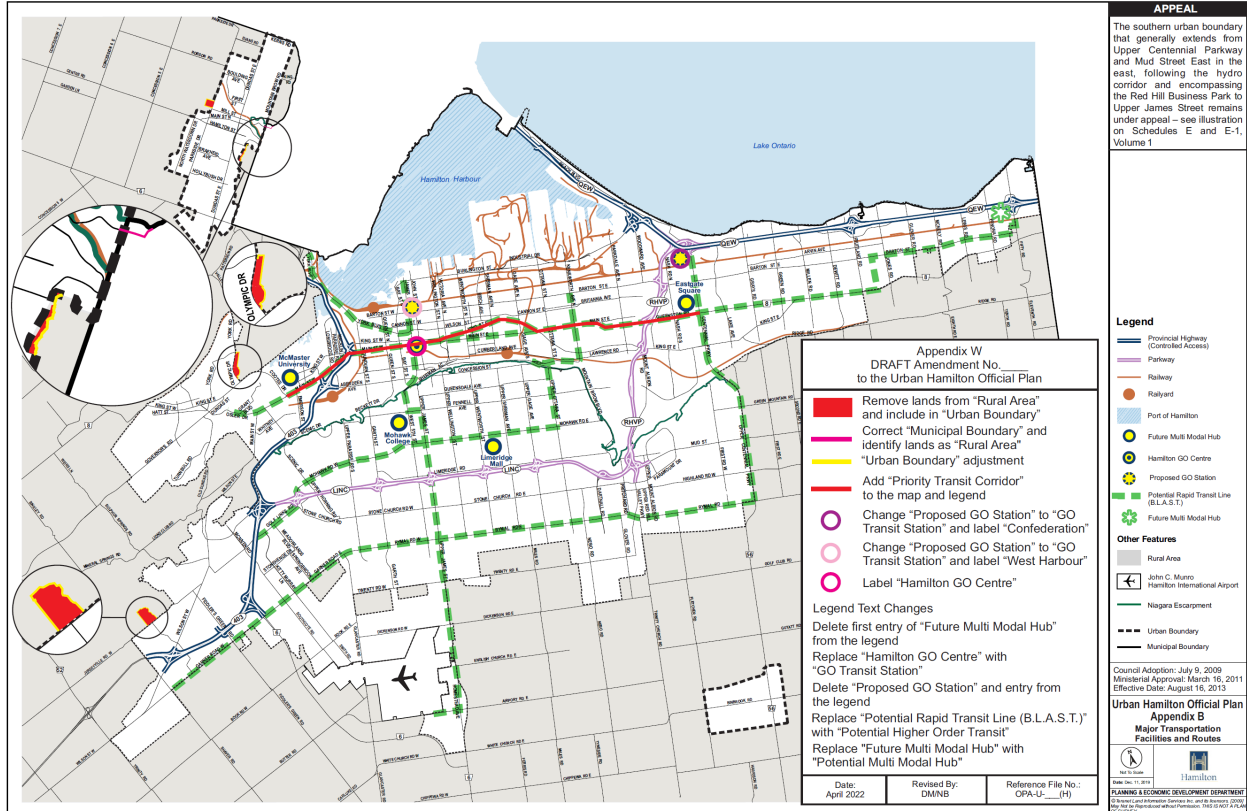


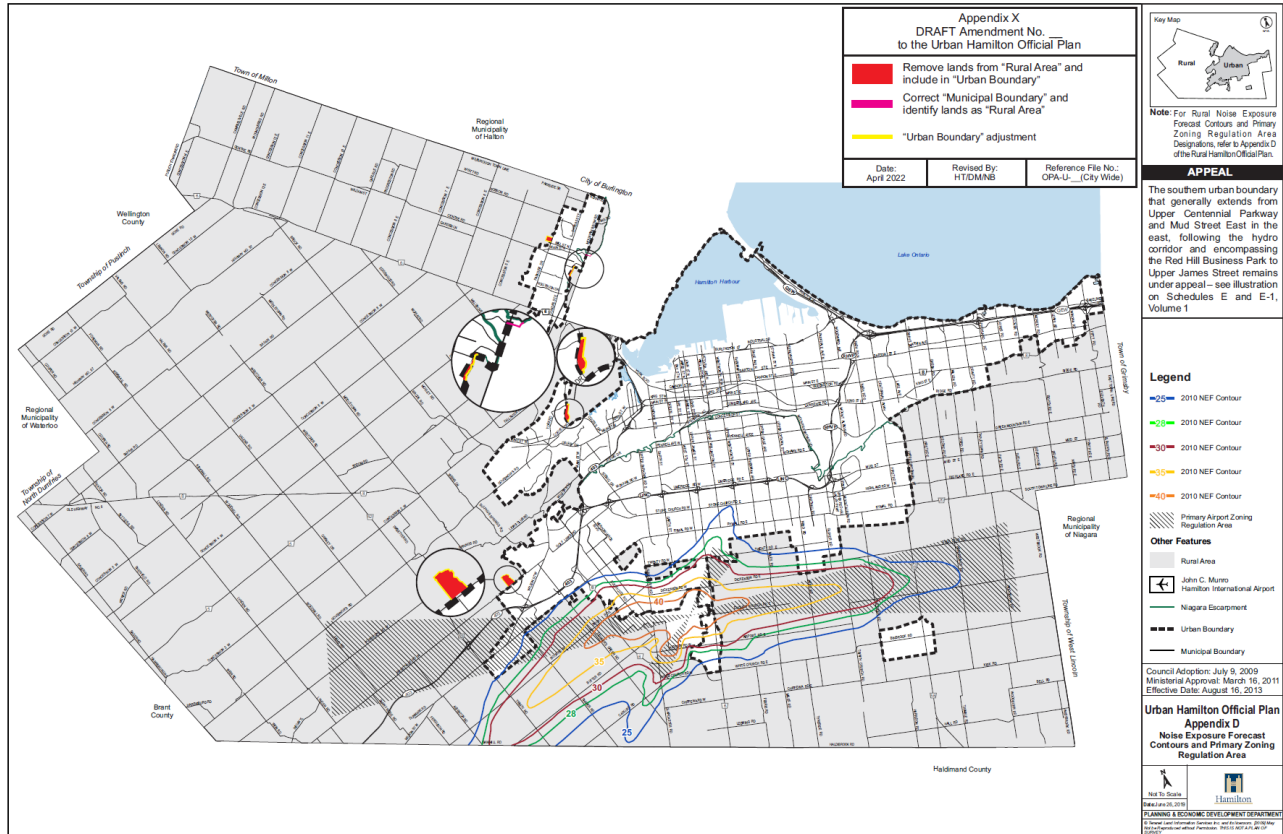




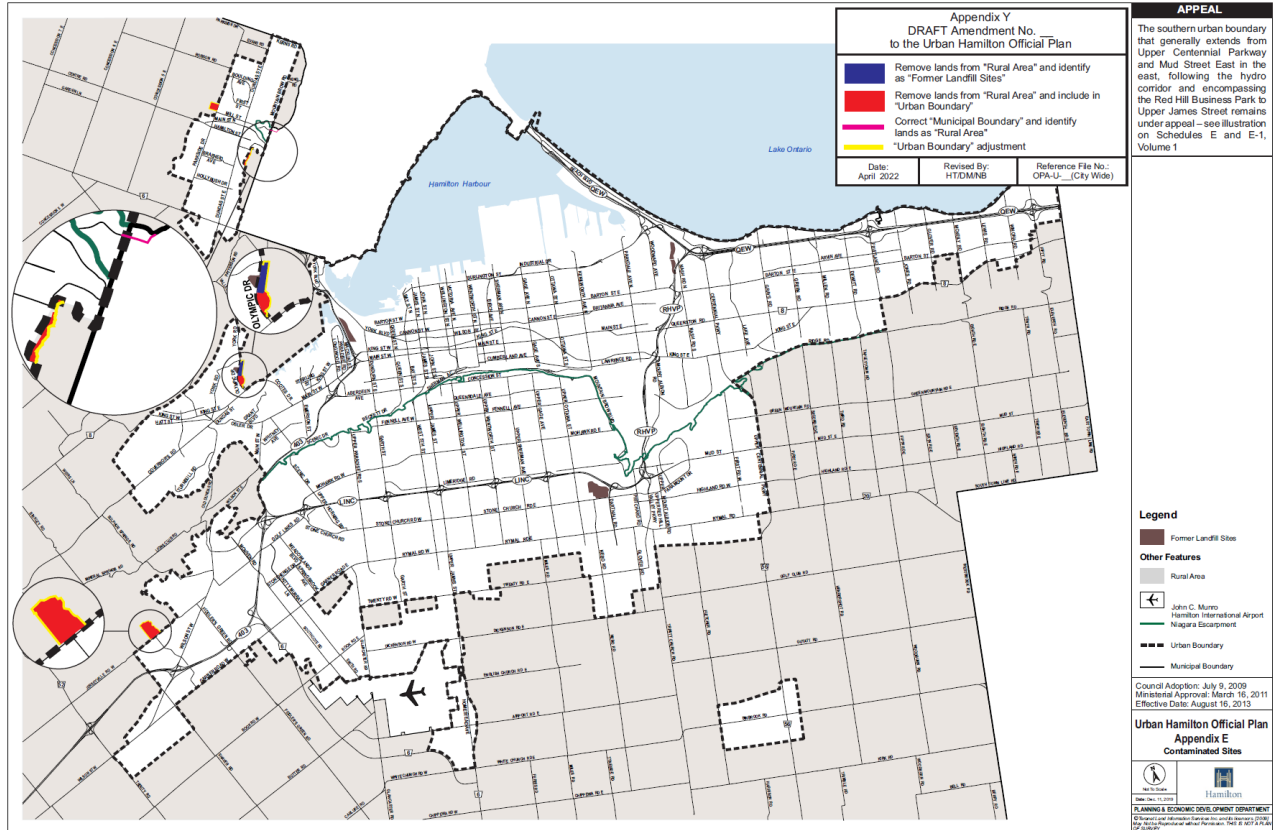








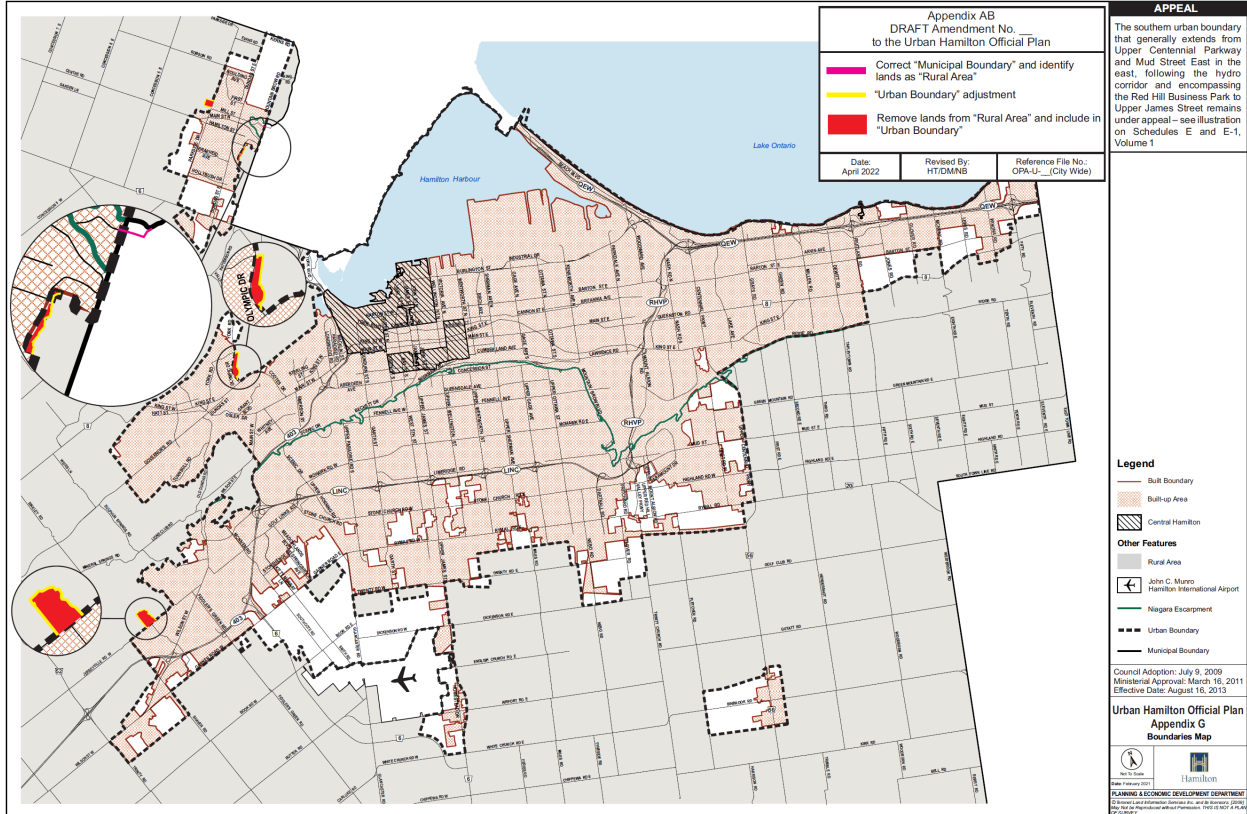












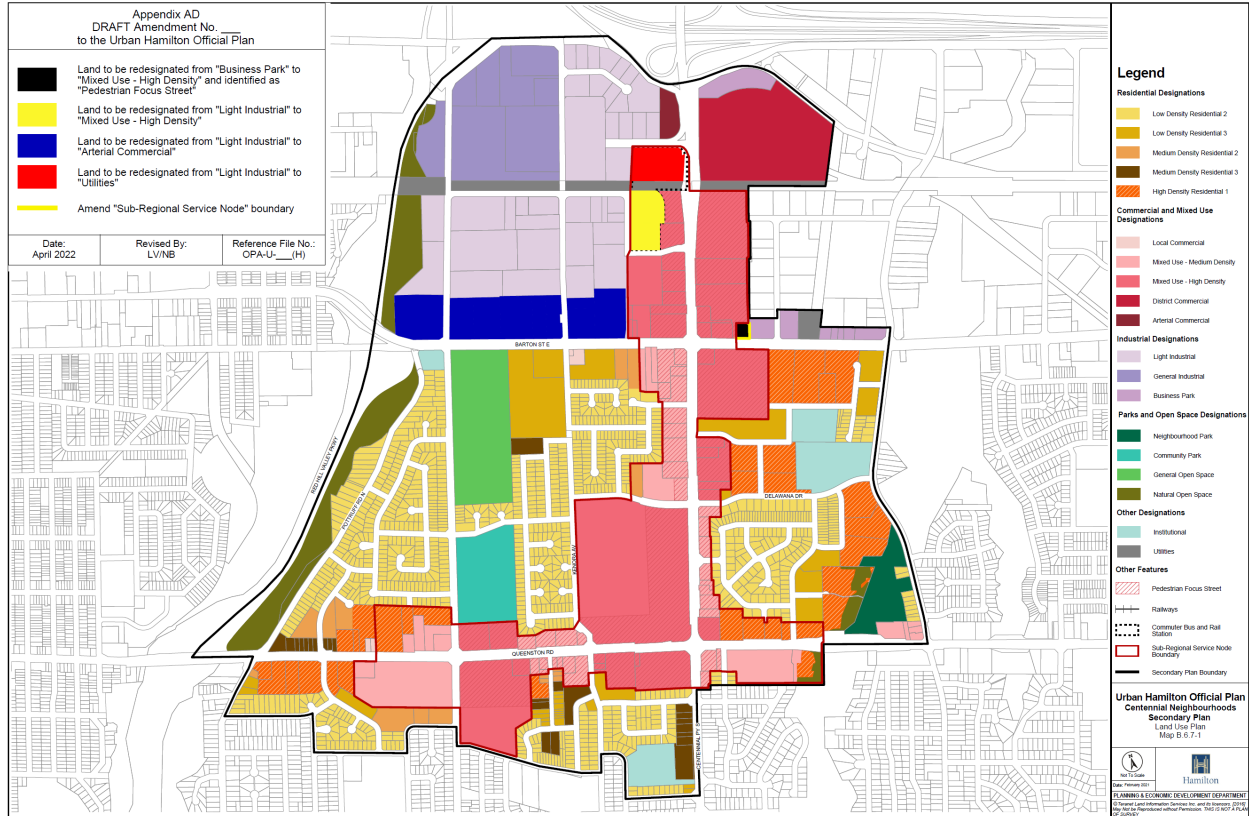
Appendix “AB” – Volume 2: Chapter B – Secondary Plans

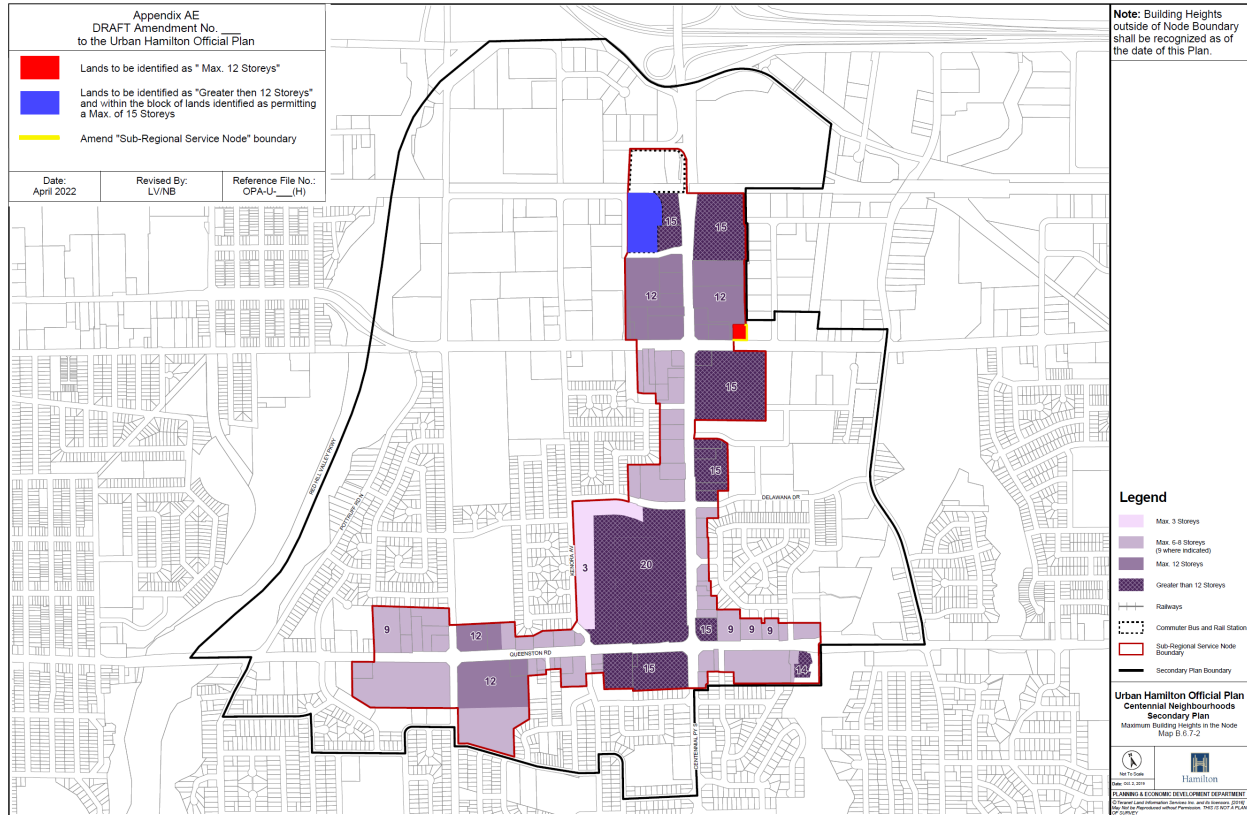
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>B.6.4.3.1 e) Free-standing office buildings shall have less than <b>4,000</b> <del>10,000</del> square metres of gross floor area.</p>	<p>B.6.4.3.1 e) Free-standing office buildings shall have less than 4,000 square metres of gross floor area.</p>
<p>B.6.4.10.1 In addition to Policy B.6.4.3.1 – General Development Policies, the following policies shall apply to the lands shown as Site Specific Policy – Area A - McMaster Innovation Park on Map B.6.4-1 - West Hamilton Innovation District – Land Use Plan:</p> <p>a) Educational, residential <b>multiple dwellings</b> and commercial uses permitted ancillary to McMaster Innovation Park shall be developed in accordance with the longterm vision to create a dynamic, integrated state-of-the-art research community that shall foster innovation, entrepreneurialism and creativity. <b>Residential Uses shall be subject to the following policies:</b></p> <p><b>i) Multiple dwellings in mixed use buildings shall be permitted;</b></p> <p><b>ii) The Gross Floor Area for multiple dwellings shall be limited to a maximum of 15% of the total gross floor area of all existing and proposed buildings, which are to be used for other permitted M1 uses, located on the said lands, save and except for the following uses:</b></p> <p><b>a. Educational Establishments;</b></p> <p><b>b. Multiple Dwelling(s);</b></p> <p><b>c. Commercial Parking Facilities; and,</b></p> <p><b>d. Warehouse (as a primary use);</b></p> <p><b>iii) The development of any multiple dwellings or sensitive land uses shall require the submission and implementation of a Land Use Compatibility study to the satisfaction of the City to demonstrate that the use avoids, or where avoidance is not possible, minimizes and mitigates any adverse impacts on employment uses permitted through Policy B.6.4.3.3. The Land Use Compatibility study shall be submitted as part of a Complete Application in accordance with Section F.1.19 of Volume 1;</b></p> <p><b>iv) The Zoning By-law shall regulate matters related to timing and sequencing of residential development to ensure that any residential use permitted on the site is proportional to the development of the established employment uses within McMaster Innovation Park; and,</b></p> <p><b>v) The Zoning By-law shall regulate matters for</b></p>	<p>B.6.4.10.1 In addition to Policy B.6.4.3.1 – General Development Policies, the following policies shall apply to the lands shown as Site Specific Policy – Area A - McMaster Innovation Park on Map B.6.4-1 - West Hamilton Innovation District – Land Use Plan:</p> <p>a) Educational, residential <i>multiple dwellings</i> and commercial uses permitted ancillary to McMaster Innovation Park shall be developed in accordance with the longterm vision to create a dynamic, integrated state-of-the-art research community that shall foster innovation, entrepreneurialism and creativity. Residential Uses shall be subject to the following policies:</p> <p>i) <i>Multiple dwellings</i> in mixed use buildings shall be permitted;</p> <p>ii) The Gross Floor Area for <i>multiple dwellings</i> shall be limited to a maximum of 15% of the total gross floor area of all existing and proposed buildings, which are to be used for other permitted M1 uses, located on the said lands, save and except for the following uses:</p> <p>a. Educational Establishments;</p> <p>b. <i>Multiple Dwelling(s)</i>;</p> <p>c. Commercial Parking Facilities; and,</p> <p>d. Warehouse (as a primary use);</p> <p>iii) The development of any <i>multiple dwellings</i> or <i>sensitive land uses</i> shall require the submission and implementation of a Land Use Compatibility study to the satisfaction of the City to demonstrate that the use avoids, or where avoidance is not possible, minimizes and mitigates any adverse impacts on employment uses permitted through Policy B.6.4.3.3. The Land Use Compatibility study shall be submitted as part of a Complete Application in accordance with Section F.1.19 of Volume 1;</p> <p>iv) The Zoning By-law shall regulate matters related to timing and sequencing of residential development to ensure that any residential use permitted on the site is</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p><b>residential use, among other regulations as required – including, building heights, parking requirements, and other site-specific performance standards for development.</b></p> <p><del>b) Limited accommodations for visiting scholars, professors and/or professionals shall be permitted.</del></p> <p><b>b)</b> Heritage resources associated with the original Westinghouse Company Limited Complex, which include the former Office Building and the Boiler/Power House, identified as site specific policy “A-1” and “A-2” on Map B.6.4-1 - West Hamilton Innovation District – Land Use Plan, shall be conserved and incorporated into future development proposals. A museum of industrial and scientific technology shall also be permitted in the Boiler/Power House.</p> <p><b>c)</b> Policy B.6.4.5 – Cultural Heritage Policies shall also apply</p>	<p>proportional to the development of the established employment uses within McMaster Innovation Park; and,</p> <p>v) The Zoning By-law shall regulate matters for residential use, among other regulations as required – including, building heights, parking requirements, and other site-specific performance standards for development.</p> <p><b>b)</b> Heritage resources associated with the original Westinghouse Company Limited Complex, which include the former Office Building and the Boiler/Power House, identified as site specific policy “A-1” and “A-2” on Map B.6.4-1 - West Hamilton Innovation District – Land Use Plan, shall be conserved and incorporated into future development proposals. A museum of industrial and scientific technology shall also be permitted in the Boiler/Power House.</p> <p><b>c)</b> Policy B.6.4.5 – Cultural Heritage Policies shall also apply</p>
<p>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.</p>	

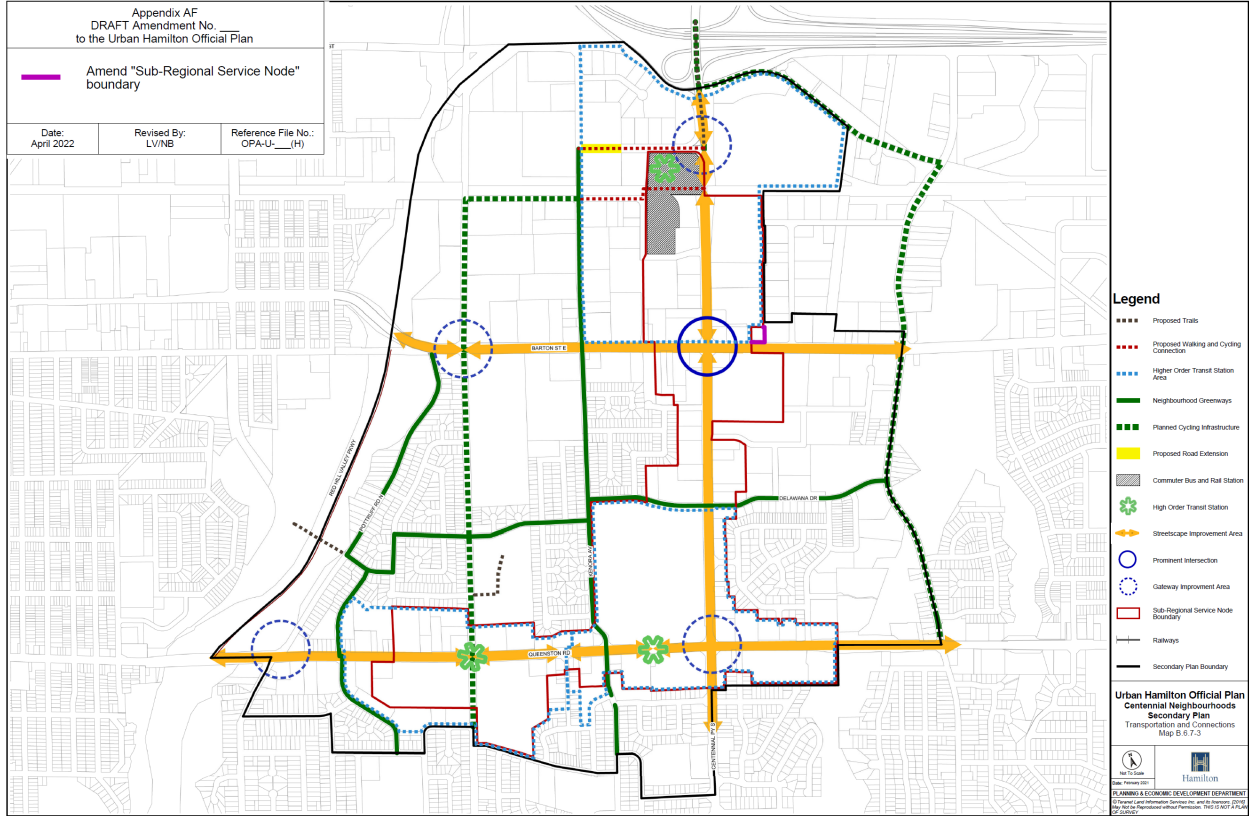
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>B.6.7.18.1 Site Specific Policy – Area A (395 and 397 Centennial Parkway North, <del>25 Arrowsmith Road and 185 Bancroft Street</del>)            For the lands located at 395 and 397 Centennial Parkway North, <del>25 Arrowsmith Road and 185 Bancroft Street</del>, designated <del>Light Industrial</del> <b>Utilities</b> and shown as Site Specific Policy – Area A on Map B.6.7-4 – Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply:            ...  <b>g) Any future Official Plan Amendment and comprehensive redevelopment Application for any mixed land uses, including sensitive land uses, developed as part of the 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></p>	<p>B.6.7.18.1 Site Specific Policy – Area A (395 and 397 Centennial Parkway North)            For the lands located at 395 and 397 Centennial Parkway North, designated Utilities and shown as Site Specific Policy – Area A on Map B.6.7-4 – Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply:            ...            g) Any future Official Plan Amendment and comprehensive redevelopment Application for any mixed land uses, including sensitive land uses, developed as part of the <i>higher order transit</i> station, will only be considered at such a time when the waste management facility at 460 Kenora Avenue, identified as Site Specific Policy – Area C on Map B.6.7-4, Centennial Neighbourhoods – Area and Site Specific Policy Areas, be re-located elsewhere and decommissioned.</p>
<p>B.6.7.18.8 Area Specific Policy – Area H (<del>north side of 2255 and 2371 Barton Street East</del>)            For the lands located <del>on the north side of</del> <b>at 2255 and 2371 Barton Street East</b>, designated <del>Light Industrial and Business Park</del> <b>Arterial Commercial</b>, shown as Area Specific Policy – Area H on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, <del>the City shall assess of the appropriateness of these lands as employment lands during the next municipal comprehensive review, and may consider a conversion to other uses. The assessment shall consider, but is not limited to the following factors:</del> <b>notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands.</b>            a) <del>the existing function of the lands;</del>            b) <del>the proximity of the lands to major transportation routes;</del>            c) <del>opportunities to introduce transitional land uses along the edge of the industrial area; and,</del>            d) <del>consideration of the potential need for arterial commercial lands City-wide.</del></p>	<p>B.6.7.18.8 Area Specific Policy – Area H (2255 and 2371 Barton Street East)            For the lands located at 2255 and 2371 Barton Street East, designated Arterial Commercial, shown as Area Specific Policy – Area H on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands.</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Add new policy B.6.7.18.X, as follows:  <b>B.6.7.18.X Site Specific Policy – Area "X" (185 Bancroft Street and 25 Arrowsmith Drive)</b>  <b>For the lands located at 185 Bancroft Street and 25 Arrowsmith Drive, designated Mixed Use - High Density and shown as Site Specific Policy – Area "X" on Map B.6.7-4 – Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply:</b>  <b>a) In addition to policy B.6.7.7.4 – 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.</b></p>	<p>B.6.7.18.X Site Specific Policy – Area "X" (185 Bancroft Street and 25 Arrowsmith Drive)  For the lands located at 185 Bancroft Street and 25 Arrowsmith Drive, designated Mixed Use - High Density and shown as Site Specific Policy – Area "X" on Map B.6.7-4 – Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply:  a) In addition to policy B.6.7.7.4 - Mixed Use - High Density Designation, the lands are also intended to include infrastructure and uses related to the use and expansion of the Commuter Bus and Rail Station, identified as a <i>higher order transit</i> station on Map B.6.7-3.</p>
<p>Delete Policy B.7.4.18.8 in its entirety.  <del>Area Special Policy – Area H</del>  B.7.4.18.8 For the lands located at:  i) <del>Glover Road, Barton Street, Concession 1, dividing Lots 11 and 12 and Highway No. 8;</del>  ii) <del>970 Barton Street; and,</del>  iii) <del>1361 Barton Street;</del>  and as shown as <del>Area Specific Policy – Area H</del> on Map B.7.4-1 – Fruitland Winona Secondary Plan – Land Use Plan, the following policy shall apply:  a) <del>Sections and policies of the Greenbelt Plan, including Section 5.2.1, permit the implementation of the urban land use designations and policies of this Plan, as described in Chapter F – Implementation of Volume 1.</del></p>	
<p>B.8.7 Institutional  The Airport Employment Growth District recognizes a number of existing and planned institutional uses with the Secondary Plan Area. The existing institutional uses, including the Hamilton District Christian High school, and the Providence Canadian Reformed Church, have been recognized to protect their existing use. <del>The lands on the south east corner of Garner Road and Smith Road are intended to be used for the expansion of Redeemer University College.</del> These Institutional uses are shown on Map B.8-1 – Airport Employment Growth District Land Use Plan and are subject to the following policies:...</p>	<p>B.8.7 Institutional  The Airport Employment Growth District recognizes a number of existing and planned institutional uses with the Secondary Plan Area. The existing institutional uses, including the Hamilton District Christian High school, and the Providence Canadian Reformed Church, have been recognized to protect their existing use. These Institutional uses are shown on Map B.8-1 – Airport Employment Growth District Land Use Plan and are subject to the following policies:...</p>

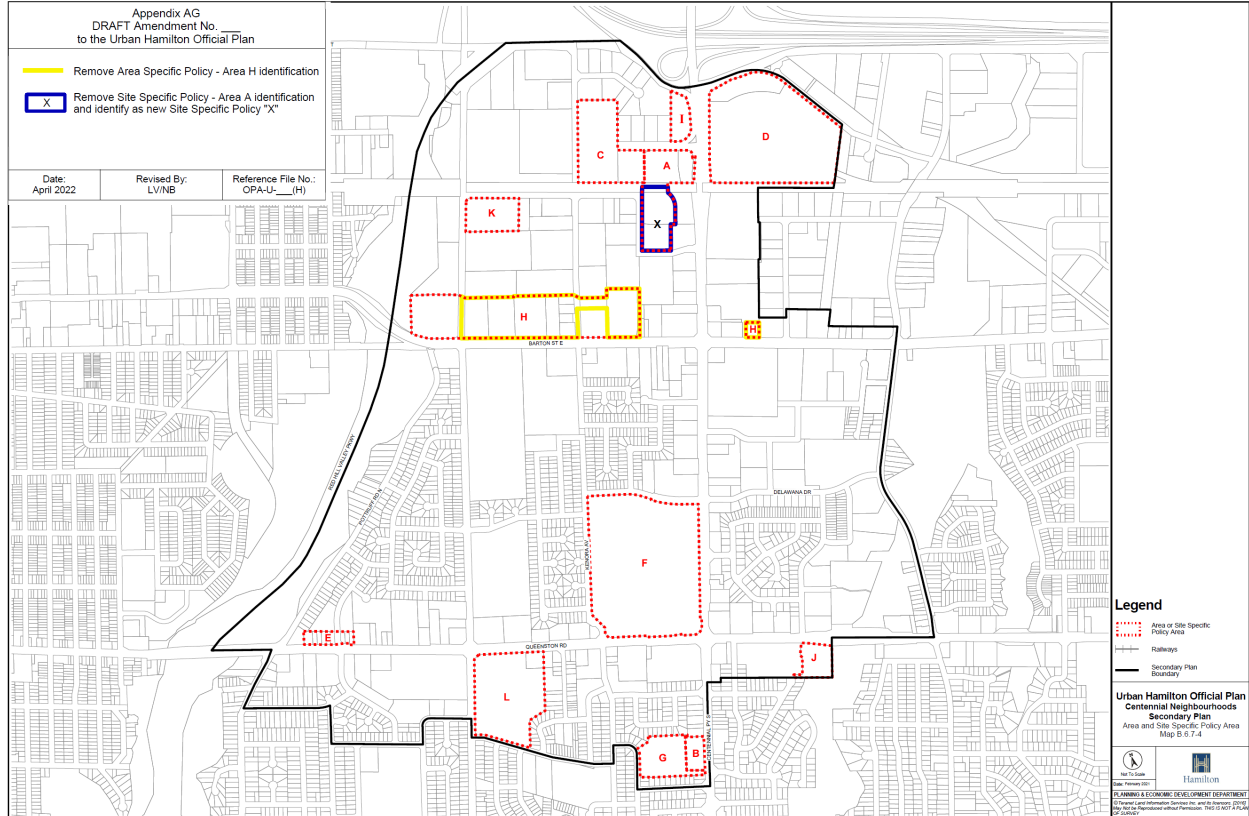


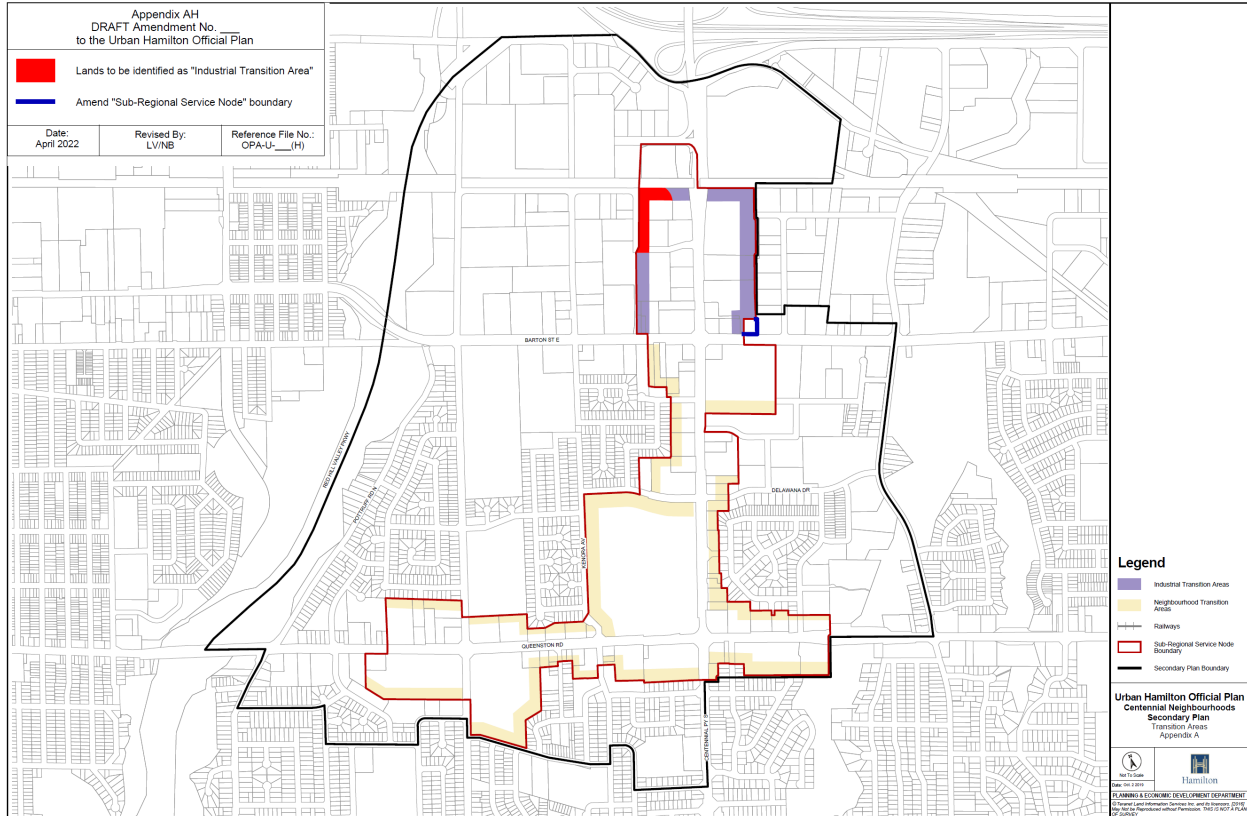


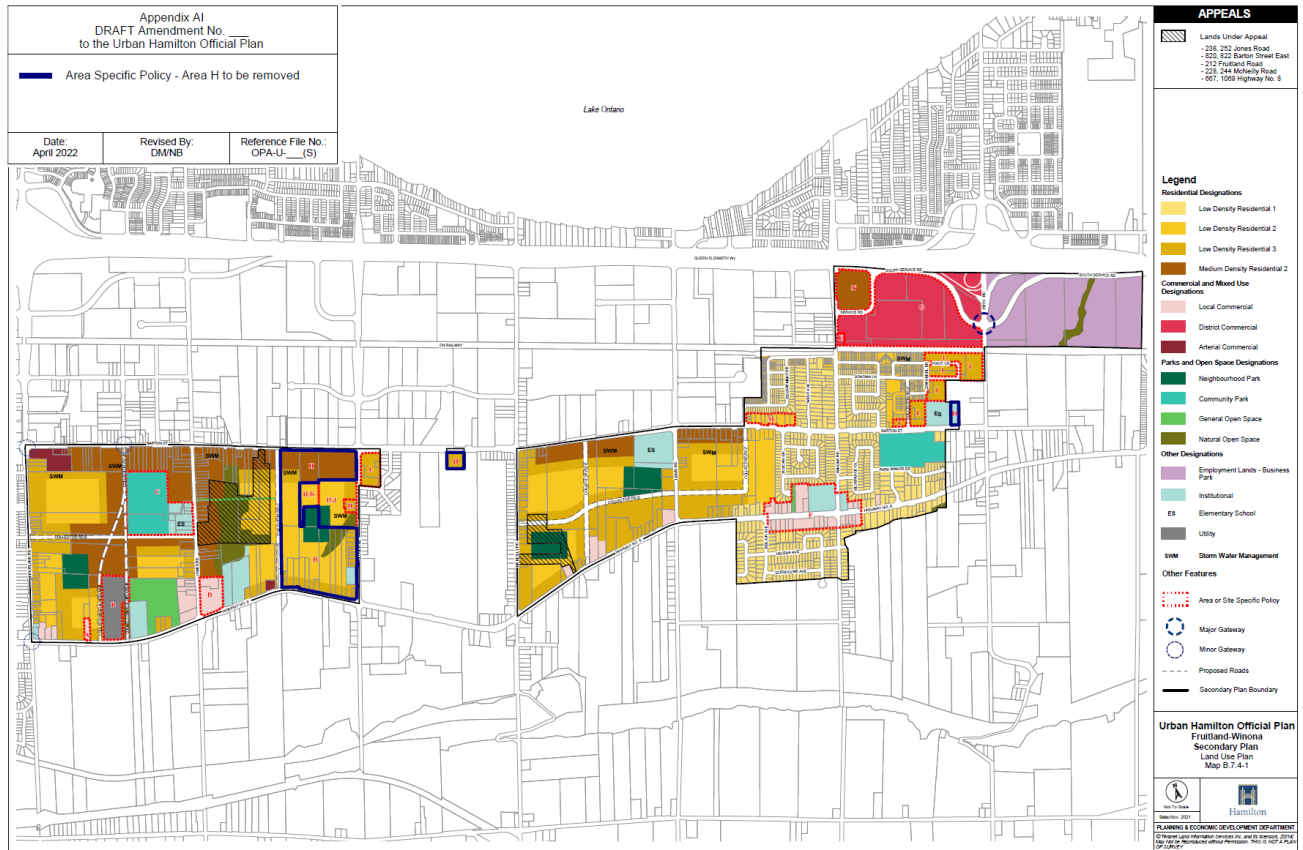


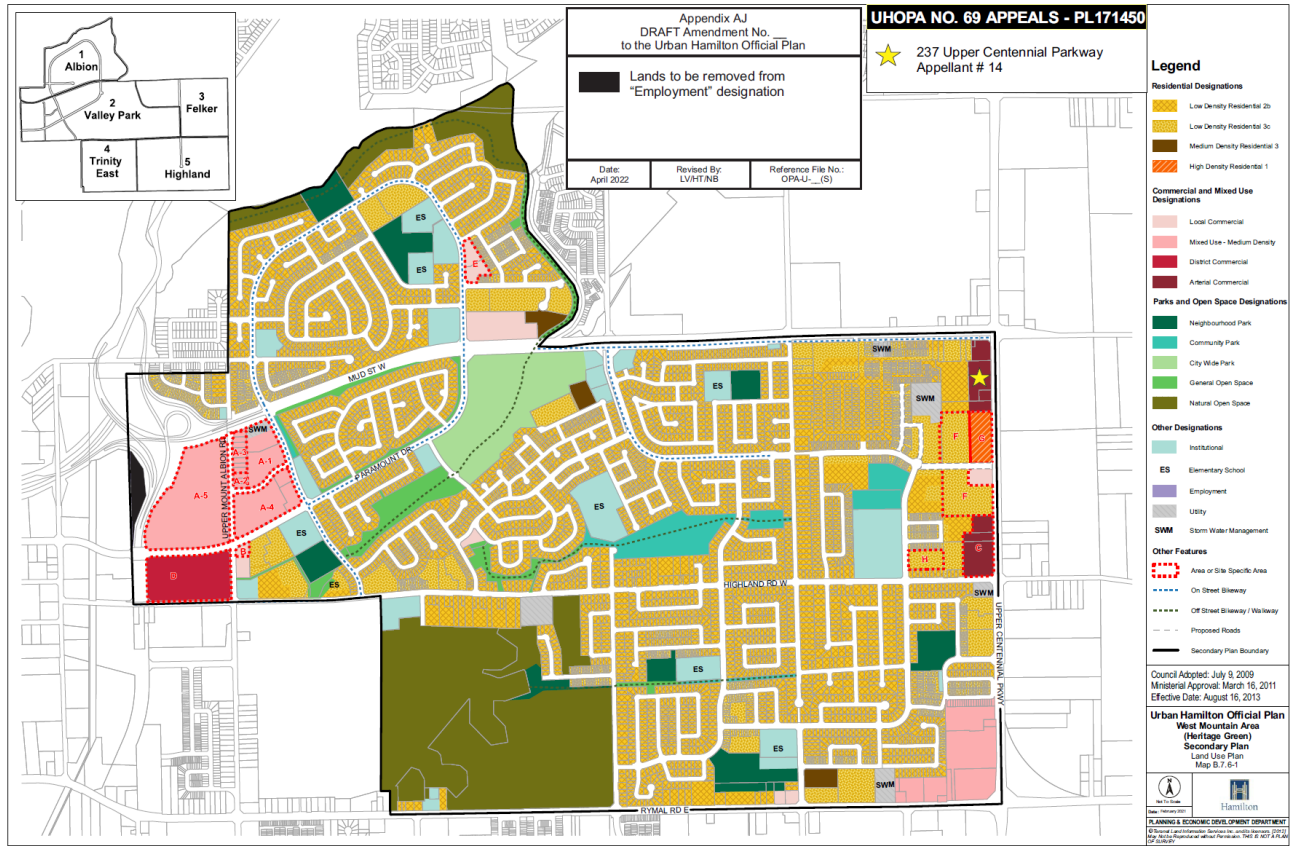


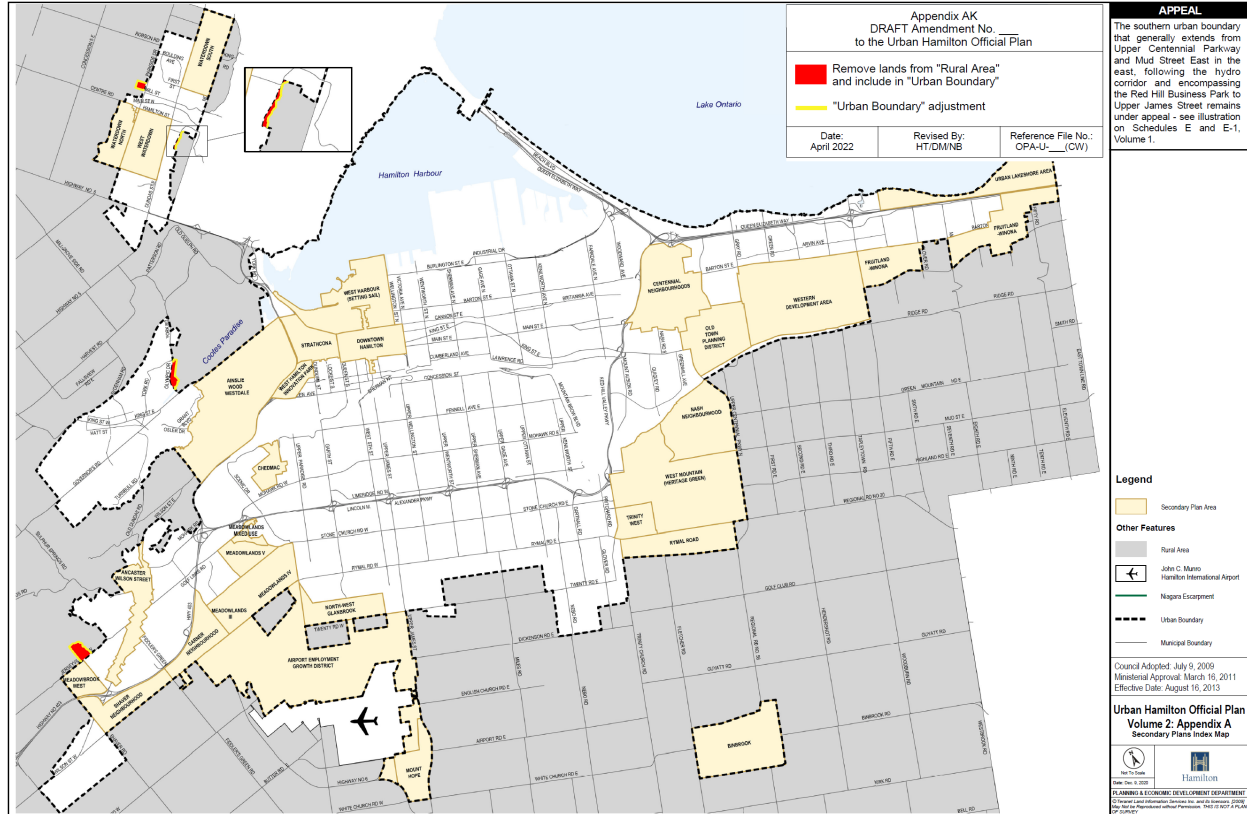












Appendix “AL” – Volume 3: Chapter B – Urban Area Specific Policies

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text</b> = text to be added</p>
<p>Add new Hamilton Area Specific Policy, as follows:  <b>UH-“X” Lands located at 15-117 Shaw Street (north side), 360-368 Emerald St. N, 6-16 Douglas Avenue (even only), 83-105 Cheever Street (odd and even), 110-166 Burton Street</b>  <b>1.0 In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, should the lands redevelop at a higher intensity of residential use or for another <i>sensitive land use</i>, compatibility with adjacent uses in the Industrial Land designation will need to be demonstrated through the submission of a Noise Impact Study, Land Use Compatibility Study, Record of Site Condition, if required, and demonstrated compliance with all provincial guidelines for compatibility, to the satisfaction of the City.</b></p>	<p>UH-“X” Lands located at 15-117 Shaw Street (north side), 360-368 UH-“X” Emerald St. N, 6-16 Douglas Avenue (even only), 83-105 Cheever Street (odd and even), 110-166 Burton Street  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:  <b>UH-“Y” Lands located at 268-276 Sanford Avenue North and 13-23 Westinghouse Avenue</b>  <b>1.0 In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, any future redevelopment of the parcels for <i>sensitive land uses</i> will require demonstration of compatibility with adjacent Employment uses, including but not limited to a Noise Impact Study, Land Use Compatibility Study, Record of Site Condition (if required) and compliance with all provincial compatibility guidelines.</b></p>	<p>UH-“Y” Lands located at 268-276 Sanford Avenue North and 13-23 Westinghouse Avenue  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:  <b>UH-“Z” Lands located at 39-67 Lloyd Street, including 43 Lloyd Street, and 224 Gage Avenue North</b>  <b>1.0 The lands are planned to redevelop as a neighbourhood park and, in addition to policy E.3.9.1 – Neighbourhoods Designation (Open Space and Parks) of Volume 1, a Record of Site Condition will be required prior to redevelopment for this use. Compatibility with nearby industrial uses must also be demonstrated prior to redevelopment.</b></p>	<p>UH-“Z” Lands located at 39-67 Lloyd Street, including 43 Lloyd Street, and 224 Gage Avenue North  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>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Add new Hamilton Area Specific Policy, as follows:  <b>UH-"XX" Lands located at 1423-1475 Upper Ottawa Street (odd only), and 1515-1555 (odd only)</b>  <b>1.0 In addition to Section E.4.0 – Commercial and Mixed Use Designations, the following policies apply:</b>  <b>a) Notwithstanding policies E.4.7.2 and E.4.7.9, sensitive land uses such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.</b>  <b>b) Notwithstanding 4.7.2 b) existing medical offices are permitted on the first storey and above, and are permitted to expand in accordance with the regulations of the Zoning By-law.</b></p>	<p>UH-"XX" Lands located at 1423-1475 Upper Ottawa Street (odd only), and 1515-1555 (odd only)            1.0 In addition to Section E.4.0 – Commercial and Mixed Use Designations, the following policies apply:            a) Notwithstanding policies E.4.7.2 and E.4.7.9, <i>sensitive land uses</i> such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.            b) Notwithstanding 4.7.2 b) existing medical offices are permitted on the first storey and above, and are permitted to expand in accordance with the regulations of the Zoning By-law.</p>



Appendix “AM” – Volume 3: Chapter C – Urban Site Specific Policies

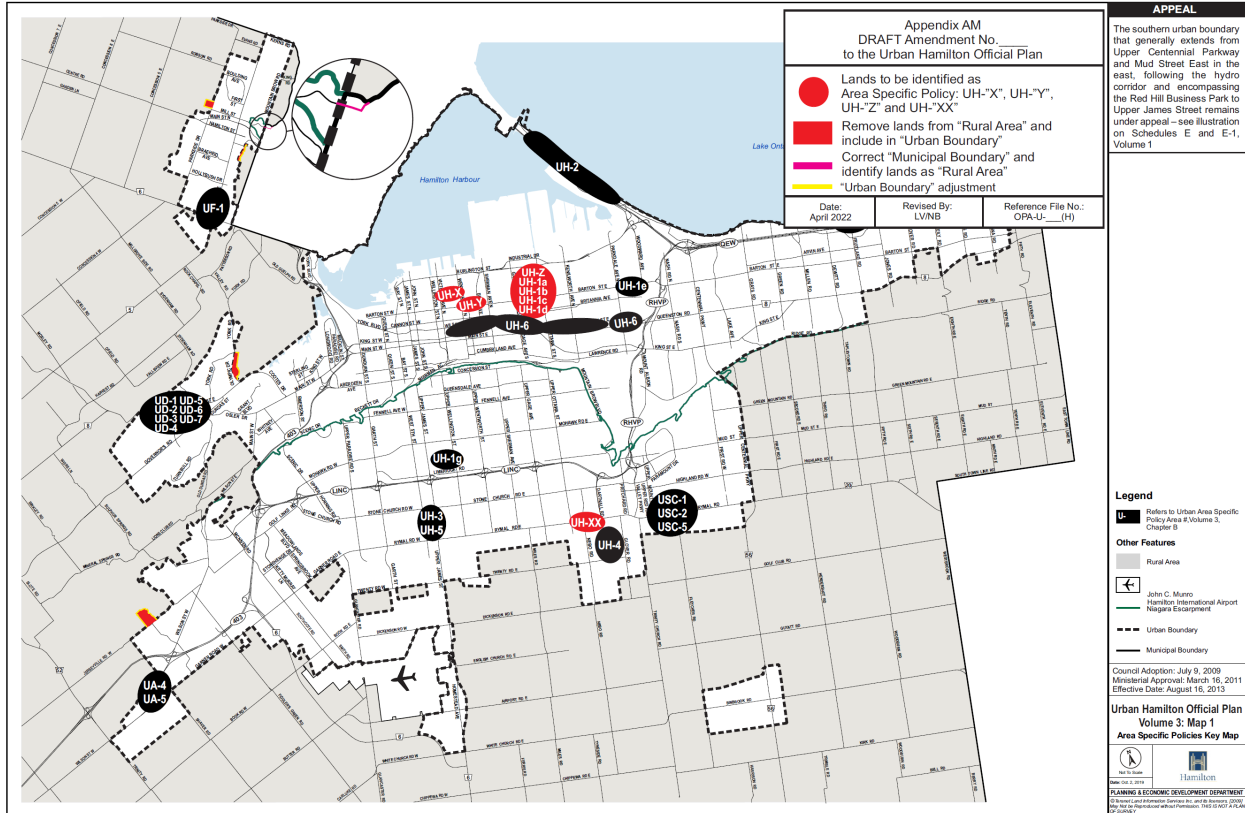
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text</b> = text to be added</p>
<p>Add new Flamborough Site Specific Policy, as follows:  <b>UFN-X Lands Located on a portion of 329 and 345 Parkside Drive, Flamborough</b>  <b>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, permitted uses shall be limited to the following:</b>  <b>a) Multiple dwelling;</b>  <b>b) Retirement home; and,</b>  <b>c) Long term care facility.</b>  <b>2.0 A maximum of 50% of the area of the expansion lands shall be used for residential purposes limited to a multiple dwelling and / or retirement home.</b>  <b>3.0 Prior to any future development of the subject lands, the following studies shall be required to the satisfaction of the City to demonstrate appropriateness of the proposed development:</b>  <b>a) Planning Justification Report;</b>  <b>b) Functional Servicing Study;</b>  <b>c) Environmental Impact Study;</b>  <b>d) Karst / Geotechnical Study;</b>  <b>e) Water Resources Assessment;</b>  <b>f) Archaeological Assessment;</b>  <b>g) Traffic Impact Study; and,</b>  <b>h) Visual Impact Assessment.</b>  <b>Other studies may be required and will be identified at the Formal Consultation stage.</b></p>	<p>UFN-X Lands Located on a portion of 329 and 345 Parkside Drive, Flamborough  1.0 Notwithstanding Policy E.3.2.3 of Volume 1, permitted uses shall be limited to the following:  a) <i>Multiple dwelling</i>;  b) Retirement home; and,  c) Long term care facility.  2.0 A maximum of 50% of the area of the expansion lands shall be used for residential purposes limited to a <i>multiple dwelling</i> and / or retirement home.  3.0 Prior to any future development of the subject lands, the following studies shall be required to the satisfaction of the City to demonstrate appropriateness of the proposed development:  a) Planning Justification Report;  b) Functional Servicing Study;  c) Environmental Impact Study;  d) Karst / Geotechnical Study;  e) Water Resources Assessment;  f) Archaeological Assessment;  g) Traffic Impact Study; and,  h) Visual Impact Assessment.  Other studies may be required and will be identified at the Formal Consultation stage.</p>
<p>Delete Flamborough Site Specific Policy UFE-2:  <del>UFE-2 A portion of the lands located at 56 Parkside Drive, 90 and 96 Parkside Drive and 546 Highway 6, former Town of Flamborough</del>  <del>1.0 Notwithstanding Section E.5.4 – Employment Area – Business Park Designation of Volume 1, lands designated Employment Area – Business Park, located on a portion of 56 Parkside Drive, 90 Parkside Drive, 96 Parkside Drive and 546 Highway 6 and identified as Site Specific Policy Area UFE-2, shall only be used for Natural Open Space.</del></p>	

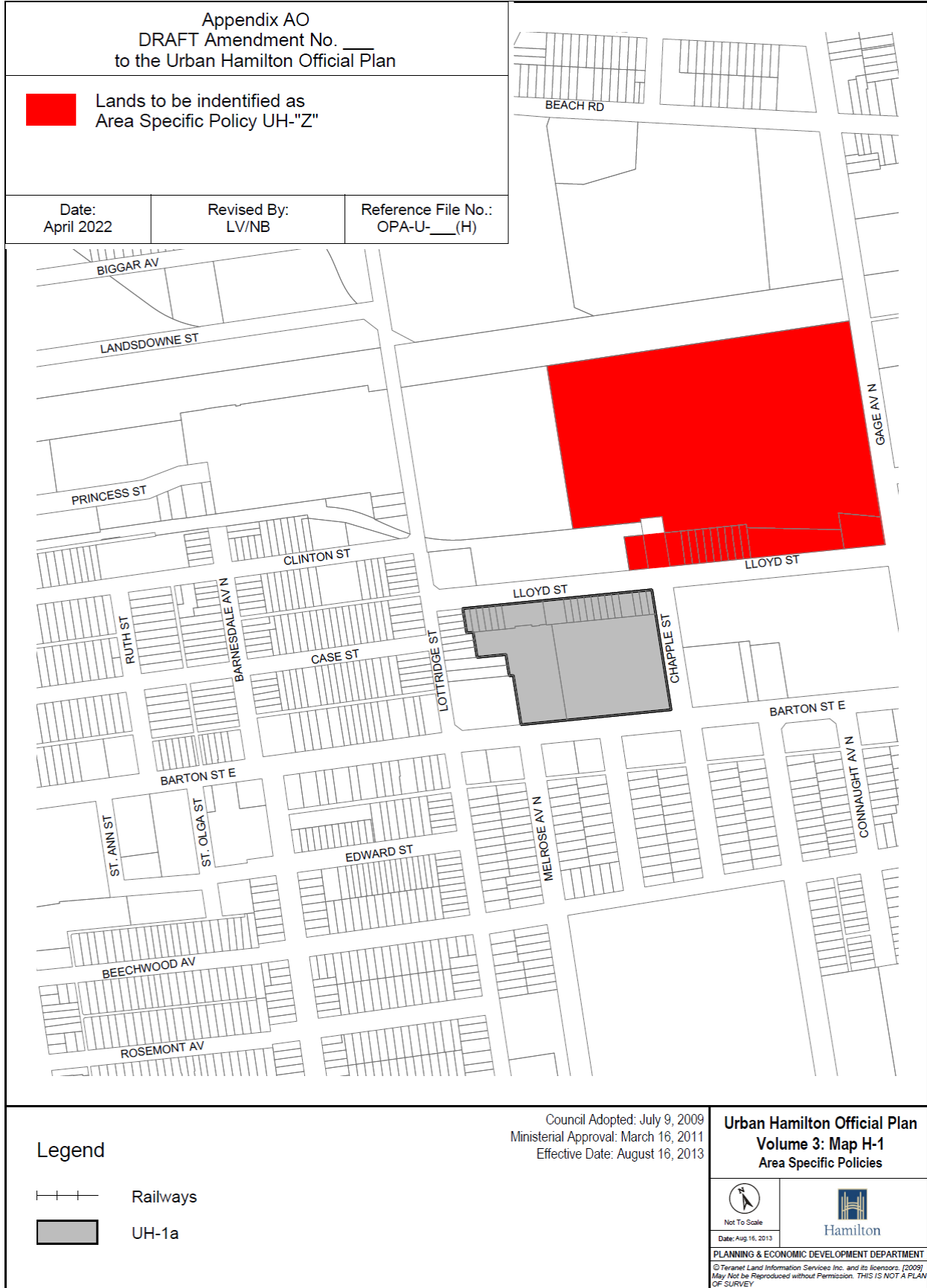


<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Add new Hamilton Site Specific Policy, as follows:  <b>UHN-“X” Lands located at 85 Division Street and 77-79 Merchison Avenue, former City of Hamilton</b>  <b>1.0 In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, at the development stage, any future redevelopment of the parcels with 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.</b></p>	<p>UHN-“X” Lands located at 85 Division Street and 77-79 Merchison Avenue, former City of Hamilton  1.0 In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, at the development stage, any future redevelopment of the parcels with 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>Add new Hamilton Site Specific Policy, as follows:  <b>UHN-“Y” Lands located at 286 Sanford Avenue North and 42 Westinghouse Avenue, former City of Hamilton</b>  <b>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, residential uses and other 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.</b>  <b>2.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the existing office building at 286 Sanford Ave. North is permitted to have office floor area in excess of 500 square metres.</b></p>	<p>UHN-“Y” Lands located at 286 Sanford Avenue North and 42 Westinghouse Avenue, former City of Hamilton  1.0 Notwithstanding Policy E.3.2.3 of Volume 1, residential uses and other sensitive land uses are prohibited until a Noise Impact Study and any other required land use compatibility studies are submitted to the satisfaction of the City.  2.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the existing office building at 286 Sanford Ave. North is permitted to have office floor area in excess of 500 square metres.</p>
<p>Add new Hamilton Site Specific Policy, as follows:  <b>UHN-“Z” Lands located at 390 Victoria Avenue North, former City of Hamilton</b>  <b>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, the development of the lands for sensitive land uses shall be prohibited.</b></p>	<p>UHN-“Z” Lands located at 390 Victoria Avenue North, former City of Hamilton  1.0 Notwithstanding Policy E.3.2.3 of Volume 1, the development of the lands for sensitive land uses shall be prohibited.</p>

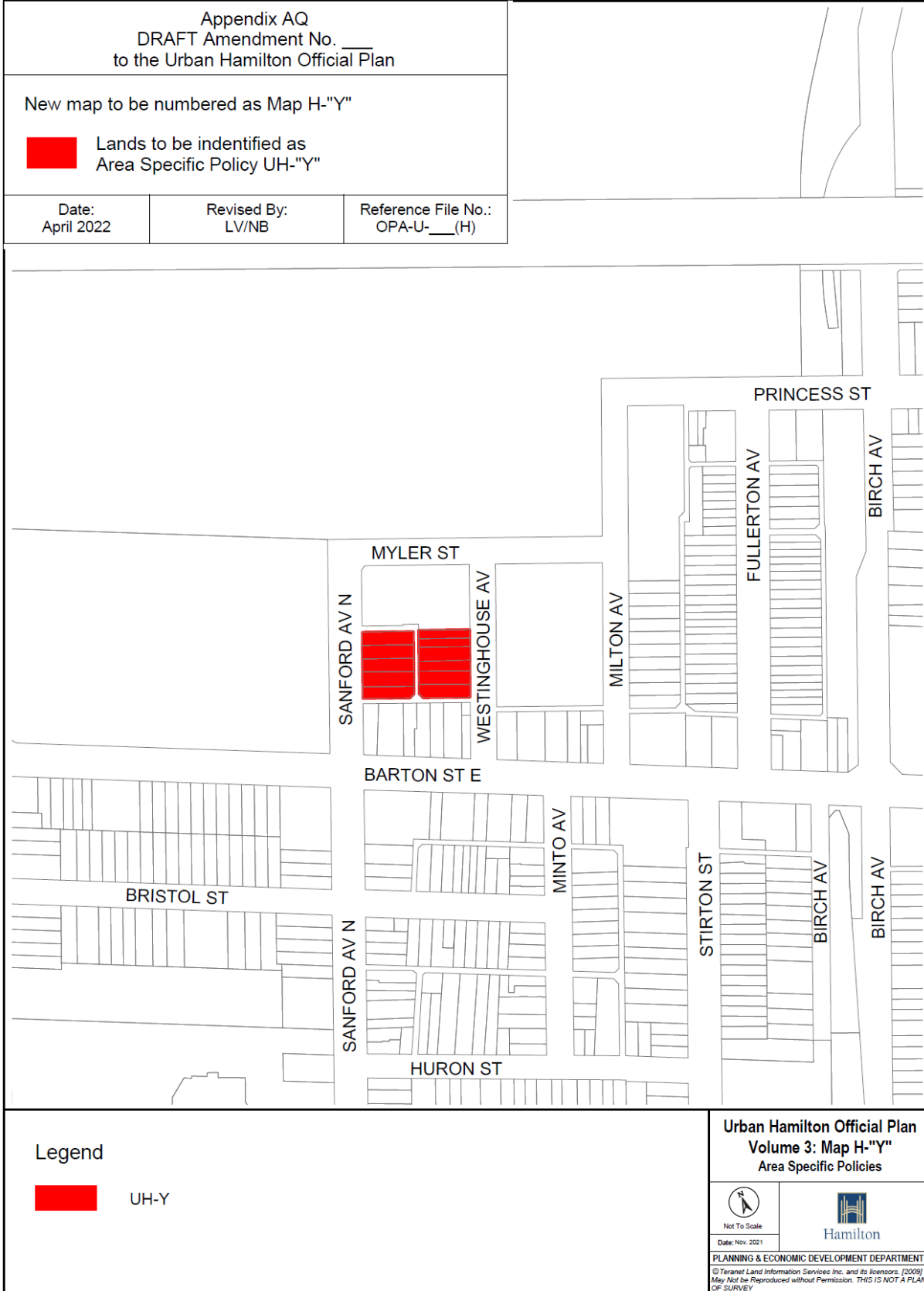
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Add new Hamilton Site Specific Policy, as follows:  <b>UHN-“XX” Lands located at 121 Shaw Street, former City of Hamilton</b>  <b>1.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the gross floor area of the existing individual office building on the lands shall be permitted to exceed 500 square metres.</b></p>	<p>UHN-“XX” Lands located at 121 Shaw Street, former City of Hamilton            1.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the gross floor area of the existing individual office building on the lands shall be permitted to exceed 500 square metres.</p>
<p>Add new Hamilton Site Specific Policy, as follows:  <b>UHC-“X” Lands located at 1280 Rymal Road East and 385 Nebo Road, former City of Hamilton</b>  <b>1.0 Notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also be permitted on the subject lands.</b></p>	<p>UHC-“X” Lands located at 1280 Rymal Road East and 385 Nebo Road, former City of Hamilton            1.0 Notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also be permitted on the subject lands.</p>
<p>Add new Hamilton Site Specific Policy, as follows:  <b>UHC-“Y” Lands located at 1725 Stone Church Road East, 130 &amp; 140 Mud Street East, former City of Hamilton</b>  <b>1.0 In addition to Section E.4.0 – Commercial and Mixed Use Designations, the following policies apply:</b>  <b>a) Notwithstanding policies E.4.7.2 and E.4.7.9, sensitive land uses such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted; and,</b>  <b>b) As part of a complete Application for development, an Architectural and Urban Design Guidelines document shall be prepared and submitted to the satisfaction of the City, describing the overall community structure of the subject lands and providing built form and landscaping guidelines to ensure that the physical design of the site is consistent with the overall intended character and design vision for the neighboring Heritage Greene lands to the east. Specifically, the guidelines should address private and public realm components, including streetscape design, connectivity and enhancement of the pedestrian network, and the physical design of any proposed open space and built form. The submitted Architectural and Urban Design Guidelines shall also address policy C.3.3 - Urban Design Policies, and the City’s Site Plan Guidelines.</b></p>	<p>UHC-“Y” Lands located at 1725 Stone Church Road East, 130 &amp; 140 Mud Street East, former City of Hamilton            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; and,            b) As part of a complete Application for development, an Architectural and Urban Design Guidelines document shall be prepared and submitted to the satisfaction of the City, describing the overall community structure of the subject lands and providing built form and landscaping guidelines to ensure that the physical design of the site is consistent with the overall intended character and design vision for the neighbouring Heritage Greene lands to the east. Specifically, the guidelines should address private and public realm components, including streetscape design, connectivity and enhancement of the pedestrian network, and the physical design of any proposed open space and built form. The submitted Architectural and Urban Design Guidelines shall also address policy C.3.3 - Urban Design Policies, and the City’s Site Plan Guidelines.</p>

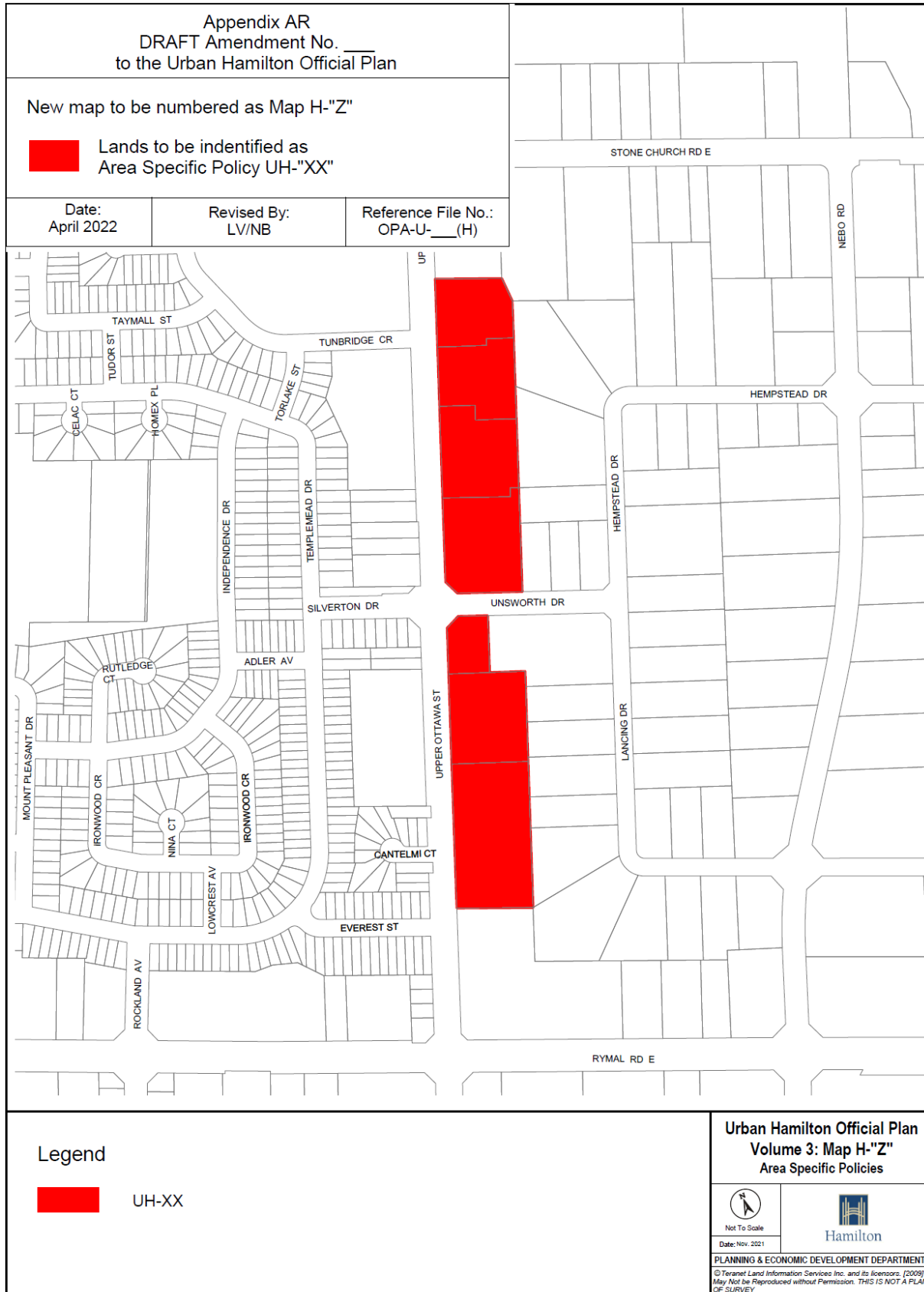
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text</b> = text to be added</p>
<p>Add new Stoney Creek Site Specific Policy, as follows:  <b>USCC-"X" Lands located at 645-655 Barton Street, former City of Stoney Creek</b>  <b>1.0 Notwithstanding policies E.4.7.2 and E.4.7.9 of Volume 1, sensitive land uses such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.</b></p>	<p>USCC-"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, <i>sensitive land uses</i> such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.</p>



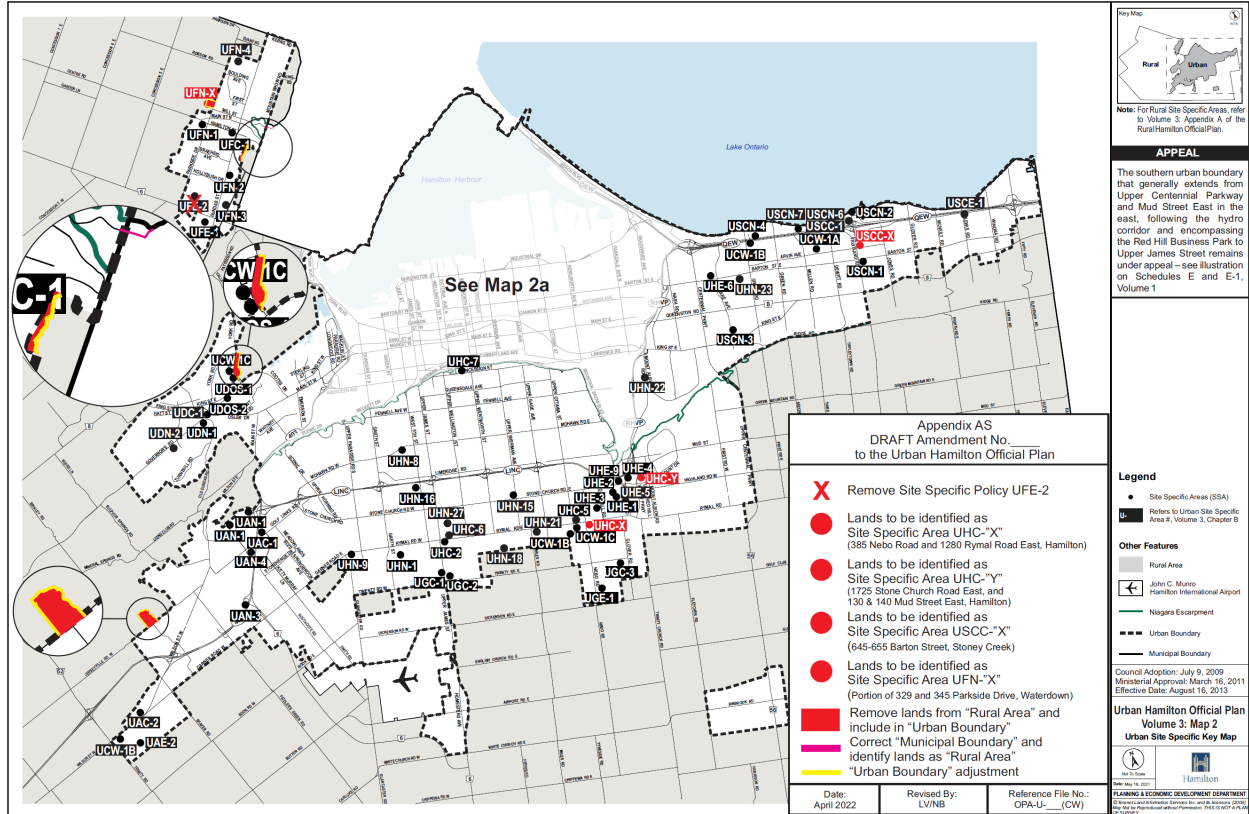


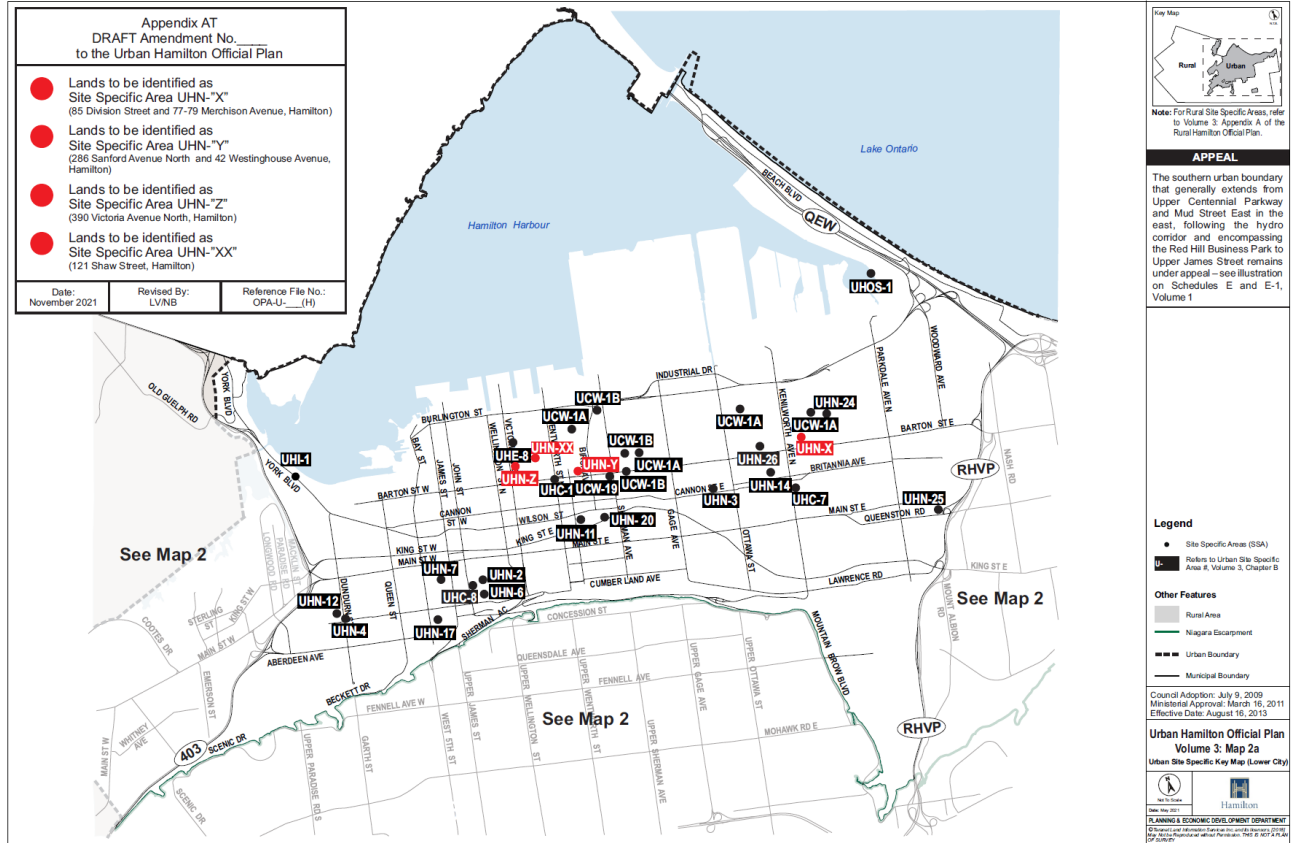












## PROPOSED Rural Hamilton Official Plan Amendment No. X

The following text, together with:

**Volume 1**

- Appendix “A” Chapter B – Communities
- Appendix “B” Chapter D – Rural Systems, Designations and Resources
- Appendix “C” Schedule A – Provincial Plans
- Appendix “D” Schedule B – Natural Heritage System
- Appendix “E” Schedule B-1 – Detailed Natural Heritage Features Life Science ANSI
- Appendix “F” Schedule B-2 – Detailed Natural Heritage Features Significant Woodlands
- Appendix “G” Schedule B-3 – Detailed Natural Heritage Features Alvar and Tallgrass Prairie
- Appendix “H” Schedule B-4 – Detailed Natural Heritage Features Key Hydrologic Features
- Appendix “I” Schedule B-5 – Detailed Natural Heritage Features Lakes and Littoral Zones
- Appendix “J” Schedule B-6 – Detailed Natural Heritage Features Environmentally Significant Areas
- Appendix “K” Schedule B-7 – Detailed Natural Heritage Features Local Natural Area Earth Science ANSI
- Appendix “L” Schedule B-8 – Detailed Natural Heritage Features Key Hydrologic Features Streams
- Appendix “M” Schedule C – Functional Road Classifications
- Appendix “N” Schedule D – Rural Land Use Designations
- Appendix “O” Schedule F – Airport Influence Area
- Appendix “P” Schedule G – Source Protection Vulnerable Area
- Appendix “Q” Appendix A – Parks Classification
- Appendix “R” Appendix C – Non-Renewable Resources
- Appendix “S” Appendix C-1 – Non-Renewable Resources – Gas and Petroleum Wells
- Appendix “T” Appendix D – Noise Exposure Forecast Contours and Primary Airport Zoning Regulations
- Appendix “U” Appendix E – Former Landfill Sites
- Appendix “V” Appendix F – Rural Cultural Heritage Resources
- Appendix “W” Appendix F-2 – Rural Archaeological Potential

**Volume 3**

- Appendix “X” Chapter A – Rural Special Policy Areas

Appendix "Y"      Map A – Special Policy Areas  
Appendix "Z"      Appendix A – Site Specific Key Map

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 employment 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.

## ***Schedules and Appendices***

### 4.1.7 Schedules

- a. That Volume 1: Schedule A – Provincial Plans be amended, as shown on Appendix "C", attached to this Amendment.
- b. That Volume 1: Schedule B – Natural Heritage Systems be amended, as shown on Appendix "D", attached to this Amendment.
- c. That Volume 1: Schedule B-1 – Detailed Natural Heritage Features Life Science ANSI be amended, as shown on Appendix "E", attached to this Amendment.
- d. That Volume 1: Schedule B-2 – Detailed Natural Heritage Features Significant Woodlands be amended, as shown on Appendix "F", attached to this Amendment.
- e. That Volume 1: Schedule B-3 – Detailed Natural Heritage Features Alvar and Tallgrass Prairie be amended, as shown on Appendix "G", attached to this Amendment.
- f. That Volume 1: Schedule B-4 – Detailed Natural Heritage Features Key Hydrologic Features be amended, as shown on Appendix "H", attached to this Amendment.
- g. That Volume 1: Schedule B-5 – Detailed Natural Heritage Features Lakes and Littoral Zones be amended, as shown on Appendix "I", attached to this Amendment.
- h. That Volume 1: Schedule B-6 – Detailed Natural Heritage Features Environmentally Significant Areas be amended, as shown on Appendix "J", attached to this Amendment.
- i. That Volume 1: Schedule B-7 – Detailed Natural Heritage Features Local Natural Area Earth Science ANSI be amended, as shown on Appendix "K", attached to this Amendment.
- j. That Volume 1: Schedule B-8 – Detailed Natural Heritage Features Key Hydrologic Features Streams be amended, as shown on Appendix "L", attached to this Amendment.
- k. That Volume 1: Schedule C – Functional Road Classifications be amended, as shown on Appendix "M", attached to this Amendment.

- l. That Volume 1: Schedule D – Rural Land Use Designations be amended, as shown on Appendix "N", attached to this Amendment.
- m. That Volume 1: Schedule F – Airport Influence Area be amended, as shown on Appendix "O", attached to this Amendment.
- n. That Volume 1: Schedule G – Source Protection Vulnerable Area be amended, as shown on Appendix "P", attached to this Amendment.

#### 4.1.8 Appendices

- a. That Volume 1: Appendix A – Parks Classification be amended, as shown on Appendix "Q", attached to this Amendment.
- b. That Volume 1: Appendix C – Non-Renewable Resources be amended, as shown on Appendix "R", attached to this Amendment.
- c. That Volume 1: Appendix C-1 – Non-Renewable Resources – Gas and Petroleum Wells be amended, as shown on Appendix "S", attached to this Amendment.
- d. That Volume 1: Appendix D – Noise Exposure Forecast Contours and Primary Airport Zoning Regulations be amended, as shown on Appendix "T", attached to this Amendment.
- e. That Volume 1: Appendix E – Former Landfill Sites be amended, as shown on Appendix "U", attached to this Amendment.
- f. That Volume 1: Appendix F – Rural Cultural Heritage Resources be amended, as shown on Appendix "V", attached to this Amendment.
- g. That Volume 1: Appendix F-2 – Rural Archaeological Potential be amended, as shown on Appendix "W", 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 "X", 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 "Y", attached to this Amendment.
  
- a. That Volume 3: Appendix A – Rural Site Specific Key Map be amended, as shown on Appendix "Z", attached to this Amendment.

**5.0 Implementation:**

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

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

**The  
City of Hamilton**

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

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

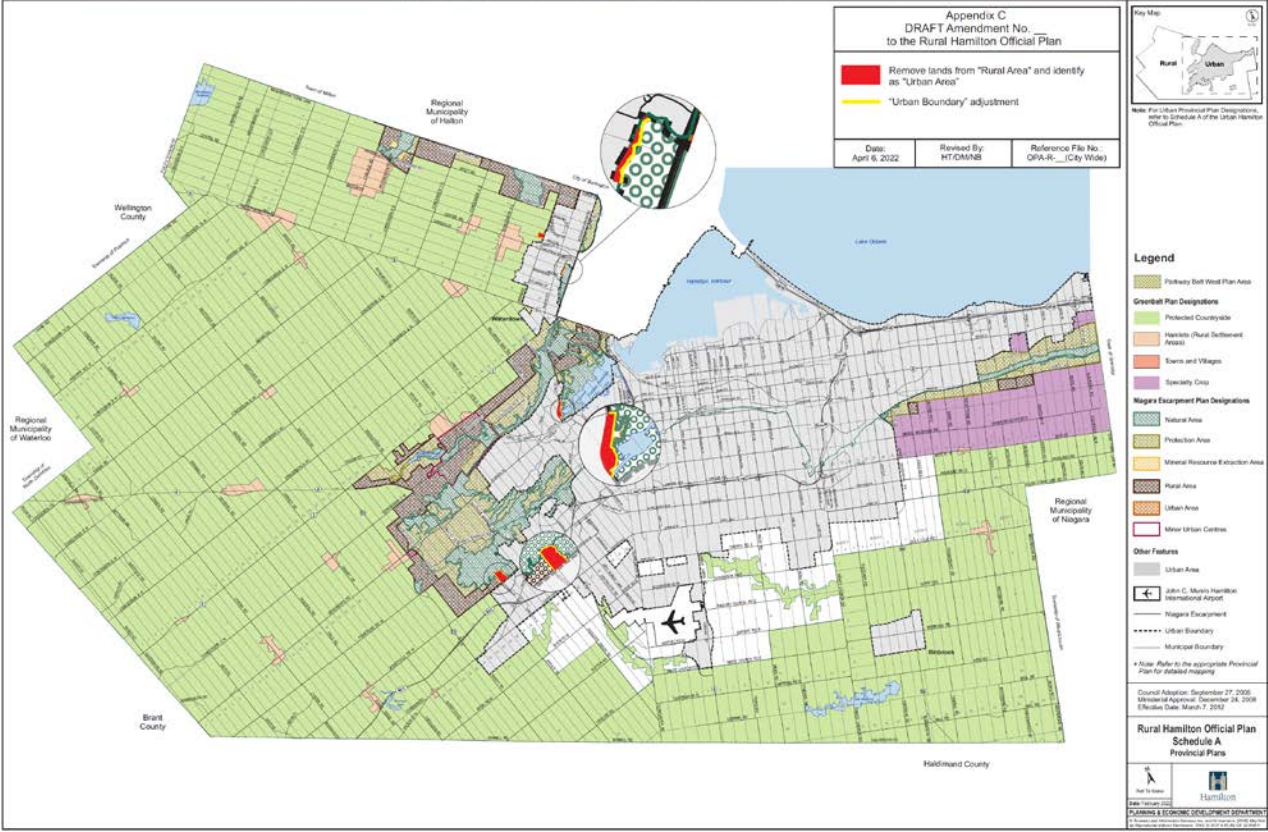
Appendix “A” – Volume 1: Chapter B – Communities

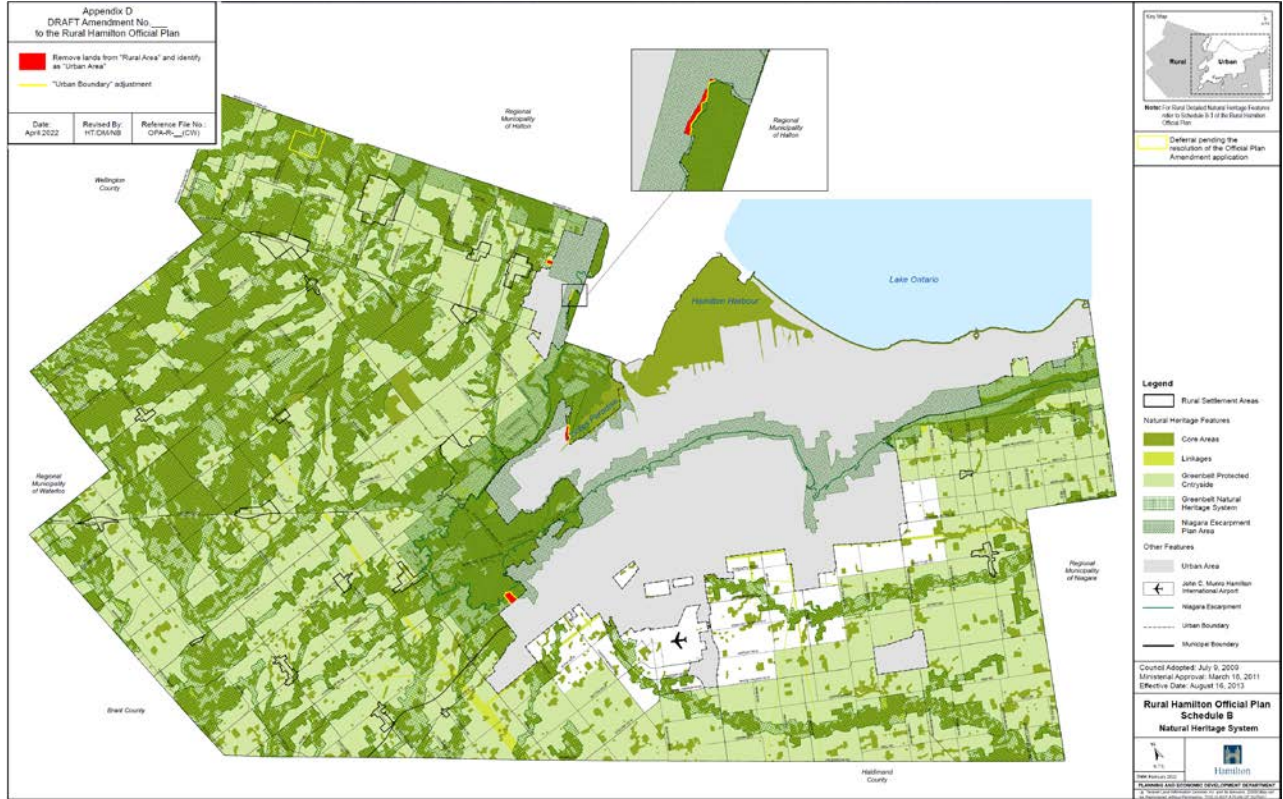
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>B.2.1 Communities in the <i>rural area</i> of the City of Hamilton can be defined in multiple ways. Land use definitions of communities include:            a) the <i>urban boundary</i> which delineates the urban area from the <i>rural area</i>. <del>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;</del> and, ...</p>	<p>B.2.1 Communities in the <i>rural area</i> of the City of Hamilton can be defined in multiple ways. Land use definitions of communities include:            a) the <i>urban boundary</i> which delineates the urban area from the <i>rural area</i>. The urban boundary is delineated through the Urban Hamilton Official Plan. It is the intent of the City of Hamilton to maintain a firm urban boundary. Lands shall not be removed from the boundaries of <i>Rural Hamilton</i> and added to the <i>Urban Area</i>; and, ...</p>

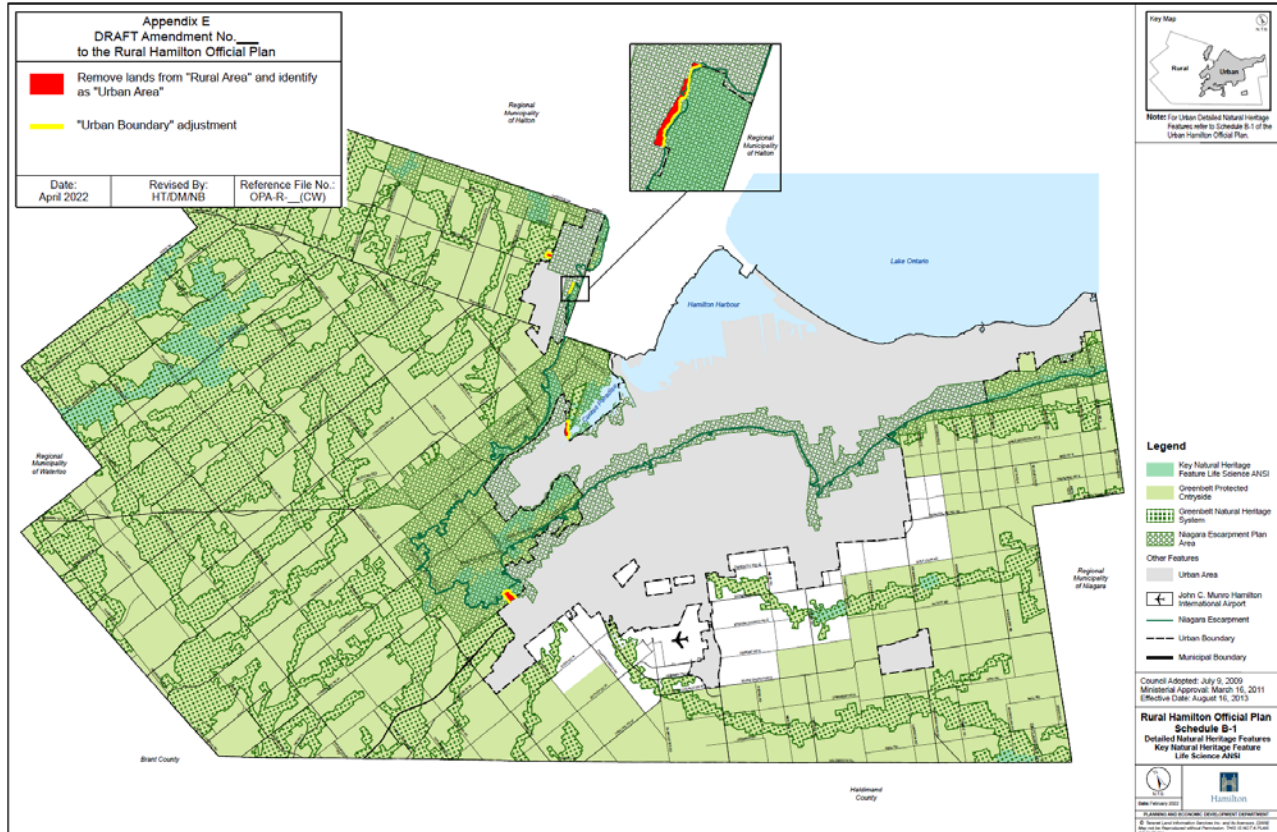


Appendix “B” – Volume 1: Chapter D – Rural Systems, Designations and Resources

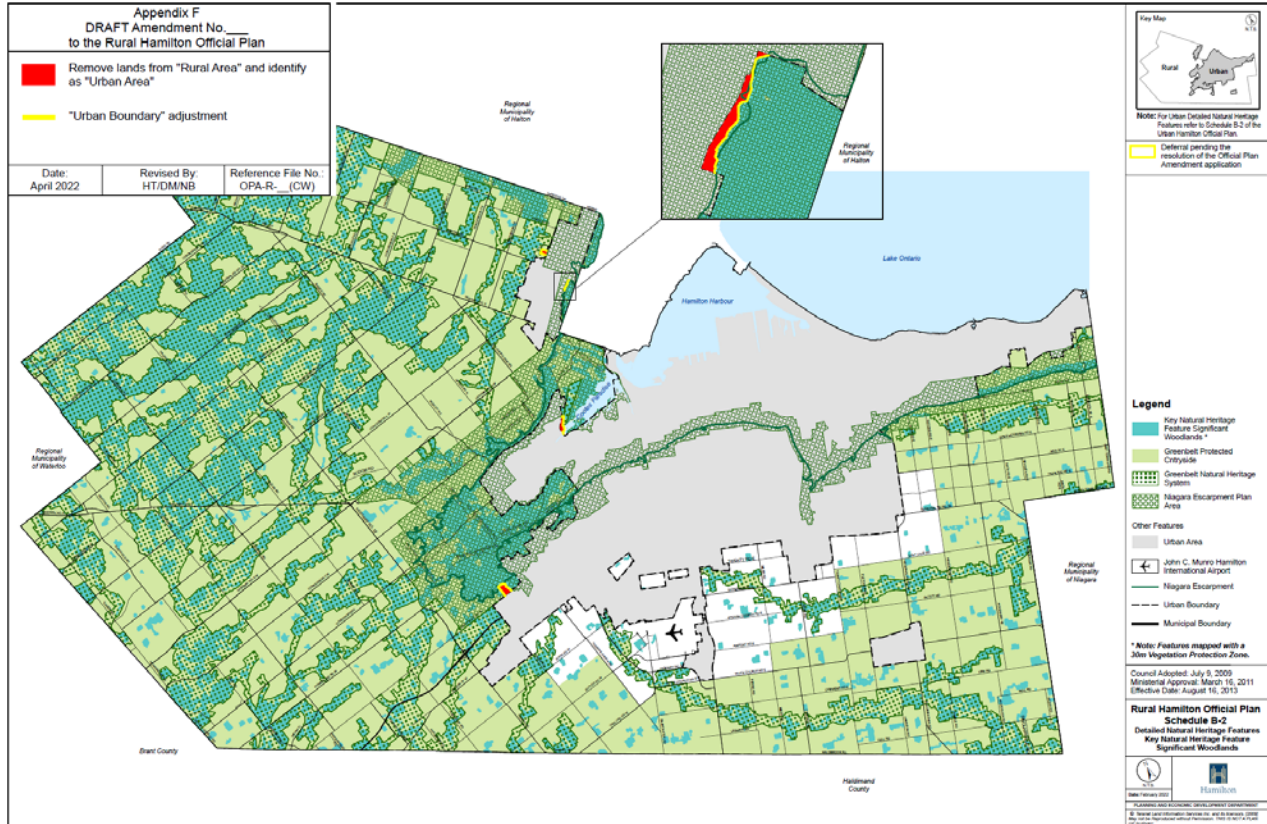
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<p>Add new policy D.3.2.1 and renumber subsequent policies accordingly:</p> <p><b>D.3.2.1 Lands designated Specialty Crop shall not be redesignated for <i>non-agricultural uses</i>.</b></p>	<p>D.3.2.1 Lands designated Specialty Crop shall not be redesignated for <i>non-agricultural uses</i>.</p>
<p>Add new policy D.4.2.1 and renumber subsequent policies accordingly:</p> <p><b>D.4.2.1 Lands designated Rural shall not be redesignated for uses not permitted by the policies of this Plan.</b></p>	<p>D.4.2.1 Lands designated Rural shall not be redesignated for uses not permitted by the policies of this Plan.</p>

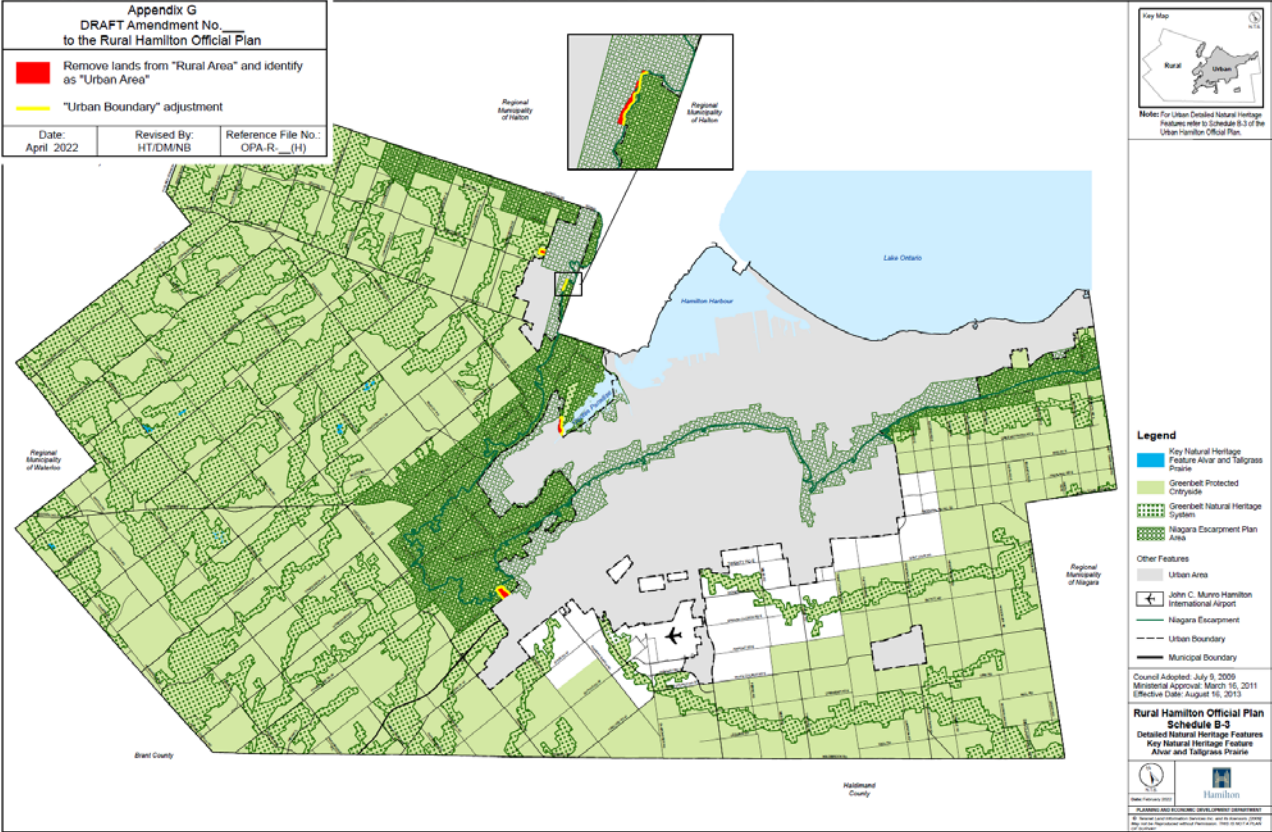


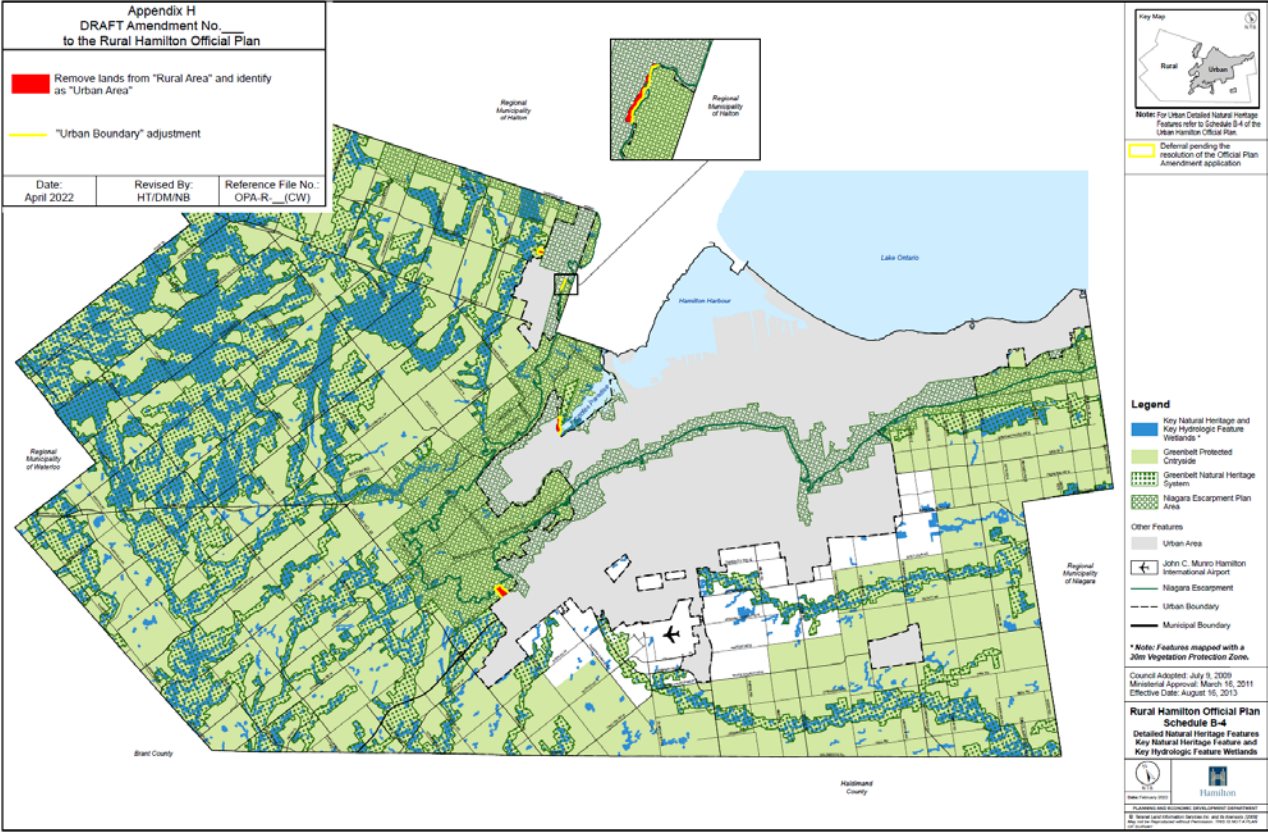




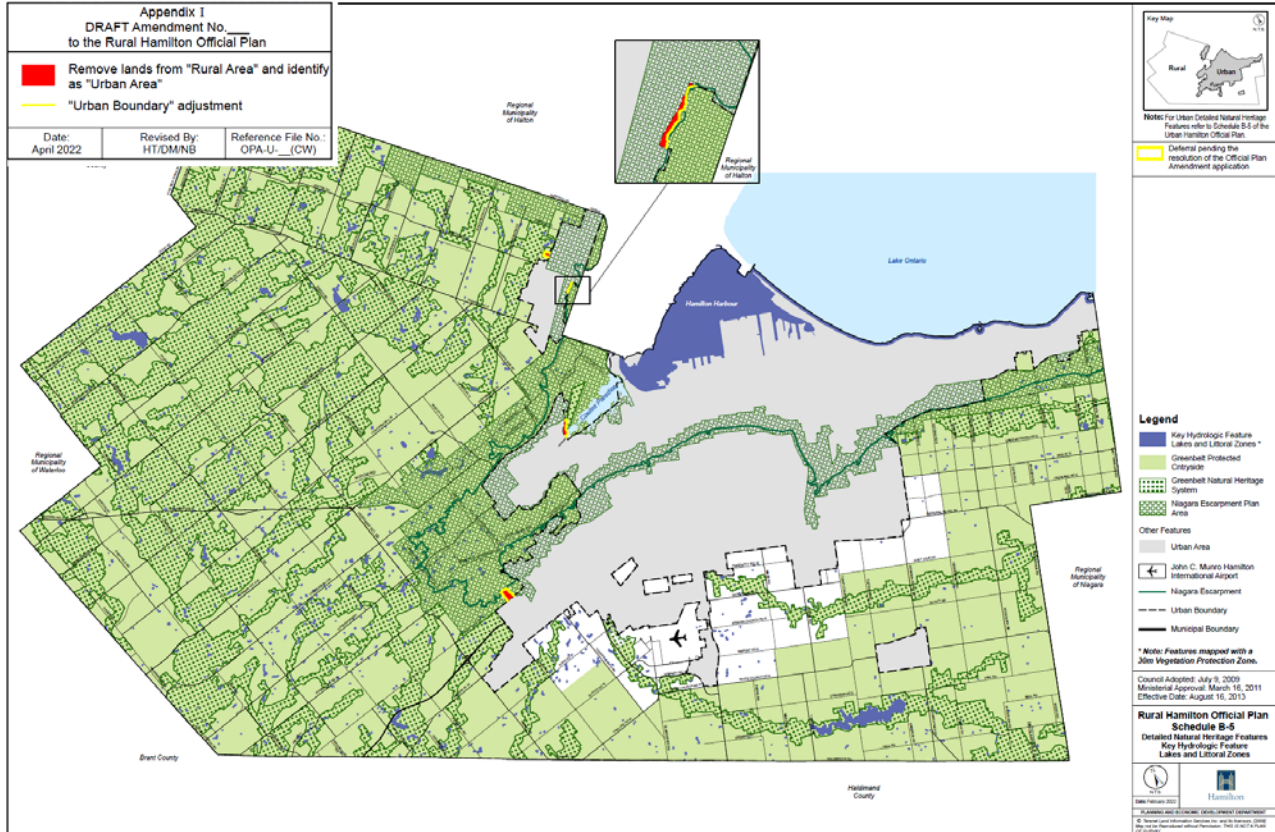




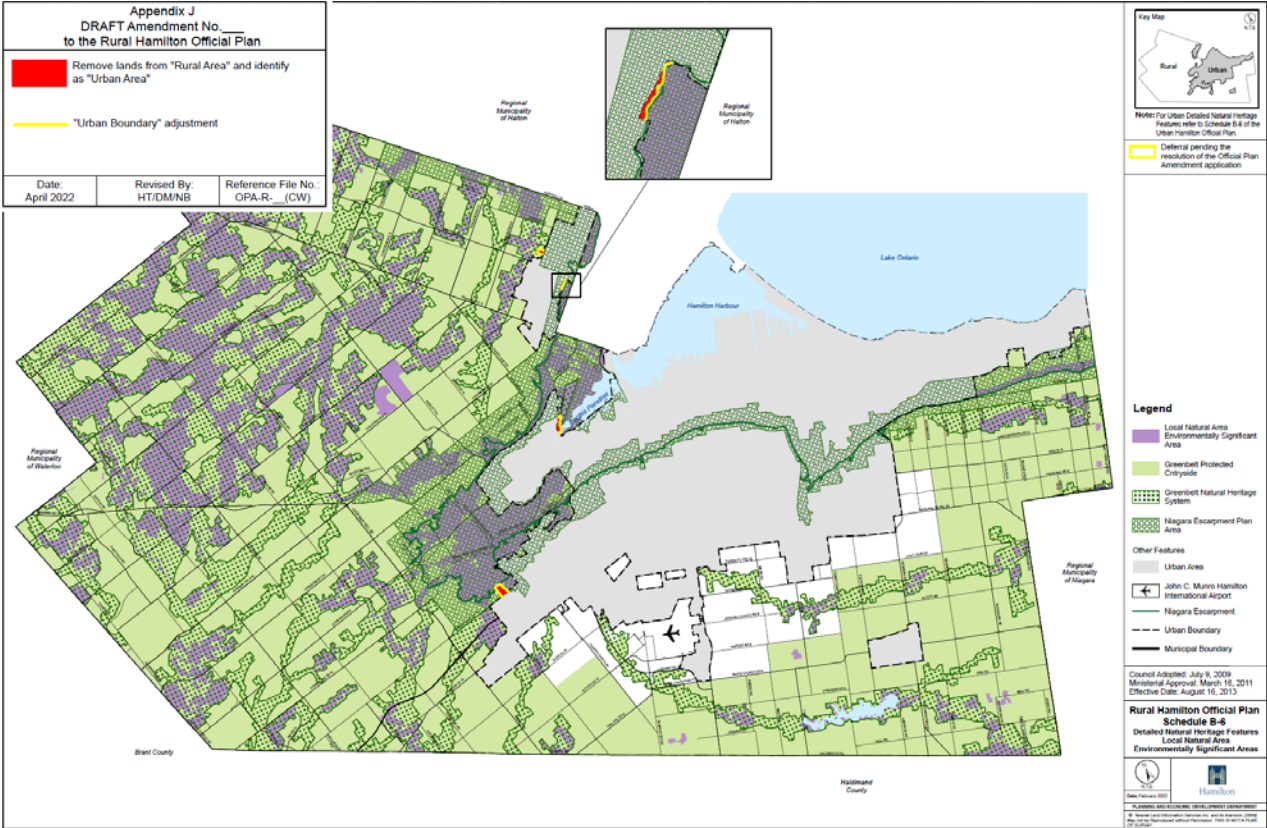


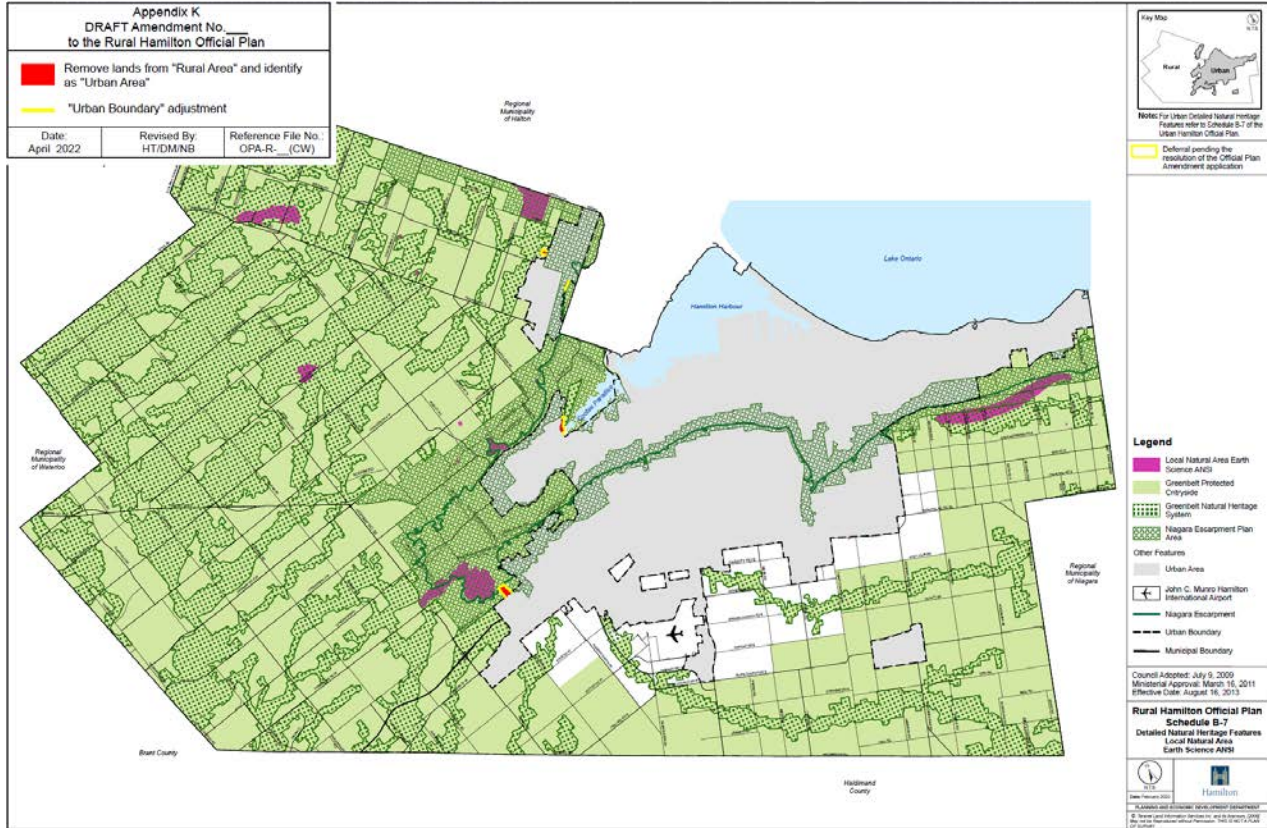


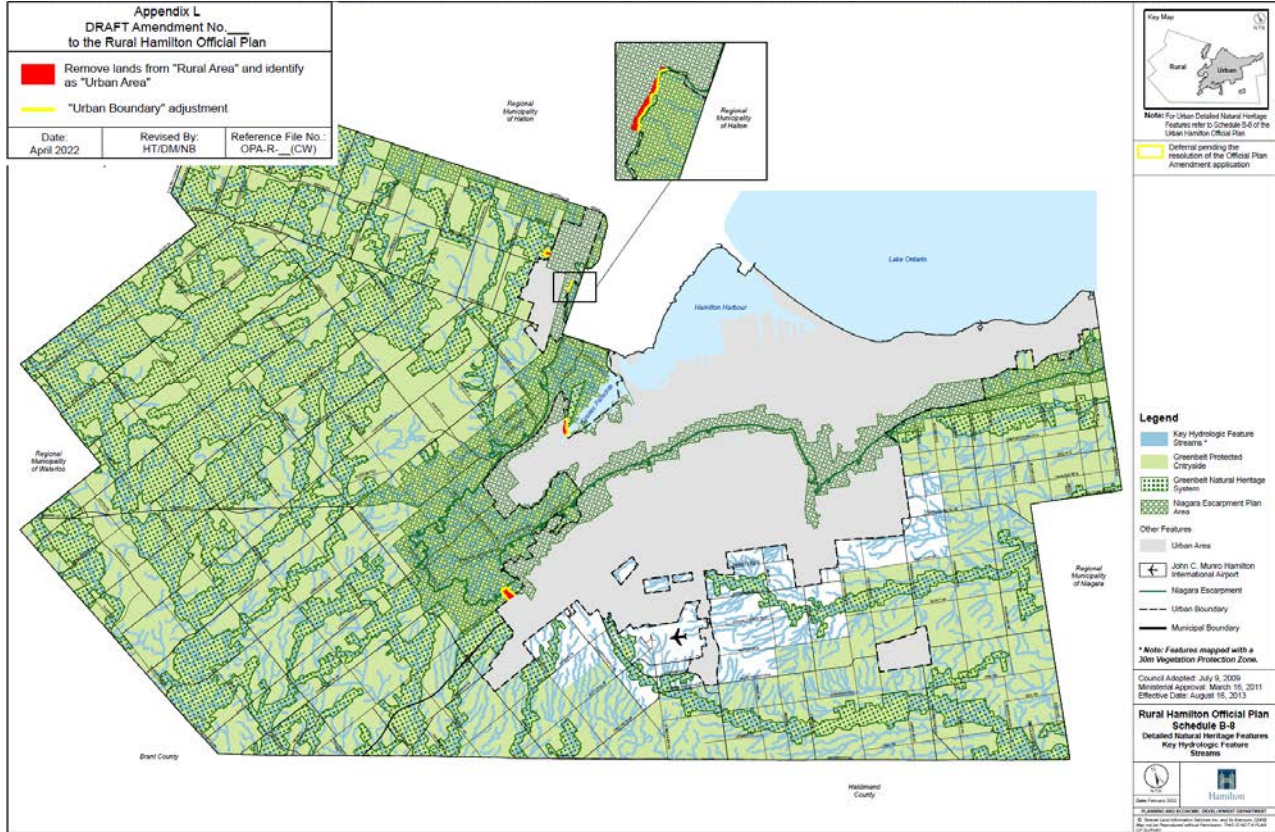




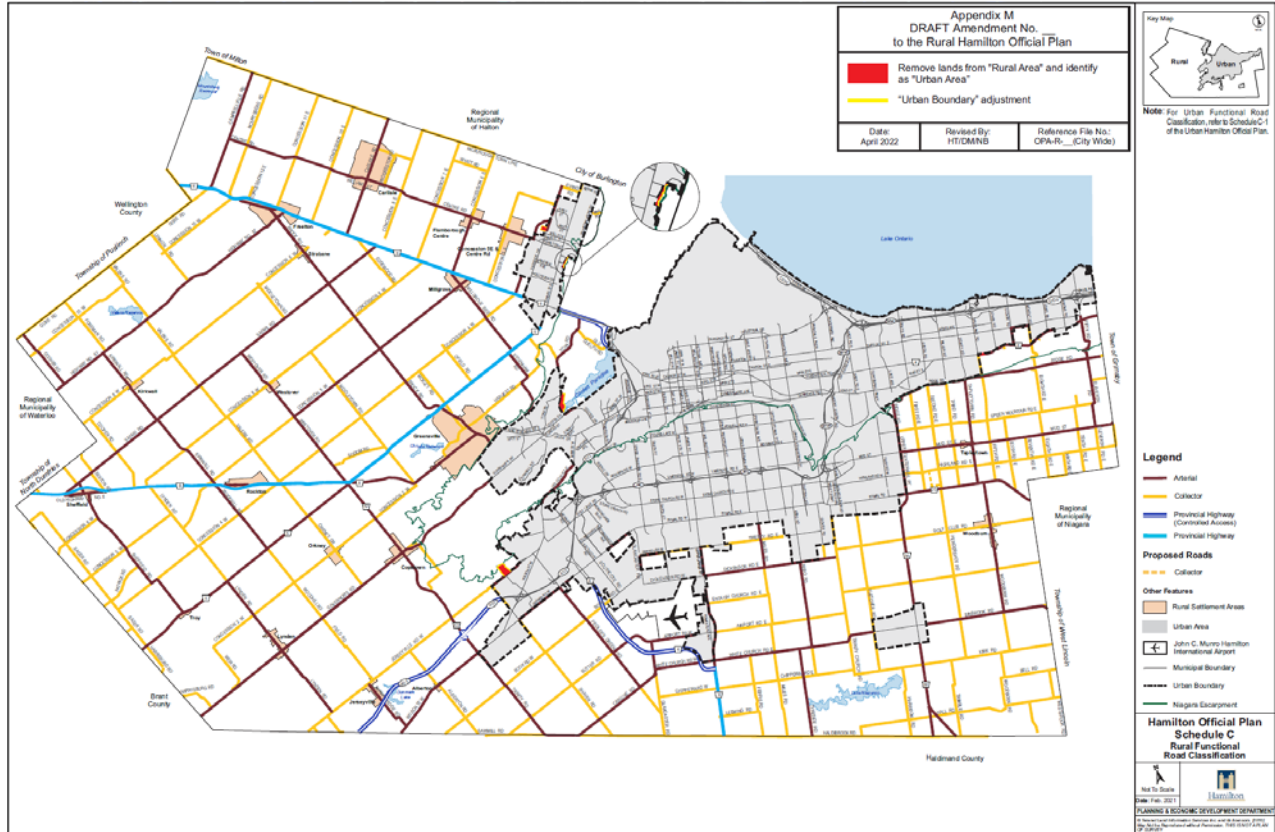


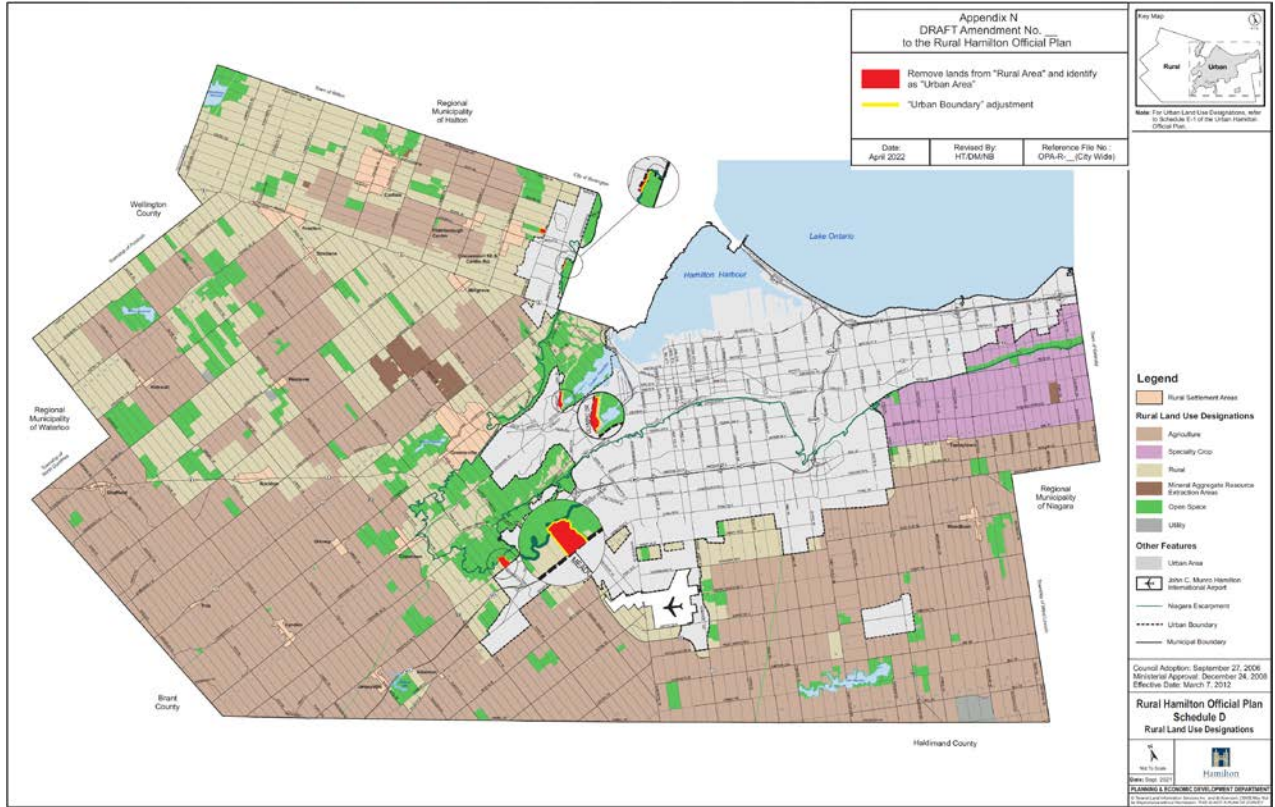


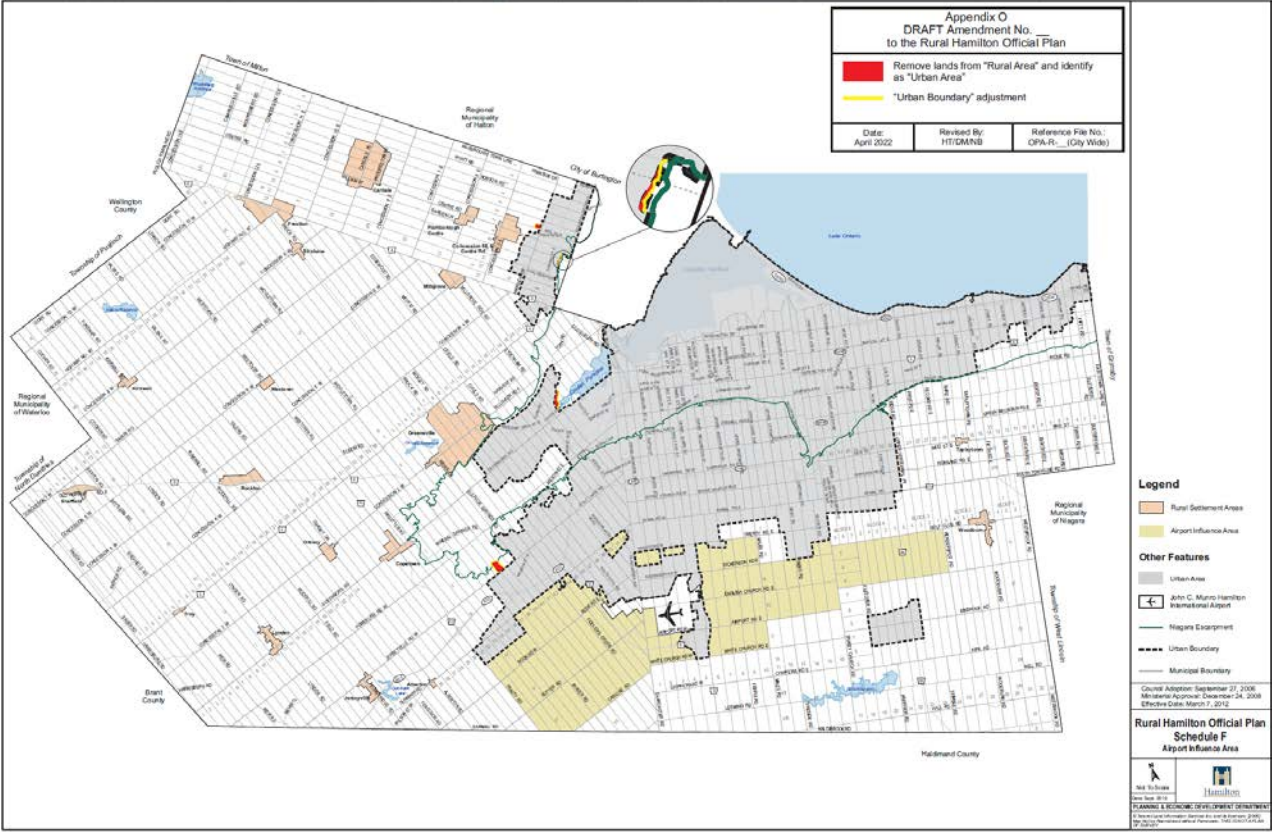


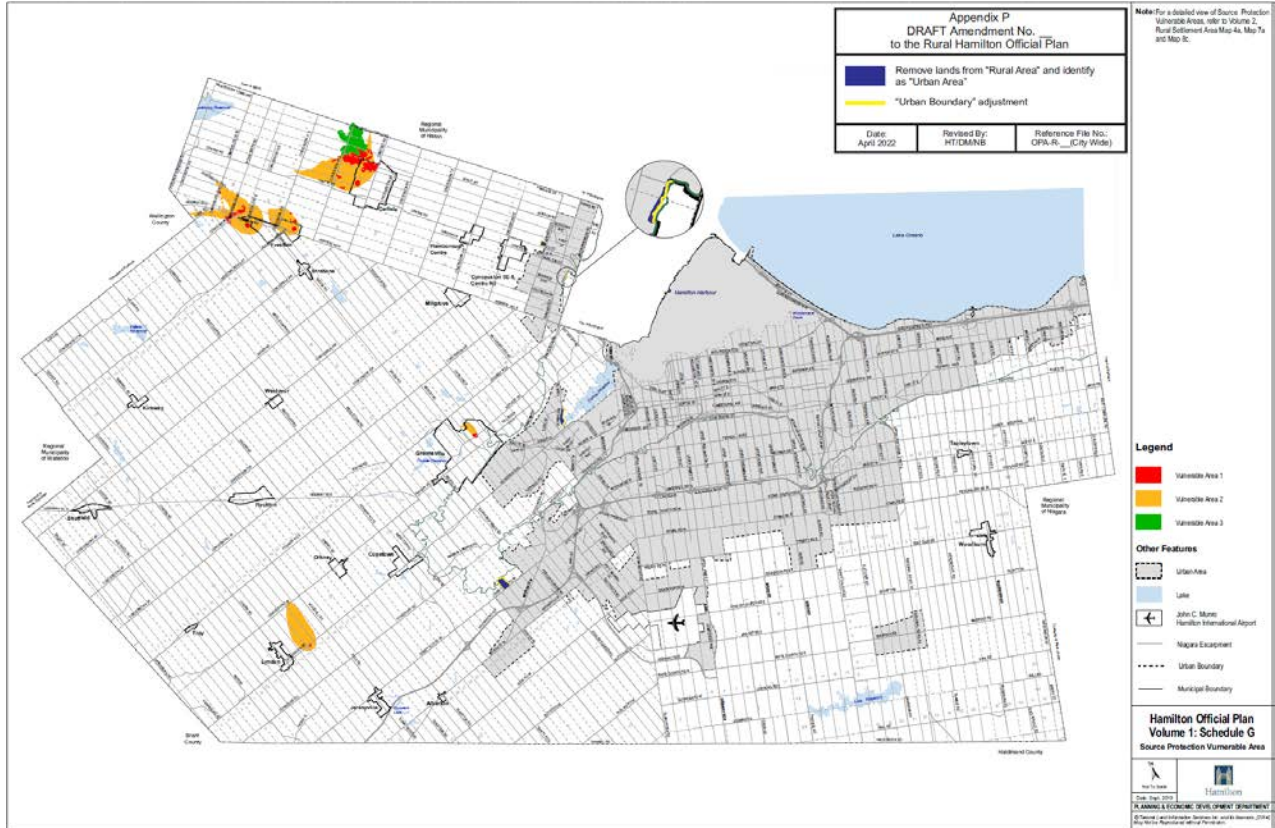




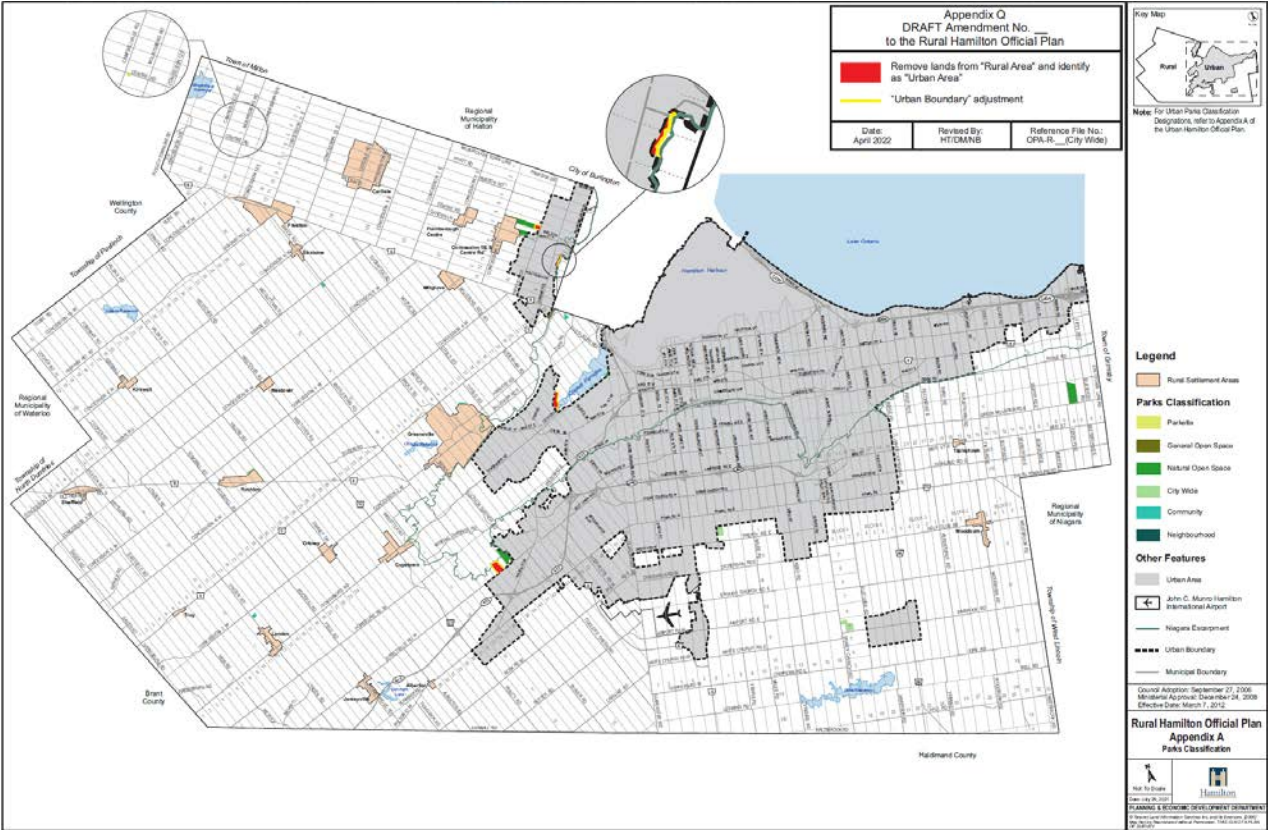






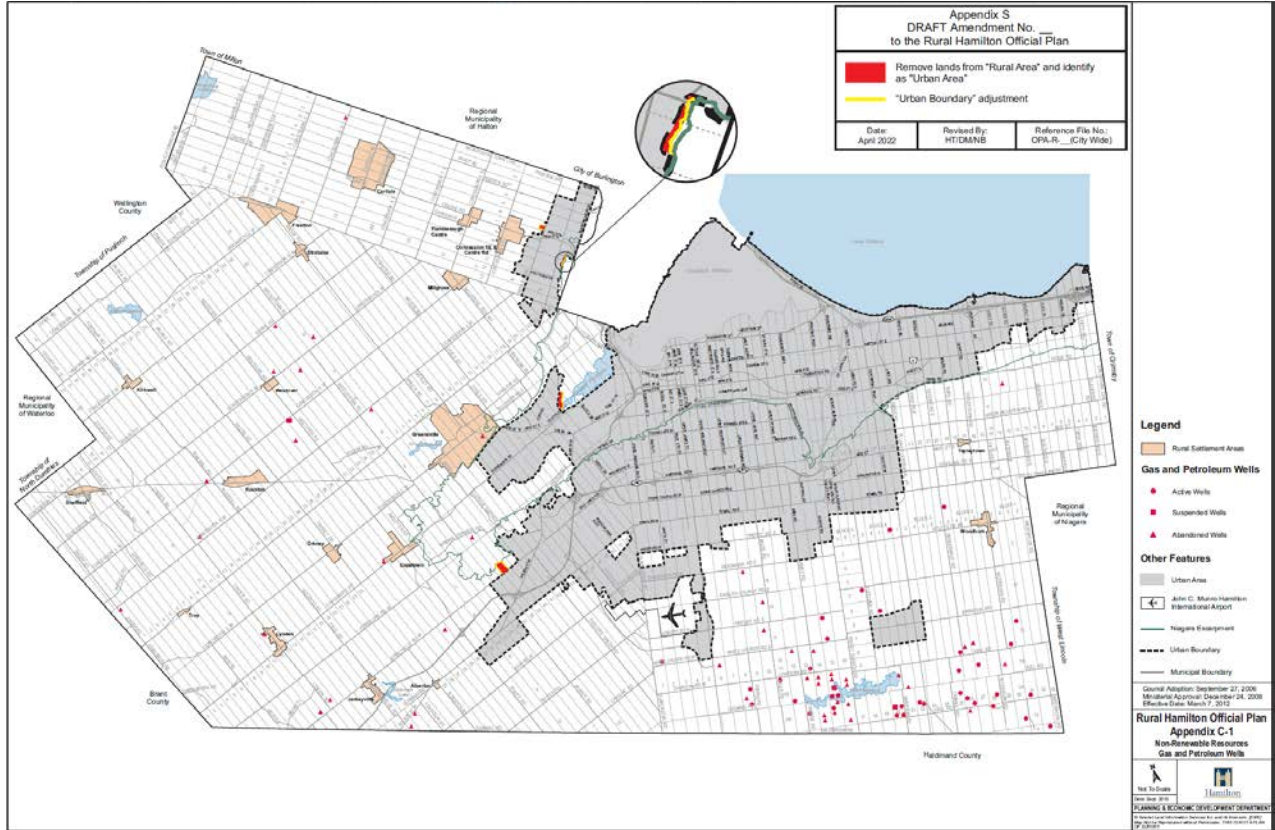


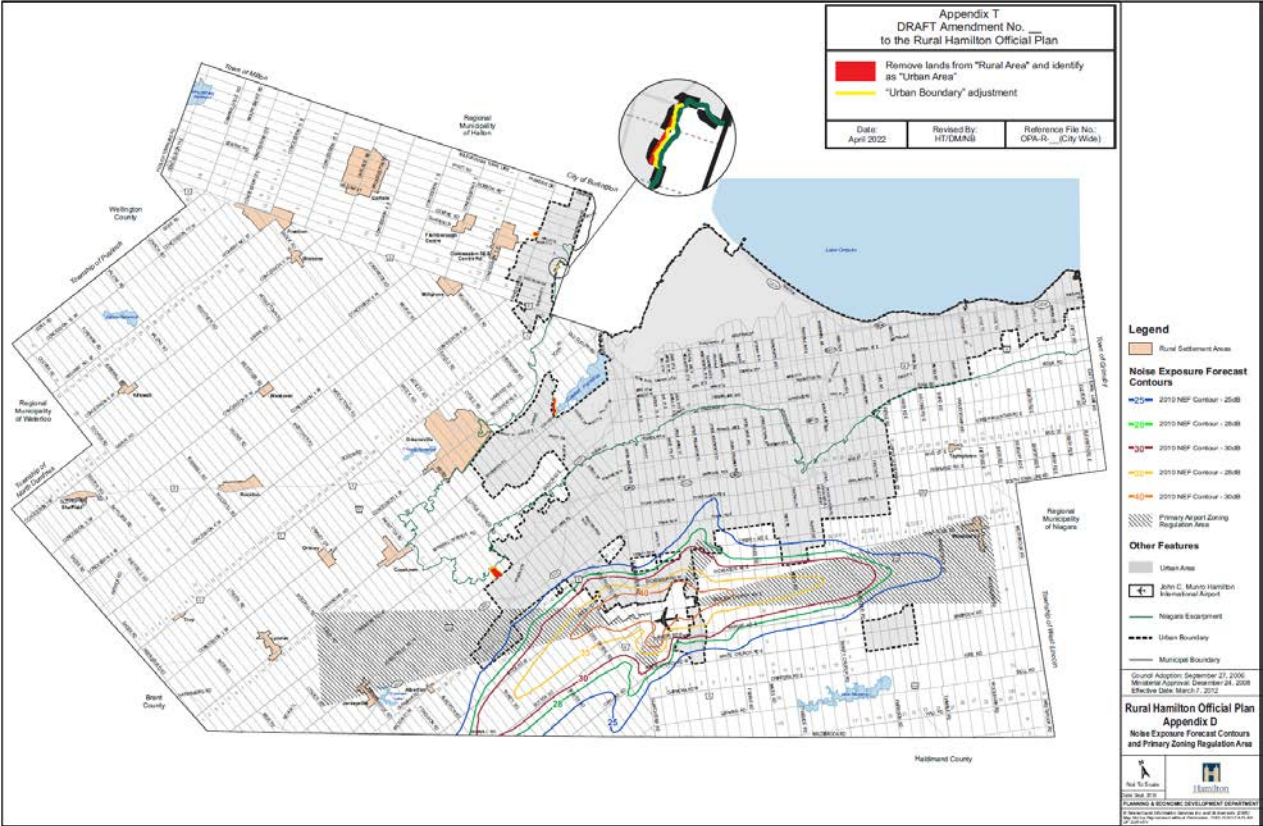




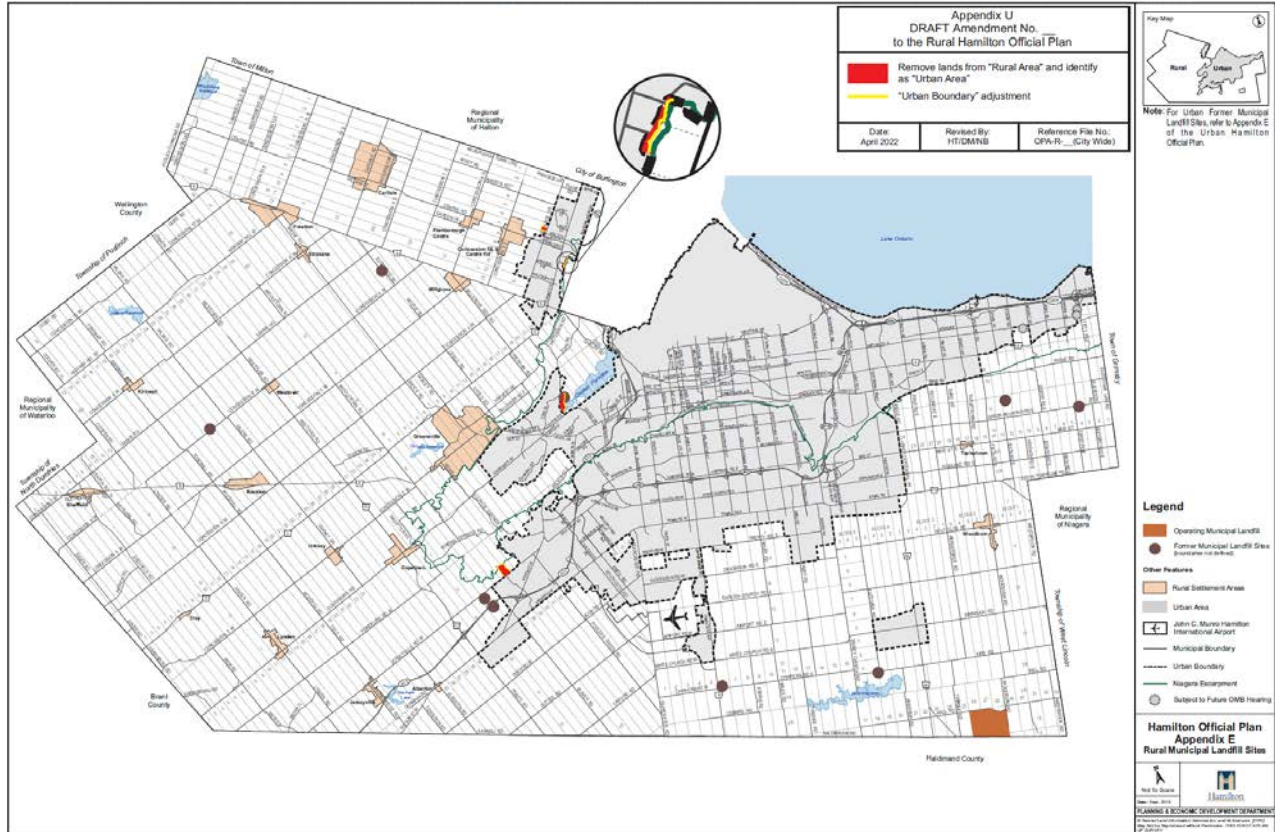


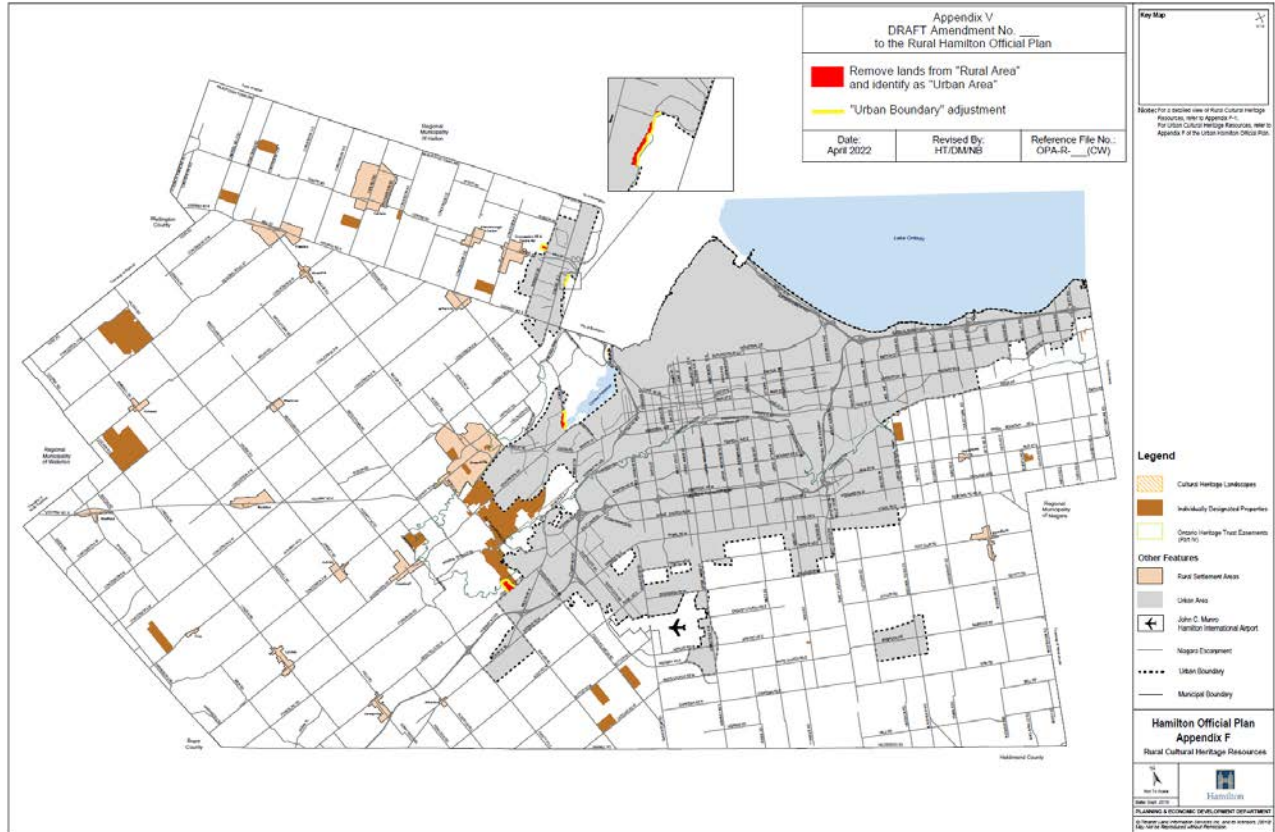


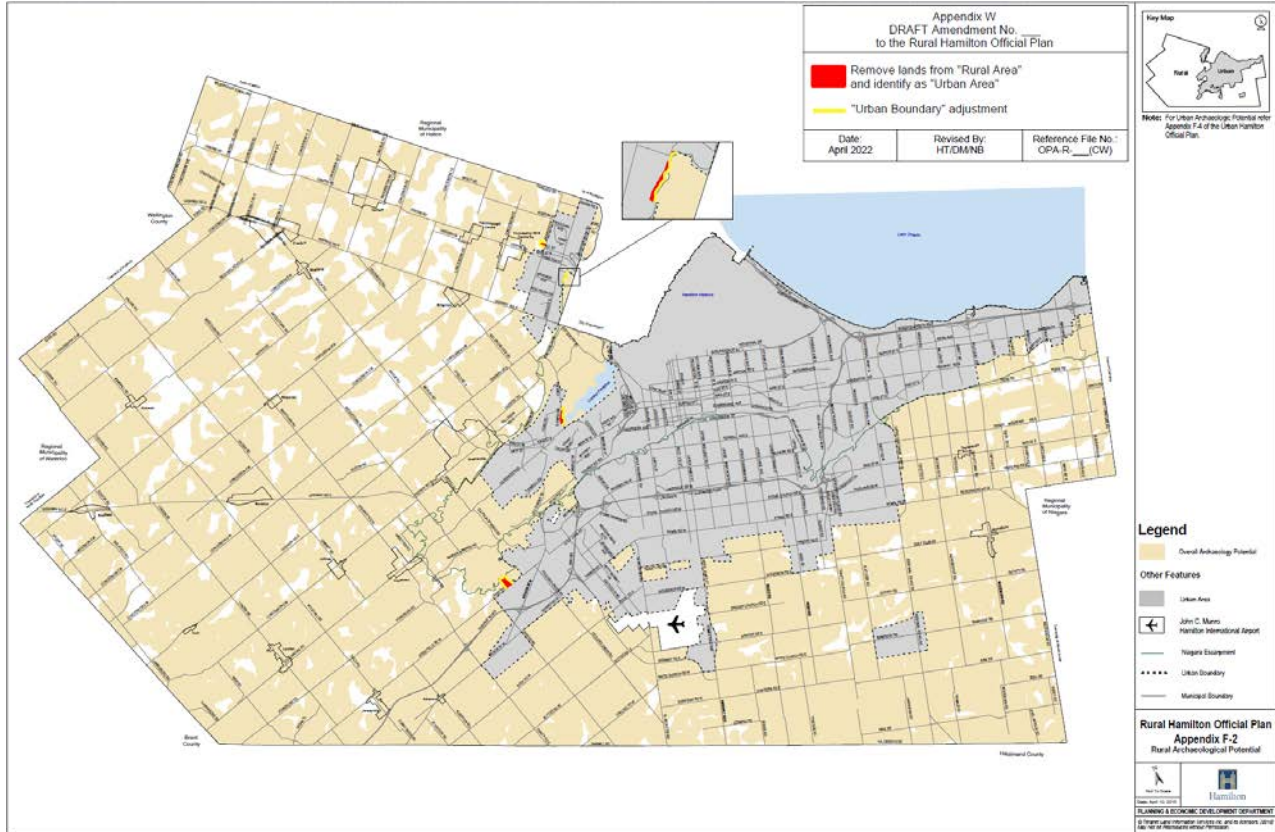












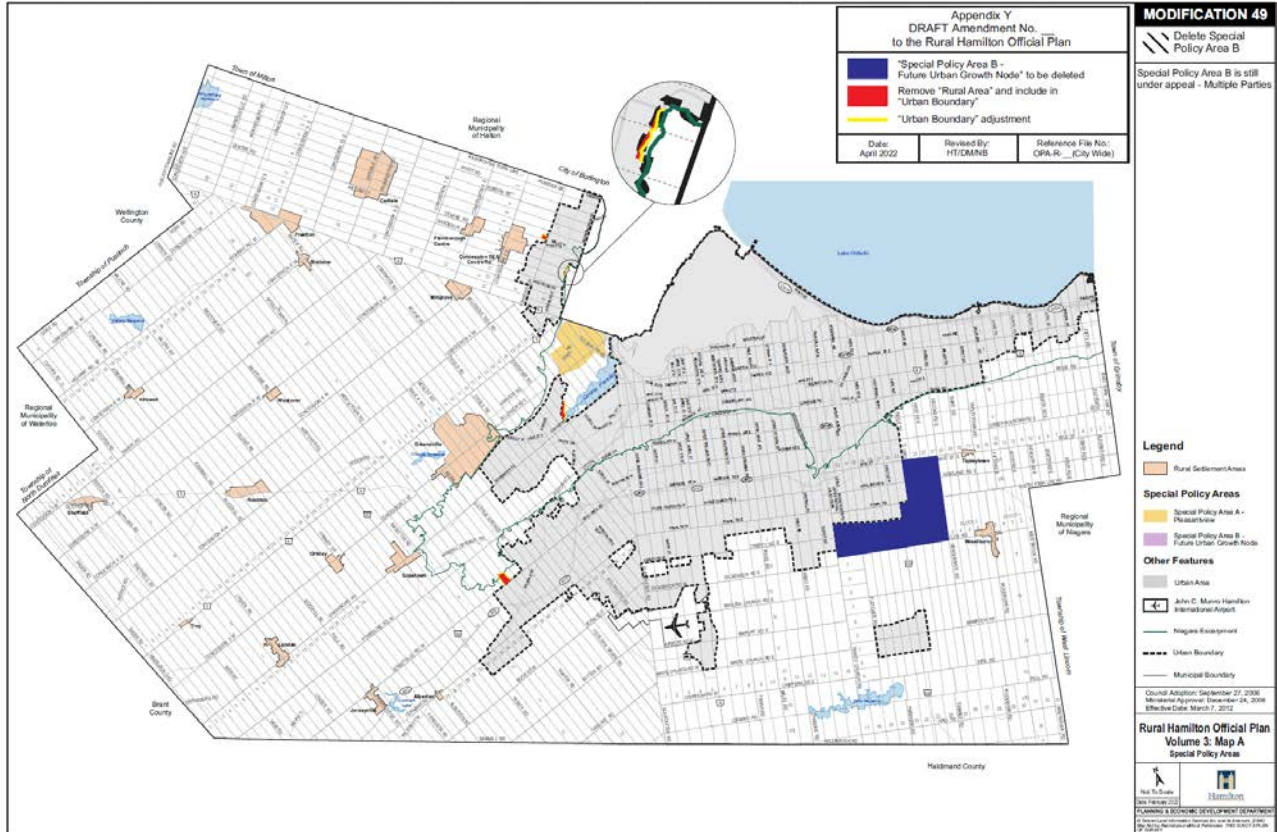
Appendix “X” – Volume 3: Chapter A – Rural Special Policy Areas

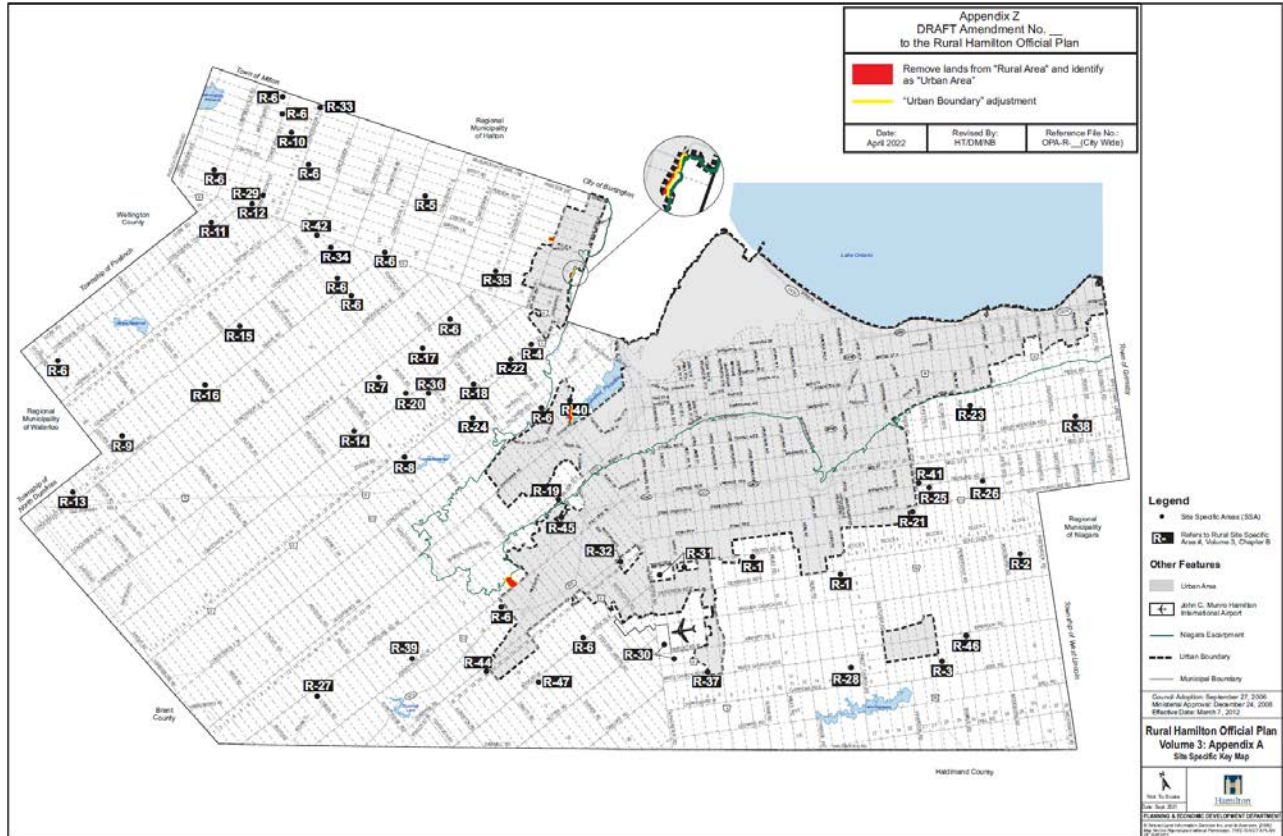
Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p>Bolded text = text to be added</p>
<p>Delete Special Policy Area B in its entirety.</p> <p><b>A.2.0 SPA B – FUTURE URBAN GROWTH DISTRICT</b></p> <p>The lands identified as Special Policy Area B on Map A – Special Policy Areas, are generally bounded by Mud Street, Second Road and Hendershot Road on the east, Golf Club Road on the south, Trinity Church Road on the west and the existing urban boundary (west side of Centennial Parkway) on the north. Following a comprehensive growth management study known as GRIDS (Growth Related Integrated Development Strategy), Council has approved SPA B to be the preferred location of a future transit oriented urban community integrated with the existing land uses and servicing infrastructure of urban communities in the present Urban Area boundaries to the west and north.</p> <p><b>2.1</b> The lands identified as SPA B are designated on Schedule D – Rural Land Use Designations, as Agriculture and Rural by this Plan and are subject to all relevant policies pertaining to agriculture and rural uses at this time. They shall not be construed to be within the Urban Area until such time as a comprehensive amendment has been developed by the City of Hamilton and approved to permit urban uses in part or all of such lands.</p> <p><b>2.2</b> The City shall not accept nor approve a privately initiated amendment to this Plan pertaining to SPA B prior to consideration of the municipally initiated studies as set out below and the preparation and final approval of a municipally initiated comprehensive amendment to permit urban uses in part or all of SPA B.</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"> <li>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;</li> <li>b) A sub-watershed plan, including management objectives for storm water infrastructure;</li> <li>c) Environmental Impact Statements pertaining to the Natural Heritage System as required by applicable Official Plan and provincial policies;</li> <li>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;</li> <li>e) Completion of a financing policy for urban services and other community infrastructure;</li> <li>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;</li> <li>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</li> <li>h) Other studies and policies which the City deems necessary for the development of SPA B as a sustainable transit oriented urban community.</li> </ul> <p><b>2.3</b> In addition to the above, the City shall also prepare a Secondary Plan concurrently with, or immediately following, the approval of the comprehensive amendment. Through this Secondary Plan, the following additional requirements will be required:</p> <ul style="list-style-type: none"> <li>a) Sub-watershed plans and Secondary Plan policies/designations related to the protection and/or management of natural heritage</li> </ul>	



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><del>features and functions, including management objectives for storm water infrastructure;</del>  <del>b) The designation of appropriate employment land uses and policies pertaining to the design and density of such uses;</del>  <del>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;</del>  <del>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</del>  <del>e) An urban development staging, phasing or implementation strategy in keeping with City wide Master Plan priorities and Secondary Plan objectives.</del>  <del>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.</del>  <del>2.5 Coincident with the adoption of a comprehensive amendment the City will repeal SPA B in its entirety.</del></p>	







Moving Forward Together



Public and Stakeholder Engagement  
Round 4  
Spring 2022



## ROUND 4 CONSULTATION AT-A-GLANCE

In February 2022, the City hosted two virtual public sessions, one stakeholder session, and an online survey, to share draft policy changes to the *Urban and Rural Hamilton Official Plans* that will guide how the City grows between now and the year 2051. These policy changes are required to meet the requirements of the *Provincial Growth Plan* for the Greater Golden Horseshoe and the *Provincial Policy Statement*, and to uphold Hamilton City Council's decision to implement a "No Urban Boundary Expansion" for growth to 2051. These draft policy updates are the next step in the City's completion of the required *Municipal Comprehensive Review (MCR)* and *Official Plan Review* – large and complex projects that have been ongoing since 2018.

The City's goal was to connect with as many people as possible to share their draft policy work and to listen and respond to questions, concerns, and ideas in advance of the required open house and public meeting under the [Planning Act](#).

### Spreading the word

To get the word out about these virtual consultation opportunities, the City advertised and invited the public in a number of ways, including: newspaper and web advertising; posters at libraries and municipal buildings; social media; and direct emails to the project mailing list.

### Thousands heard about it and many contributed:

There were more than a thousand views of project information on social media (Twitter, Instagram), and over 1,300 people visited the City's website to find out more, with some downloading documents for further reflection. Many people from across the City participated directly and contributed their questions and perspectives.

- 112 people attended two virtual public information centres.
- 26 people attended the virtual stakeholder session, including business and environmental associations, and local agency representatives.
- 81 people filled out an online survey through Engage Hamilton.
- About two dozen people sent in their ideas and questions directly to the project team either before or after the sessions.

All of these questions and ideas assisted the project team to further refine the proposed policy changes before this part of the process is wrapped up and submitted to the Planning Committee in May 2022.



## Round 4 Consultation: Trending Insights and Areas of Interest

1. A large majority of participants indicated their support for the “No Urban Boundary Expansion” growth option adopted by Council in November 2021. Respondents also expressed support for protection of agricultural lands, the greenbelt and local food supply.
2. Some participants expressed concern about meeting growth targets within the existing boundaries, given the number of underdeveloped and vacant properties that exist, and the pace of growth in the past.
3. There is support for complete communities and complete streets that include mixed use, higher density neighbourhoods (live, work play), that are well served by public transit.
4. Participants were very interested in policy changes to address housing affordability, and promote intensification, infill, and diverse housing options. There was a suggestion that the City consider offering incentives for intensification projects within the urban core, as well as on properties that have existing approvals.
5. Inclusionary zoning was seen to be a positive policy tool to be pursued in the short term to assist in accomplishing housing and transit goals. Participants had numerous questions about how and when inclusionary zoning will be implemented.
6. Some participants expressed concern that the interim step of permitting triplexes and fourplexes only through conversions within the City’s existing residential Zoning By-laws would limit potential infill projects.
7. There is great interest in how parking will be managed in the future, including different forms of parking that could be implemented with the planned growth.
8. Participants asked how the Urban Indigenous Strategy and Indigenous perspectives informed the draft policies, specifically related to climate issues, food security and infrastructure considerations.
9. Participants are very interested in new policies that will lead to climate resiliency, including low-impact development, energy efficient and carbon neutral development, increased urban forest canopy, protection of wetlands, and stormwater management.
10. Participants asked a number of questions about how this process relates to other processes currently underway, such as the various masterplans, the community benefit charge, the residential zoning project, and transit planning.

**Thank you** for continuing to engage with the project team, the information and sharing your questions, ideas, and preferences.



This report was created in collaboration by the Ehl Harrison Consulting Inc. team: Jodi (J Consulting Group), Peter (Grecco Design) and Tracey (EHC) with the goal of reflecting the diversity and depth of the insights provided by participants from across Hamilton.



# Contents

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## Background

The City of Hamilton is a growing, diverse, culturally, and environmentally rich, economic centre. The *Growth-Related Integrated Development Strategy 2* (GRIDS2) and the *Municipal Comprehensive Review* (MCR) are important projects, both intended to manage employment and population growth and to support good planning in Hamilton to the year 2051.

In May 2006, the first *Growth Related Integrated Development Strategy* (GRIDS) was approved by Hamilton City Council. GRIDS is a plan that identifies how and where the City will grow to the year 2031. GRIDS2 is an update to GRIDS and will lay out the plans for population and employment growth for an additional two decades, to the year 2051. GRIDS2 is the next step in identifying where and how the additional people and jobs will be accommodated. Updates to the infrastructure master plans (stormwater, water/wastewater), and transportation network review will also be undertaken as part of GRIDS2.

A *Municipal Comprehensive Review* (MCR) is another future-looking planning process being carried out to ensure that the City updates its *Official Plans* to be in line with the revised *Provincial Growth Plan*, most recently amended in 2020, as well as other *Provincial Plans* (e.g., *Greenbelt Plan*, *Niagara Escarpment Plan*, etc.).

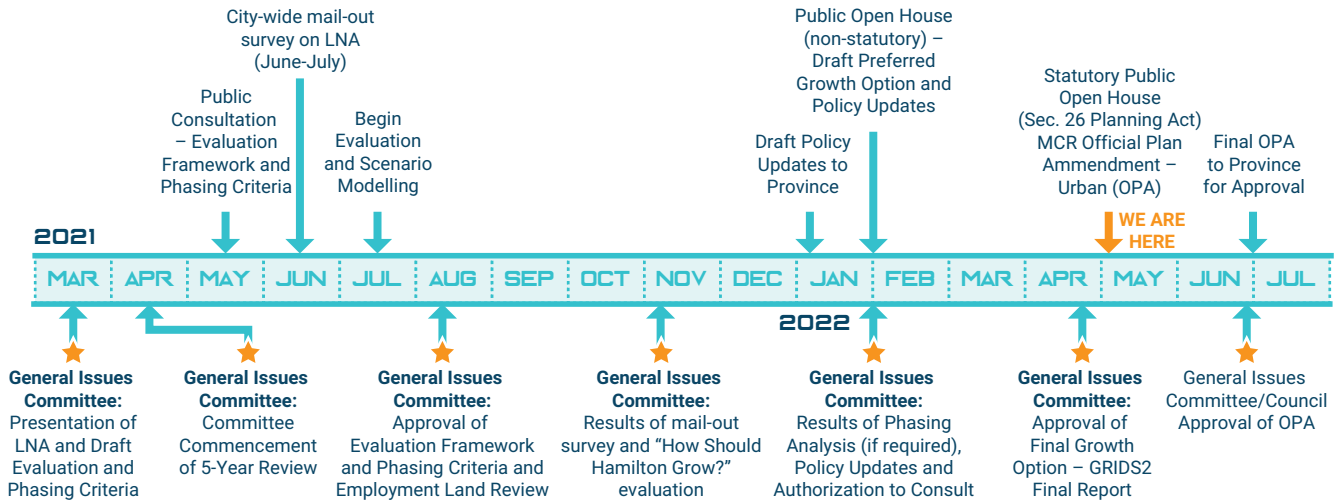
To leverage efficiencies and opportunities between GRIDS2 and the MCR, the City is carrying out these two processes at the same time. Combining these projects into one transparent, integrated process is intended to make it easier for stakeholders, citizens, and the City to share ideas related to growth. It is important to engage diverse stakeholders from across the City, uncover and explore competing views, and devise plans that further the community's vision and aspirations and garner support.

On November 22, 2021, through the GRIDS2/MCR process, **Hamilton City Council made the decision** to pursue a "No Urban Boundary Expansion" approach to growth up to the year 2051. Since this decision, City Staff have been working to reflect this direction through policy updates in the MCR and *Official Plan Review* processes.

GRIDS2/MCR started in 2017 with several technical studies and background research. The first phase of the MCR, which focuses on updates to the City's *Urban Hamilton Official Plan* to conform to Provincial planning policy documents as well as changes to both the *Urban* and *Rural Hamilton Official Plans* to implement the Council "No Urban Boundary Expansion" growth scenario, is anticipated to be completed in June 2022 when the proposed *Official Plan Amendments* are completed and submitted to the Province for approval.



### Project timeline



Public engagement is an important part of the process because multiple voices and perspectives are being reflected as the work moves forward. Several public consultation activities took place in February and early March 2022. During that time, Staff presented the results of their review of the existing policies in the *Urban Hamilton Official Plan* against provincial policy documents like the *Growth Plan* for the Greater Golden Horseshoe and the *Provincial Policy Statement*. Based on the review, Staff proposed draft changes to the *Urban Hamilton Official Plan* (UHOP).

Staff have also proposed draft policy changes to both the *Urban and Rural Hamilton Official Plans* to implement the Council decision to implement the **“No Urban Boundary Expansion”** growth option. These draft policy updates are an important step in completing the MCR process and *Official Plan Review*. The draft materials were submitted to the Ministry of Municipal Affairs and Housing (MMAH) for a 90-day review period, which ends in mid-April 2022.

This purpose of this report is to document the results of these most recent engagement activities, and to provide information about ongoing public participation opportunities.

## Key Terms

As you navigate this report and this process, you may notice that there is specific language, often technical language, that is used. A number of the terms that you will encounter are noted here, along with a brief definition for each.

**Airport Employment Growth District** (AEGD) is a planned development area of 551 hectares of employment land subject to a *Secondary Plan*. The area is designed to provide for a major business park development, which effectively integrates with and complements the existing John C. Munro Hamilton International Airport.

**Built Up Area** (sometimes referred to as the *Delineated Built-Boundary*) is a term used to describe the limits of the developed urban area that was defined by the Province in the original 2006 *Growth Plan*. This delineated boundary is used to measure how municipalities are meeting their intensification targets.

**Community Energy and Emissions Plan** (CEEP) is a long-term plan to meet Hamilton's future energy needs while improving energy efficiency, reducing greenhouse gas (GHG) emissions, and fostering local sustainable and community-supported energy solutions.

**Designated Greenfield Areas** (DGAs) is the land within the City's urban boundary that is not within the built-up area, designated to accommodate a significant portion of future growth.

**Growth Related Integrated Development Strategy** (GRIDS2) is a big-picture planning process that evaluates the land use, infrastructure, economic development, and financial implications of growth for the next 30 years. The City is planning for 236,000 new residents and 122,000 new jobs in Hamilton to the year 2051.

**Inclusionary Zoning** (IZ) allows municipalities to require affordable housing units to be provided in new residential developments.

**Land Needs Assessment** (LNA) is a technical document that considers how much land the city currently has to accommodate population and job growth, and whether more land is needed over the next 30 years. The methodology is set by the Province and uses a "market-based" approach. "Community Area Land Need" is the land for Population-Related growth (housing, institutional, commercial, office). "Employment Area Land Need" is the land for Employment Area growth (industrial, manufacturing, logistics, research parks).

**Light Rail Transit** (LRT) is a transportation system based on electrically powered light rail vehicles (LRV) that operates on a track in a segregated, right of way.

**Transit Oriented Development** (TOD) is a planning approach that envisions the long-term growth of an area around transit stops and major transportation routes. A **Transit Oriented Corridor** (TOC) represents a highly urban corridor that supports higher order transit such as LRT.

**Major Transit Station Area** (MTSA) refers to an area within a 500 to 800m walking distance of a transit stop serviced by light rail or rapid transit. **Protected Major Transit Station Areas** (PMTSAs) are the areas surrounding and including an existing and planned higher order transit station or stop.

**Municipal Comprehensive Review** (MCR) is a requirement of the *Growth Plan* for the Greater Golden Horseshoe and the *Provincial Policy Statement* (PPS) at the time of the City's five-year *Official Plan Review* to update the City's *Official Plans* to conform to revised Provincial policy documents.

**Official Plan (OP)** is a land use planning document that guides and shapes development by identifying where and under what circumstances specific types of land uses can be located. It is used to ensure that future development appropriately balances social, economic, and environmental interests of the community. The City of Hamilton has two *Official Plans*:

- [Rural Hamilton Official Plan](#) (RHOP), which applies to lands with the rural area of the City
- [Urban Hamilton Official Plan](#) (UHOP), which applies to lands with the urban areas of the City

**Official Plan Amendment (OPA)** is an official change to the approved *Official Plan* and must follow a specific process and be approved by Council and, in the case of the MCR, the Ministry of Municipal Affairs and Housing.

- **Rural Hamilton Official Plan Amendment (RHOPA)** is an official change to the approved RHOP.
- **Urban Hamilton Official Plan Amendment (UHOPA)** is an official change to the approved UHOP.

**Zoning By-law (ZBL)** is a tool to implement the objectives and policies of a municipality's official plan and provide a legal and precise way of managing land use and future development.

# Recap of Past GRIDS2/MCR Public Engagement

This is a multi-phase, multi-year process. Each phase builds on the ones that have come before, including the public and stakeholder input and ideas that have been received. This brief recap of what we heard during previous rounds of engagement is provided for context and interest.

## Round 1 Recap: Ideas and Insights

On Monday, May 28, 2018, the City of Hamilton began its first round of open houses for the GRIDS2 and MCR projects. A total of six open houses were held at three locations across the city. A stakeholder workshop was also held on June 7, 2018. For all sessions, the focus was to reflect on the City's urban structure and to consider if and how areas around *Major Transit Station Areas* (MTSAs) could be intensified to meet provincial targets. Stakeholders also reviewed *Nine Directions to Guide Development* that were developed during GRIDS (2006), with an eye to updating them so they could be used to evaluate possible growth options. Over 100 people attended the in-person sessions and over 750 visits were made to the project webpage, resulting in the submission of over 100 written comments. The [full report](#) can be viewed on the City's website.

### Round 1 Consultation: Trending Ideas and Insights

1. Several additional areas of intensification, corridors and nodes have been identified for consideration.
2. People want to ensure that all areas of the city are treated fairly and equitably (in context), so that everyone benefits from realistic projections and sustainable growth, jobs and new transit opportunities.
3. With some tweaking, including giving focus to citizen engagement, the GRIDS Nine Directions to Guide Development will continue to be relevant.
4. Making connections between the existing transit system and the new system are important, including across regions.
5. Pedestrian safety and accessibility for all are important considerations for intensification and transit.

## Round 2 Recap: Ideas and Insights

On Tuesday, November 16, 2019, the City of Hamilton began its second round of open houses for the GRIDS2/MCR projects. A stakeholder workshop was also held on December 16, 2019. A total of eight public open houses were held at four locations across the region. Several topics were the focus conversation, including:

- possible intensification and density targets for the City.
- draft Employment Land Review that was undertaken with the purpose of reviewing employment areas to determine if any lands should be converted to a non-employment land use designation in the *Official Plan*.
- the criteria that will inform how future growth options are evaluated.

Over 165 people attended the engagement sessions, and over 800 visited the project webpage. The [full report](#) can be viewed on the City's website.

### Round 2 Consultation: Trending Ideas and Insights

1. There is broad support for the revised [GRIDS Directions to Guide Development](#) (PDF – see board #4).
2. Climate change mitigation is critical and should be used as an overarching evaluation criterion when considering future growth options.
3. Keeping future development within the existing urban boundary in order to protect green spaces and agricultural lands is a priority for many participants.
4. Other important criteria for determining how Hamilton should grow included environmental sustainability, ensuring a robust public transit system and active transportation, protecting heritage and water resources, building and utilizing public infrastructure efficiently, giving focus to green infrastructure, wise management of public funds, housing diversity, promoting food security, liveable communities, and consideration of the true cost of urban expansion.
5. Participants recognized that all these criteria, or lenses, are linked together in an interconnected system.
6. Participants generally leaned towards a higher Designated Greenfield Area density target. Some felt that greenfield development offered the opportunity to create complete streets and communities. In the stakeholder workshop, the higher targets were called “stretch targets”, and there was a feeling that higher targets could be aspirational for the City.
7. Participants generally favoured higher intensification targets than are contained in the revised Provincial Growth Plan (i.e., over 50%). Many noted that higher intensification targets would result in complete communities. Some cautioned about the pressure that intensification puts on existing neighbourhoods.
8. Participants indicated that the process should be inclusive of diverse needs and voices.

## Round 3 Recap: Ideas and Insights

In January 2021, the City of Hamilton carried out Round 3 engagement activities. Due to the COVID-19 pandemic, all engagement took place virtually, through three virtual meetings on the City's WebEx platform and via the [Engage Hamilton](#) website. Activities included two virtual public open house sessions and a public survey, and a stakeholder workshop for business and environmental associations and local and provincial agency representatives. The sessions focussed on sharing information about the outcomes of the Land Needs Assessment (LNA) for both community and employment areas. The [full report](#) can be viewed on the City's website.

Following the Round 3 open houses, supplementary engagement was undertaken on the City's *Growth Options Evaluation Framework* in May and August 2021. The public and previously engaged stakeholders were invited to review materials on the City's Engage Hamilton website regarding the *Growth Options Evaluation Framework*. More than 90 responses were received via email and through Engage Hamilton from both members of the public and stakeholders.

All ideas and insights from all three rounds of consultation have been and continue to be considered by the staff team. Moving forward, the intent is to continue to engage the community with updates on the process and how input has shaped its direction.

## Round 3 Consultation: Trending Ideas and Insights

1. Participants offered a diversity of ideas and insights, some of which were at odds with each other. However, a number of trends did emerge.
2. A large majority of participants indicated their support for the Ambitious Density Scenario.
3. Many participants expressed a preference for intensification to take place within the existing urbanized area. "Grow up, not out."
4. There is an expressed concern and opposition to growth into agricultural lands.
5. Some participants requested that a zero boundary expansion option be presented. Staff did not present this option because it would not meet the Provincial requirement for a market-based land needs assessment, and would result in an unbalanced supply of future housing units comprised primarily of apartments.
6. Questions were raised about if and how affordable housing is being incorporated into these growth scenarios.
7. The climate change lens is seen as a critical planning tool for any and all growth scenarios.
8. Participants asked that all related initiatives, such as those related to climate change, transit and infrastructure planning, be considered during this process so as to paint a holistic picture and develop a sustainable outcome.
9. There is an interest in reducing barriers for intensification and providing incentives for development projects.
10. Any new policies or processes should ensure that development results in complete communities.
11. Some participants encouraged the City to consider adding a "no expansion" scenario, while other participants were concerned that the higher intensification targets would not be achievable.
12. Phasing of development is of interest, so that growth scenarios can be revisited with as little consumption of existing undeveloped areas as possible.
13. On social media, there were numerous posts expressing skepticism about whether public input would be considered in decision making for this project.
14. There is some reluctance to accept the province's growth targets for the City and the market driven LNA methodology.

## Round 4 Engagement

Round 4 engagement activities were focussed on the proposed policy changes to the *Urban and Rural Hamilton Official Plans* to conform to provincial planning changes and accommodate growth to the year 2051 (see image below), and other policy changes required to implement the “no urban boundary expansion” growth option.

**Between the years 2021 and 2051, Hamilton is expected to grow by 236,000 people and 122,000 jobs.**

### Growth Forecast: 2051



An increase of **236,000 people**,  
for a total **population of 820,000 people**



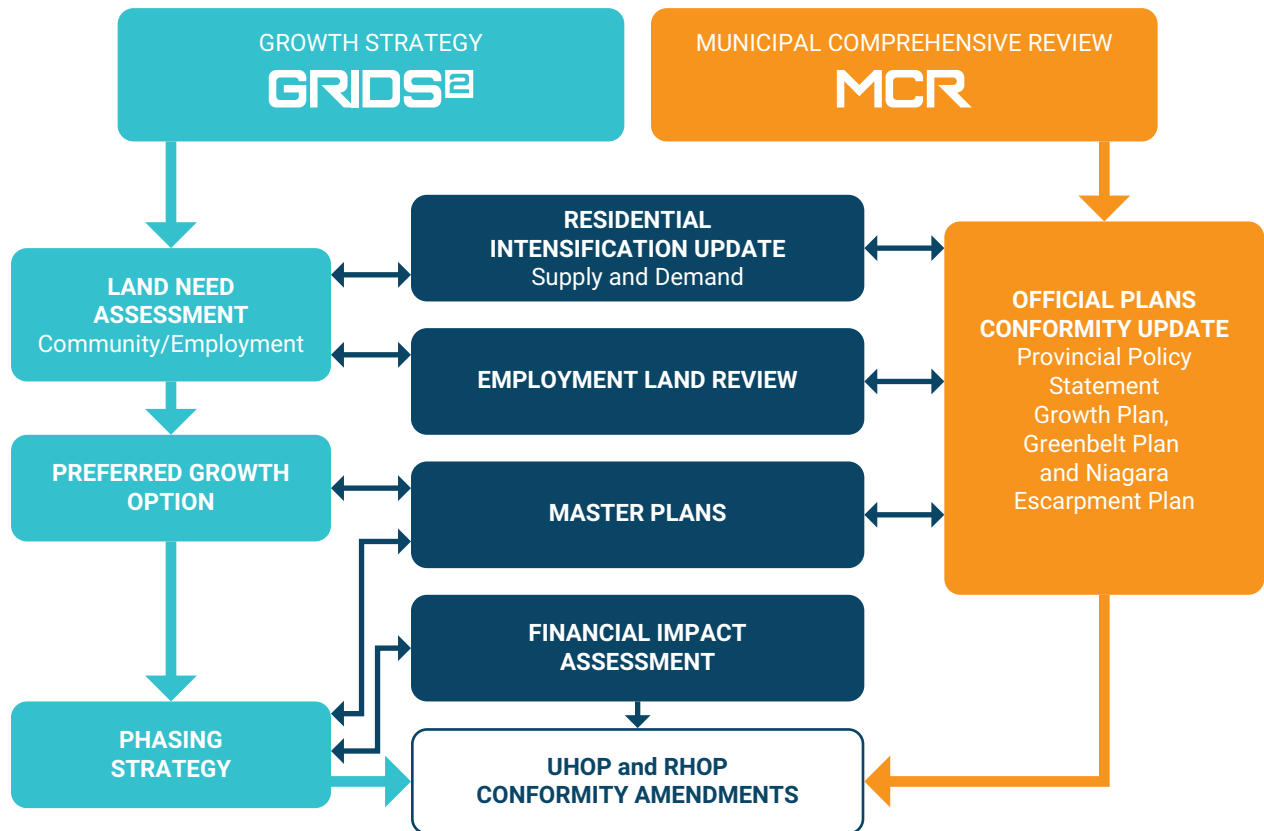
An increase of **122,000 jobs**,  
for a total **employment of 360,000 jobs**

Due to the COVID-19 pandemic, all of the engagement activities were hosted virtually, on the City’s WebEx platform and via the [Engage Hamilton](#) website. Two of the virtual open house sessions (February 17 and 22, 2022) and the survey posted (February 1 to March 8, 2022) were meant for the entire community, while a virtual workshop was geared towards local stakeholder groups (February 24, 2022). There was also a web presence on the City of Hamilton website. Combined, these methods were meant to provide all interested parties access to project information and opportunities to provide input anytime. E-mailed comments were also gratefully accepted.



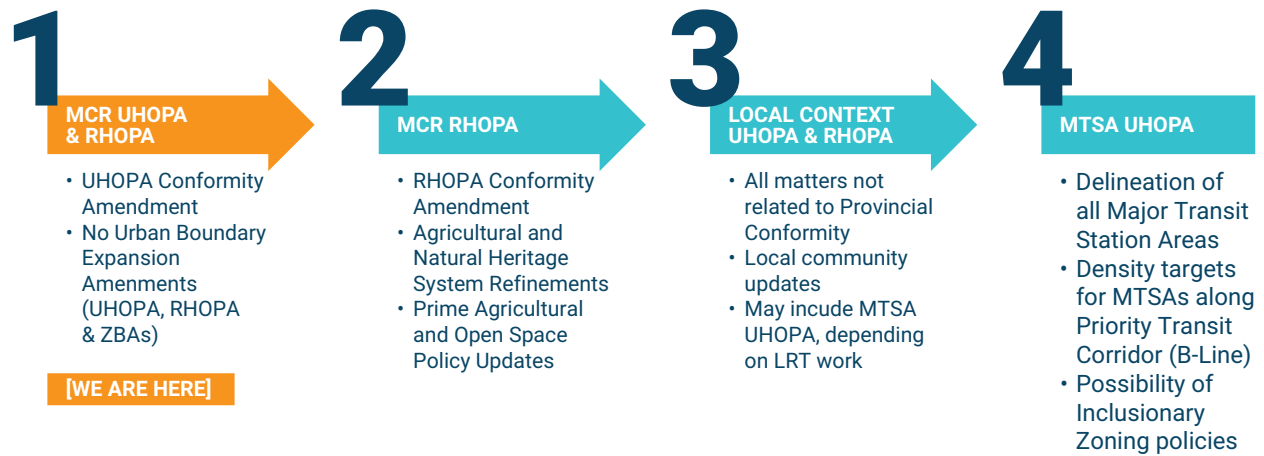
## What Did We Talk About?

During the three virtual sessions, City Staff provided background on the *Municipal Comprehensive Review* (MCR), and the update to its growth management strategy, known as GRIDS2. Both of these processes are taking place at the same time since many of the studies required for the MCR are also required for the *Growth Plan*. Carrying out these two processes together allows the City to comprehensively plan for provincially forecasted population and job growth to the year 2051. The outcome of the MCR and GRIDS2 will be implemented through *Official Plan Amendments* to the UHOP and the *Rural Hamilton Official Plan* (RHOP), as shown in the image below.



The Province has set July 1, 2022, as the deadline for municipalities to submit *Official Plan Amendments* to bring their *Official Plans* into conformity with the *Growth Plan* for the Greater Golden Horseshoe. The City is taking a phased approach to the studies and implementation of this large-scale project.

Phases of the Official Plan Review



This engagement activity focused on Phase 1, which involves the review of the *Urban Hamilton Official Plan* to bring it into conformity with the provincial land use planning policies. This phase also includes changes to both the *Urban* and *Rural Hamilton Official Plans* necessary to implement Council’s direction for a “No Urban Boundary Expansion” growth scenario. Proposed changes to the City’s existing *Low Density Residential Zoning By-laws* to implement the Council “No Urban Boundary Expansion” growth scenario were also discussed.

Phase 2 will involve an in-depth review of the *Rural Hamilton Official Plan* to bring it into conformity with the *Provincial Policy Statement*, the *Greenbelt Plan*, and the *Niagara Escarpment Plan*. It will also involve refinements to the *Agricultural and Natural Heritage System* mapping. Phase 3 will focus on local matters, such as urban design, waste management, parks, and recreation. Updates tied to the *Residential Zoning Project*, as well as further updates related to implementing Council’s direction for a *No Urban Boundary* growth scenario will also be included in this third phase. The fourth and final phase will include the delineation of *Major Transit Station Areas* and associated density targets along the B-line, and the possibility of Inclusionary Zoning policies to further support the development of affordable housing.

The full presentation, along with the questions that were asked, and the answers given can be accessed on [Engage Hamilton](#).

## Getting the Word Out

Virtual public open houses, and the opportunity to provide comments through the Engage Hamilton portal, were advertised in several ways. Community members were invited to either or both of the public sessions.

- Newspaper advertisements were run in the *Hamilton Spectator* and the *Hamilton Community News* on February 5 and February 3, 2022, respectively.
- Internet advertising was targeted at the *Spectator* and *Hamilton News* websites.
- Notifications of the public open houses and survey were shared via City of Hamilton Twitter, LinkedIn, and Instagram, starting in early February. Social media “boosting” was used to promote the ad and allow more people to view it beyond the those who follow the City accounts.
- The project page on Engage Hamilton had over 1,300 visits during the engagement timeframe.
- Direct email notification was sent to the GRIDS2/MCR project list (approximately 700).
- Emails were sent to members of Council to provide information that could be shared with constituents.
- Posters were distributed to libraries and Hamilton City Hall to advertise the events.
- Stakeholder workshop participants were invited by direct email.



## Participation

Virtual engagement continued to be utilized as the main way to bring people together during the COVID-19 pandemic. Across the various platforms, project information was seen by thousands of people.

Over 130 people actively participated in one or more of the three virtual sessions (two public open houses and one stakeholder event), and approximately 110 people provided comments either through Engage Hamilton survey responses or submitted questions and comments through email. Comments were encouraged and accepted through any means acceptable to an individual participant, including electronically and by hardcopy.

## What to Expect in This Report

The remainder of this report summarizes the questions and perspectives that were exchanged and recorded by the City and consulting team during the public open houses and the stakeholder workshop session, as well as received through the survey and direct submissions.











- **Appendix A** contains the questions and detailed answers associated with the February 19 and 22, 2022 public open houses.
- **Appendix B** contains chatbox entries from the virtual stakeholder workshop.
- **Appendix C** contains a summary of direct submissions and social media posts.

**Video Recordings and Questions and Answers Summaries** from the February 17 and 22 open houses can be accessed on the [Engage Hamilton](#) site anytime.

# Virtual Public Webinars Ideas and Insights Summary

Over 110 people directly participated in the Round 4 virtual public open houses to hear and ask questions about the proposed policy changes to the UHOP, RHOP and existing low-density residential zones. Proposed policy changes were shared through mini presentations, which covered the highlights across ten topic areas as shown below.

## Topic Area Review

 <b>Growth Management</b>	 <b>Provincial Plans</b>	 <b>Firm Urban Boundary</b>	 <b>Cultural Heritage</b>	 <b>Urban Structure/Zoning By-Law Amendments</b>
 <b>Housing</b>	 <b>Employment</b>	 <b>Infrastructure</b>	 <b>Transportation</b>	 <b>Climate Related</b>

These mini presentations were then followed by time for facilitated questions and answers, where participants were invited to ask questions through the Q&A feature of the WebEx. Staff responded to all of the questions that were asked. Questions submitted prior to the sessions were also answered. At the conclusion of each session, participants were encouraged to go to the project page on Engage Hamilton and complete a survey to provide more detailed input.

On Thursday, February 17, 2022, 6:00pm – 8:00pm, there were 52 participants.  
 On Tuesday, February 22, 1:30pm – 3:30pm, there were 60 participants.

## Question and Comment Themes

Questions and answers have been grouped under headings that correspond with the topics presented, and appear in the following order:

- GRIDS2/*Municipal Comprehensive Review* (MCR) background
- provincial plans, housing, employment
- cultural heritage, transportation
- climate related, infrastructure
- growth management, firm boundary, urban structure/zoning
- next steps and future phases

A summary of the response themes is presented in this section. All questions raised during the public sessions can be found in **Appendix A**.

## GRIDS2/Municipal Comprehensive Review (MCR) Background

Under this topic area participants had a number of questions and perspectives.

- Additional information was requested about the rationale for the “no urban boundary expansion” decision by City Council, whether it conforms to provincial policy direction, and how it could be achieved.
- There was interest in what the City had to submit to the province by July 2022, how and when future phases would be undertaken.
- Participants wondered how this policy work could help to avoid appeals to the Ontario Land Tribunal.

## Provincial Plans, Housing, Employment

Ontario 



Housing



Employment

Provincial Plans

There was a great deal of focus on this topic group, particularly related to housing.

- Participants were seeking information about how the proposed policy changes will address housing affordability, and promote intensification, infill, and diverse housing options.
- There was a suggestion that the City consider offering incentives for intensification projects within the urban core, as well as on properties that have existing approvals. There was also interest in the *Community Benefits* by-law process.
- Questions were asked about how these policy changes will impact the housing mix and could lead to new forms of development such as higher density buildings in core areas, and laneway homes, triplexes and fourplexes in existing neighbourhoods.
- Participants wondered how land use compatibility will be considered.

## Cultural Heritage, Transportation



Participants expressed a number of ideas and had a number of questions about this topic area.

- Participants asked how the *Urban Indigenous Strategy* and Indigenous perspectives informed the draft policies, specifically related to climate issues, food security and infrastructure considerations.
- Based on area-specific knowledge, some participants expressed interest in the process for adding new *Cultural Heritage Landscapes*.
- There is great interest in parking, including reduction in requirements, and different forms of parking that could be implemented with the planned growth.
- Moving forward with transit and active transportation opportunities that support transit-friendly development in a timely way across the City is an identified priority for participants.

## Climate Related, Infrastructure



Under this topic area participants had a number of questions and perspectives.

- Participants are very interested in new policies that will lead to climate resiliency, such as low impact development, energy efficient and carbon neutral development, increased urban forest canopy, protection of wetlands, and stormwater management. There were questions about how specific projects such as the CEEP and *Sustainable Building Standards* are being incorporated to this process.
- Participants also expressed interest in understanding how source water protection, waste management, wastewater and other infrastructure would be managed in light of growth.
- The City was urged to promote deconstruction as an alternate to demolition, as well as sourcing of locally produced construction materials.
- Participants asked how this work is considering policies related to the Niagara Escarpment Commission.

## Growth Management, Firm Urban Boundary, Urban Structure/Zoning



There was great interest in these topic areas.

- Participants asked whether the City could require the development of undeveloped/underdeveloped/vacant lands first. City staff indicated that development is owner driven.
- Participants were interested in learning how this process relates to other ongoing initiatives including the residential zoning project, secondary plans, community benefits charge, transit and infrastructure planning, and the boundary expansion in Waterdown.
- Some participants expressed concern that the interim step of permitting triplexes and fourplexes only through conversions would limit potential infill projects in the near term. Participants felt that it will be important to let purchasers know what the potential for each property will be in the future.
- A number of participants expressed interest in how the outcomes of this process will be monitored and adjusted, if needed, over time.

### Next Steps and Future Phases

Participants asked whether the Ministry of Municipal Affairs & Housing (MMAH) was expected to provide comments about the draft work previously submitted. Staff indicated that the province has until mid-April to provide comments, after which time Staff will move ahead with the statutory open house and statutory public meeting sessions and submission of the final MCR *Official Plan Amendments* to Council in order to make a submission to the MMAH before the July 2022 deadline.



## Social Media Comments

Numerous people reposted, liked and/or commented on the City's social media posts advertising the virtual sessions and survey availability on [Engage Hamilton](#). Twitter was the most active platform. There were multiple comments and questions about the impact to the greenbelt and protection of farmland, as well as some comments unrelated to this project.

## Submissions Received Before and After Virtual Sessions

Comments and questions were also submitted to the City before and after the virtual sessions through email. 27 questions were received in advance of the public open houses. Responses to these questions were provided by staff during each session. Some participants also chose to follow up with emails, letters, or discussions with staff to emphasise or explain their perspectives and/or to ask questions related to specific properties or interests.

## Online Survey Results

Between February 1 and March 8, 2022, members of the community were able to fill out a ten-question survey through the [Engage Hamilton](#) project page. The survey questions were open-ended, providing the opportunity for people to write their thoughts on the range of topic areas where policy changes are being proposed. There were over 1,300 visits to the project website during the engagement period, with the vast majority accessing the site directly. Documents were available for download, with the Frequently Asked Questions document downloaded the most often. Approximately 80 people responded to the survey.

A number of themes arose from the responses, including support for complete communities, where housing is affordable and natural heritage and environmental protection are central. Overall, there is commitment to the "no urban boundary expansion" approach, and interest in how the various processes underway by the City all come together.

Here is a question-by-question overview of the survey responses received.

### **Q1: Provide your comments about the Growth Management related policy updates**

- Many respondents indicated support for the Growth Management Strategy including the no urban boundary expansion decision.
- There is support for increased density with many respondents encouraging an increase to the people + jobs per hectare target in the DGA.
- Sentiment was expressed that increased density supports public transit and vice versa.
- There is strong encouragement for allowing a range of housing options.
- Respondents expressed support for protection of agricultural lands and local food supply.

### Q2: Provide your comments about the Employment related policy updates

- There is support for mixed use neighbourhoods (live, work play), supported by transit.
- Some respondents expressed support for employment land conversions to mixed uses with higher densities.
- There was some concern expressed regarding loss of natural heritage to employment.

### Q3: Provide your comments about the Cultural Heritage related policy updates

- There is strong support for policies that show respect and acknowledgement of Indigenous Peoples as part of the process of reconciliation, as well as relationship building with Indigenous Peoples.
- Responses support a commitment to preserve heritage properties.
- Some emphasized the need to involve communities in land use and design processes and decisions.

### Q4: Provide your comments about the *Provincial Plans* related policy updates

- There is support for conformity with *Provincial Plans*, and protection of the Niagara Escarpment and Greenbelt.
- Some expressed a desire for municipalities to have greater control over land-use and development decisions.

### Q5: Provide your comments about the Housing related policy updates

- Many respondents emphasized the need for a mix of housing options including affordable housing options, “deeply affordable” housing, supportive housing forms, options for people experiencing homelessness, family friendly housing options, *Secondary Dwelling Units* (SDUs), tiny homes, and laneway housing.
- Some support for inclusionary zoning was expressed, along with community benefits charges policies, and vacancy tax.
- Housing in proximity to public transit is important.

### Q6: Provide your comments about the Climate related policy updates

- Respondents expressed support for the City’s response to climate change and recognition of climate emergency.
- A number of people are seeking further clarification of policies and initiatives related to climate change.
- There is support for transit oriented and walkable neighbourhoods, with emphasis on higher densities and active transportation.
- A number of respondents support the City’s use of various policy tools to address climate change including green building standards, *Community Energy and Emissions Plan*, *Urban Forestry Strategy*.
- Many would like to see climate lens applied to all planning initiatives.

#### **Q7: Provide your comments about the Urban Structure related policy updates**

- Responses highlight support for complete, mixed-use, walkable neighbourhoods with a range of housing including affordable and accessible options.
- Many respondents support higher residential densities, particularly around transit areas and corridors.
- There is some support for fourplexes and sixplexes in urban neighbourhoods.

#### **Q8: Provide your comments about the Infrastructure related policy updates**

- Respondents expressed support for adaptive reuse of community facilities, green infrastructure, and innovative road infrastructure.
- People are keen to see green spaces protected and urban forest/canopy increased.
- Some support incentives for green infrastructure and implementation of a stormwater fee.

#### **Q9: Provide your comments about the Transportation related policy updates**

- There is overall support for the transportation policies presented, as well as strong support for active transportation infrastructure, public transit, and a walkable city with complete streets.
- Some respondents expressed the importance of transportation that supports people with all abilities.

#### **Q10: Provide your comments about the Firm Urban Boundary related policy updates**

- Respondents reinforced earlier survey answers and expressed commitment to and support for the firm urban boundary approach.

City staff are continuing to analyze all of the responses to inform any additional policy revisions that will be carried forward. Full responses to the survey comments will be provided within the City Staff Report to be presented to Planning Committee in May 2022.

# Stakeholder Workshop Ideas and Insights Summary

**Thursday, February 24, 2022** – 9:30am – 11:30am (26 participants)

Participants for this virtual workshop came from a number of local business and environmental associations, the agricultural and education communities. The workshop was conducted on the WebEx platform. The agenda included introductions and session expectations, and a series of mini presentations from City staff, followed by questions and conversation by participants. Participants used a *Jamboard* (a digital sticky note board) to identify positive elements of proposed changes, as well as suggestions for improvements. Staff also identified next steps to take place following the session.

Discussion topics included:

- Growth Management and Housing
- Urban Structure and Zoning
- Climate Change, Infrastructure and Transportation

These topics were selected based on areas of interest expressed by participants as part of the workshop registration process.

The following sections provide an overview of the questions and comments that were provided related to each of the three topic areas.

## Growth Management and Housing



- Support was expressed related to creation of complete communities, with a focus to increasing housing density along transit nodes and corridors. Inclusionary zoning was seen to be a positive policy tool to be pursued in the short term to assist in accomplishing housing and transit goals.

Additional questions and comments are reflected below.

Question/Comment	Response
Growth targets in the Neighbourhoods seem to be counter-intuitive to intensification policies.	It is noted that while the % of intensification units within the Neighbourhoods went down, the actual number of units went up based on new growth projections. Targets are aimed at opening up neighbourhoods even more, increasing the housing diversity.
The development charges (DC) update study did not accommodate a non-urban boundary expansion scenario. When will DC charges update study be updated?	The City expects to start on this later this year. All master plans are being updated to recognize the Council direction for no urban boundary expansion.
How will inclusionary zoning impact housing affordability goals?	The City will be looking at options for Inclusionary Zoning policies and by-laws in Phase 4, Q2 2023. Work along the LRT and MTSA's will be completed first. Once these areas are identified as protected, work on Inclusionary Zoning policies can be implemented.
How will adequate provision and distribution of schools be considered?	The City will engage with school boards as part of secondary planning processes.



## Urban Structure and Zoning

- This topic area garnered a large amount of interest. Support was expressed for the proposed zoning by-law changes to increase densities and infill opportunities.
- Participants encouraged the City to address parking requirements, consider permitting triplex and fourplexes in new builds as soon as possible.

Additional questions and comments are reflected below.

Question/Comment	Response
Is there some sort of overlay to the proposed zoning by-law changes for existing dwellings that shows where Conservation Authority regulated areas exist?	The City will rely on the existing zoning by-laws that do have these overlays, for consideration during application process.
Will the parking by-law also be updated?	These current changes are an interim measure to respond to Council's direction. The City recognizes that there will be a comprehensive review and evaluation of parking standards as part of the future <a href="#">Residential Zones Project</a> .
Why are tri-plex and four-plex only permitted through conversion and not as part of new builds? Some participants encouraged the City to move forward with new permissions in the short term, as a response to the affordable housing challenges. Permissions for rooming houses as of right (in larger homes) was also noted as a tool that should be implemented to tackle affordability.	This is another interim step in response to Council's direction. Staff are working with existing zoning by-laws, with the intent to establish full set of permissions going forward through the <i>Residential Zones Project</i> . The City will be considering purpose-built triplexes and fourplexes at that time.
Participants had questions about how this process was related to the Residential Zones Project, and when future engagement would take place on that project. A specific timeline was requested.	There is a dedicated project page for the dedicated <i>Residential Zones Project</i> . The next set of engagement will be when the low-density residential study is complete. There is no specific timing at this point.
The medium density zoning proposed was supported. There was a question about why staff have proposed a maximum of up to 11 storeys, while the Ontario Building Code may allow 12 storeys?	Staff are considering revisions to the proposed height limit in medium density residential areas.
Is the City interested in lifting Niagara Escarpment Commission (NEC) Development Control in Urban Areas so that zoning can apply in those areas?	The City has not had conversations with NEC. The NEC still maintains development control in these areas.)

## Climate Change, Infrastructure and Transportation

- Participants noted that the climate-related policy changes are positive, including the inclusion of resilience and low impact/green development standards. Some participants felt that these policies could be stronger in promoting transit, urban tree canopy and energy efficiency.
- Participants encouraged the City to incorporate new research, proposed provincial policies and best practices related to climate resilient communities.



Additional questions and comments are reflected below.

Question/Comment	Response
When will the density targets specific to major transit station areas be established?	This will be addressed in Phase 4 of the OP Review.
What is the approach to transit lines other than B-Line LRT Plan and the A-Line Corridor?	The <i>Blast Network</i> is reflected in the OP as an Appendix and forms a component of the City's urban structure. These projects will be led separately through other City divisions and with the Province. At this time, only the B-Line is going forward with some work being done on the A-Line.
How can the modal split be shifted towards transit and active transportation?	The City is working on building transit supportive communities including incorporating densities that support higher forms of transportation. There is also other work being done to encourage active transportation (i.e., bike sharing) and public transit (smart commute program).
There is no transit outside City (i.e., Flamborough). Will the City consider accommodating people living outside the Downtown with public transit?	The City's transit group has been exploring other forms of transit in areas that may not have demand for a full public transit system. For example, there is an "on-demand" program for Waterdown.
Toronto and Vancouver have requirements around energy efficiency requirements for new buildings beyond the Building Codes. Is anything like this being considered by Hamilton?	The City is looking at the development of sustainable building and development standards. This work may follow the <i>Community Energy and Emissions Plan</i> , which is scheduled to go to Council later this year.

Question/Comment	Response
<p>Does Staff see the Community Benefit Charge policy as a way to support the cost of implementing some of the green development standards?</p>	<p>The <i>Sustainable Building and Development Standards</i> are being developed and will be the subject of additional consultation. There is also an update to the <i>City's Water, Wastewater and Stormwater Master Plan</i>, which is also looking at ensuring future approaches are incorporating low-impact development as a priority measure. The <i>Community Benefit Charge</i> policy and by-law update is being prepared by the City's Finance Department. This will be presented for public consultation.</p>
<p>There was concern expressed about the 60 people + jobs/Ha density target for designated greenfield areas (DGAs), with preference expressed for a minimum of 80 people + jobs/Ha to support frequent transit service as per MTO transit-oriented development guidelines.</p>	<p>The density target in our designated greenfield areas is a minimum of 60 people + jobs/Ha. This target is measured across the entirety of the City's designated greenfield areas. Much of these lands are subject to existing development approvals, so there is only a small proportion of this land that is truly undeveloped. The target, therefore, considers the lower density areas and lands with existing approvals, as well as undeveloped lands, which would be developed at a higher density target. To confirm this 60 people + Jobs/Ha is an average.</p>

Stakeholders expressed interest in contributing their ideas and concerns through all four phases of the MCR process.





## Next Steps

This was the fourth round of public and stakeholder “touchpoint” for the GRIDS2/MCR process. While this touchpoint was not formally required under the *Planning Act*, the sessions were undertaken to give participants an advance look at the proposed policy changes, to hear about the thinking behind them, and to provide City staff the opportunity to incorporate community perspectives before moving to the formal approvals processes by City Council and the MMAH.

The next steps for the Planning Staff are to:

- Host the statutory public Open House (May 3, 2022) and Planning Committee Meeting (May 17, 2022) required under the *Planning Act*.
- Submit a report to City Council for consideration of approval in May 2022.
- Submit the Council Adopted *Official Plan Amendments* to the MMAH for approval in June 2022, prior to the provincial deadline in July.

Following submission to the Province in June, the next steps in completing the MCR and *Official Plan Review* include:

- Updates to the *Rural Hamilton Official Plan (RHOP)* for conformity with Provincial policy (e.g., refinements to the Agricultural and Natural Heritage Systems mapping, agriculture, and open space policy updates). This is anticipated for early 2023.
- *Local Context* policy updates for locally specific matters not related to Provincial policy (e.g., parks and recreation, urban design, residential development policies). This is anticipated for mid-2023.
- *Major Transit Station Areas (MTSAs)* planning (e.g., delineation of MTSAs and density targets on the Light Rail Transit corridor, investigation of inclusionary zoning). This is anticipated for mid-2023.

Throughout these different steps, community input is critical and valued. We look forward to your continued interest and engagement.

Contact us or visit the project page on [Engage Hamilton](#).

### Keep in Touch

For more information, visit our website at [hamilton.ca/grids2-mcr](https://hamilton.ca/grids2-mcr) or call or email staff to discuss

#### Heather Travis

MCIP, RPP  
Senior Project Manager,  
Growth Management Strategy

Tel:  
905-546-2424 ext. 4168

Email:  
[heather.travis@hamilton.ca](mailto:heather.travis@hamilton.ca)

#### Lauren Vraets

MCIP, RPP  
Policy Planner

Tel:  
905-546-2424 ext. 2634

Email:  
[lauren.vraets@hamilton.ca](mailto:lauren.vraets@hamilton.ca)

#### Delia McPhail

MCIP, RPP  
Policy Planner

Tel:  
905-546-2424 ext. 6663

Email:  
[delia.mcphail@hamilton.ca](mailto:delia.mcphail@hamilton.ca)

#### Planning Division

City Hall, 71 Main St. W.  
4th Floor



## Public Engagement “Ideas and Insights”

Appendix A:  
Virtual Public Open House Q&A



# Appendix A: Virtual Public Open House Q&A



## Open House 1 – February 17, 2022

The following questions and comments were entered into the Q&A box during the February 17, 2022, virtual public webinar or submitted prior to the session. The facilitator either asked the staff presenter to respond to the individual question, or where questions were similarly themed, staff responded to a single summarized question on the given topic. From this information, a Q&A document has been created by staff and posted on the project page of the Engage Hamilton portal. As well, a recording of the meeting, which includes the staff presentation and the questions and answers is also posted for on-demand viewing.

Questions and answers have been grouped under headings that correspond with the order that the topics were presented, and appear in the following order:

- GRIDS2/*Municipal Comprehensive Review* (MCR) Background
- provincial plans, housing, employment
- cultural heritage, transportation
- climate related, infrastructure
- growth management, firm boundary, urban structure/zoning
- next steps and future phases

### GRIDS2/MCR Background

1. ***Will staff and Council members have the courage to move forward with no boundary expansion?***

The proposed *Official Plan Amendment* (OPA) and proposed *Low Density Residential Zoning By-law Updates* are being prepared to implement the Council decision for a *No Urban Boundary Expansion* growth scenario to 2051.

2. ***Why should the community be optimistic about this process, given past experience of developers appealing to the Ontario Land Tribunal for amendments?***

The City's *Official Plans* are intended to guide development in a manner that is sustainable, compatible, and innovative. All development applications are evaluated against the *Official Plan*. It is an important document in guiding the future development of the city. At this time, staff are seeking public input into the proposed policy updates to ensure they reflect the values of the community. Staff have no control over the submission of appeals to the Ontario Land Tribunal in the future.

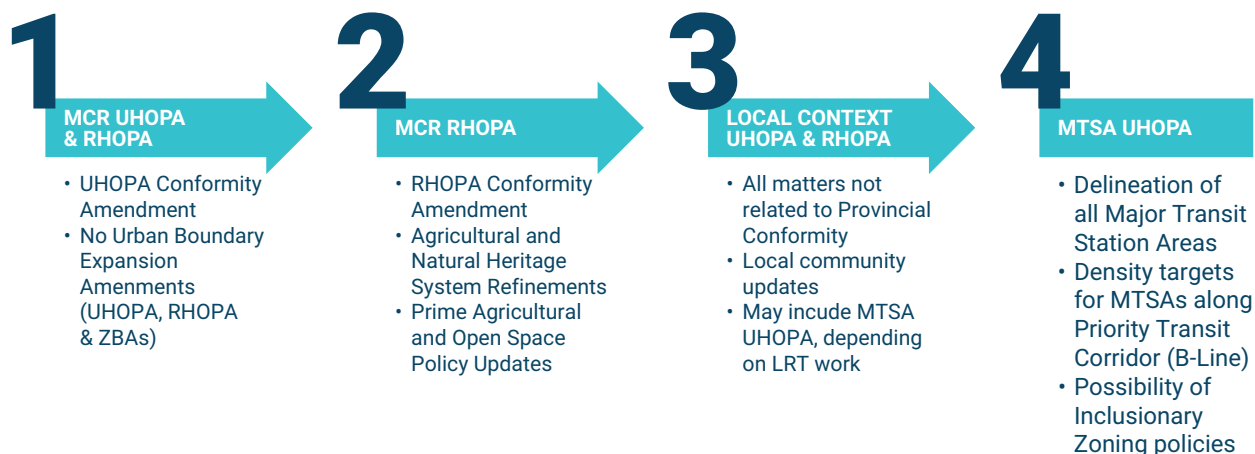
3. **Ancaster has the Wilson Street Secondary Plan, and a Secondary Plan is being developed in Waterdown. Secondary Plans supersede and replace the Urban Hamilton Official Plan (UHOP) for these areas, which have these Secondary Plans because of their distinctiveness and sense of place. How will OPA affect Secondary Plans?**

Secondary Plan areas are not to be affected by Official Plan or Zoning changes at this time. Current proposed changes are for Volume 1 of the UHOP only (with some minor exceptions to update the West Hamilton Innovation District, Centennial Neighbourhoods and Fruitland Winona Secondary Plans to implement approved employment land conversions and address provincial conformity matters). Any changes to Secondary Plans would be completed through a separate amendment process with additional engagement. The Waterdown Secondary Plan, specifically, will go to Council next month. It has been reviewed for Provincial Plan conformity.

**Is there approximate timeline including dates for the 4 Official Plan Review phases outlined in the presentation?**

Phase 1, the current phase, is to be completed by July 1, 2022. Phases 2 and 3 will be brought forward to Council early next year (Q1 and Q2 2023). Phase 4 will be Q2 2023. Timelines are tentative and will depend on other work, including the Major Transit Station Area (MTSA) planning.

**Phases of the Official Plan Review**



4. **Will Major Transit Station Areas (MTSAs) be factored into this new phase for the UHOP update? Which areas are included, the entire Blast Network, only the B Line, the B Line + the GO Stations, or all of the above?**

MTSA updates will take place in the final phase of the review, as information from the Light Rail Transit (LRT) process needs to be incorporated. MTSAs identified along the priority transit corridor (LRT corridor) in the Provincial Growth Plan are being included, as well as existing and planned GO Stations.

5. **When will inclusionary zoning and density along major transit lines be considered?**



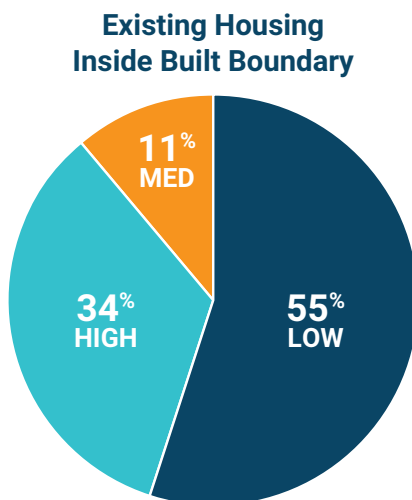
This will be considered in Phase 4 in 2023.

**Provincial Plans, Housing, Employment**

6. **What is the existing housing stock in terms of units in the Hamilton built boundary?**

Hamilton has the following housing: 55% low density; 11% medium density; and 34% high density.

Built Boundary/Urban Area Housing	
Housing Type	Number Units
Single Family	105,898
Semi-Detached	6,465
Townhouse	21,676
Apartments	69,012
<b>Total</b>	<b>203,051</b>
<hr/>	
Low	112,363
Medium	21,676
High	69,012



7. **How much growth in terms of units, population and jobs need to be accommodated in the existing urban area with no urban expansion?**

Growth to 2051 within the Urban Area (No Urban Expansion, UBE, scenario) must accommodate:

- Units: 110,320
- Population: 236,000
- Jobs: 122,000

8. **What type of housing units will need to be planned in the existing neighbourhoods/ built boundary to accommodate the 2051 provincial growth forecasts without an urban expansion option?**

Unit Growth by Type (City-wide) under No UBE scenario:

- Single / semi – 9,585 (9%)
- Towns – 14,750 (13%)
- Apartments – 85,985 (78%)

Further refinements are ongoing to determine the unit breakdown by type within the Built-Up Area.

9. ***Does the City have any information about the recommendations of the Provincial Housing Task Force? How will those result, once released, be considered in this process?***



The [Ontario Housing Affordability Task Force Report](#) (released February 8, 2022) includes 55 recommendations to address housing affordability. To date, it is not known which, if any, recommendations will be supported by senior levels of government, so it is premature to consider implementation at this point. However, of note, one of the recommendations of the Task Force is to amend municipal zoning by-laws to allow up to four units on a single residential lot, which is consistent with the recommendations being put forward in this MCR OPA and low-density residential zoning updates. Review of the report and the recommendations is underway.

10. ***Are there any specific plans for houses/properties that are sitting empty and have been for years, such as a plan to provide affordable housing options?***

The City can put measures in place (flexible zoning, etc.) to encourage redevelopment on this type of site, but it is up to the property owner to initiate redevelopment plans. The City is investigating a [vacant residential land tax](#), which may provide additional incentive to property owners. The City is striving to put the zoning and policies in place to encourage redevelopment to occur.

11. ***What is the age break down of the proposed population growth? This makes a difference in the type of housing required. Many seniors are not moving from 3 bedrooomed houses as not enough smaller accessible housing is available in their neighborhoods.***

Age group breakdowns are available as part of the Provincial growth forecast. There is an increase in the senior age cohorts, and an important part of the process is increasing all the housing options available within our neighbourhoods. The goal is to have a range of options, including options that could help seniors "age-in-place".

12. ***When is the City going to cut all the red tape and encourage the building of high-density projects to help address the housing crisis?***

The City endeavors to provide an efficient development approvals process while continuing to ensure that development proposals meet all local and provincial planning requirements.

13. ***Can you provide some examples of the land-use compatibility requirements that would apply to redevelopments, including any related to environmental issues?***

There would be requirements for a land-use compatibility study, which would include consideration of air quality, noise, and odour.

14. ***Does the City have requirements that a certain percentage of deeply affordable units must be physically accessible?***

This is not a requirement in the current phase, but in subsequent phases various ranges of affordability will be considered. The City will utilize tools, such as inclusionary zoning. This may be included as part of either Phase 3 or Phase 4.

15. ***Have all of the employment land conversions been determined yet? If so, how many additional hectares of land will be available for other uses?***

The City's [Employment Land Conversion Report](#) was approved by Council in August in 2021. There are some sites that required further work, which is underway. Recommendations will go to Council in the coming months. Recommendations to date are generally identified conversion sites where the land has been developed for other uses. That is, the land designation did not match what is existing on the property.

16. ***Why has the density target for the Designated Greenfield Areas (DGA) been reduced from 70 (when employment lands are included in the average) to 60 people and jobs/Hectare?***

The density target of 60 people and jobs/hectare is based on the analysis of designated greenfield areas (DGA) and the planned development that will occur on this land. Much of this land is already built or planned so there is not a lot of opportunity to increase the density on much of the DGA. There are opportunities to go higher in some areas. 60 people and jobs/hectare is an average across the entire DGA. However, this does not preclude higher densities in some areas.

17. ***The Garner Road wetland property that is designated for Airport Employment Growth District (AEGD) is at the headwaters of Ancaster Creek and so Hamilton Conservation Authority turned down the development proposal. What is the present zoning there and will it be removed from the AEGD?***

As part of this project, we are not proposing to change any zoning within the Airport Employment Growth District.

18. ***Are these policies being tested from a feasibility perspective considering the extensive cost of construction, land costs, application fees and servicing since the current UHOP was approved in the early 2010s? If so, some case studies would be interesting to see as part of the consultation, particularly if the examples factored in an affordable housing component and/or community benefit space/feature.***

We haven't completed case studies as part of this phase of our work. It is possible this could happen as we get further into our research and planning, in particular around Major Transit Station Areas and affordable housing.

19. ***Will there be any impact on built heritage in terms of its preservation under the Ontario Heritage Act and the resources allocated to this valuable process by the City?***

No changes are proposed to the existing processes for the protection of heritage resources.

## Cultural Heritage, Transportation



20. ***Is the policy regarding Indigenous Peoples proposed going to influence the heritage designation of trails or lands? Ancaster at the corner of Rousseaux and Wilson has at least 3 major indigenous trails which branch off from that point, Old Dundas Road, Wilson Street, and Rousseaux itself, which is the Mohawk Trail along the escarpment, that's an interesting development.***

In terms of trails, no we are not making any changes at the moment. This could be looked at in a later phase (Phase 3) where local context is considered. Comments regarding specific trails can also be sent directly to staff at any time.

21. ***Bike lanes and bus/tram only lanes or streets are proven ways to reduce traffic in cities while also providing dozens of other benefits, especially employment. Has the City implemented this?***

Hamilton's *Transportation Master Plan* establishes strategies to achieve targeted mode shift from single-occupant vehicles to public transport and sustainable modes. The provision of dedicated cycling infrastructure and transit priority measures are amongst many to provide low-stress, safe and accessible transportation options for people of all ages, abilities, and incomes. In addition to the network of off-street multi-use paths and trails, the City has converted vehicular lanes to dedicated bike lanes to provide secure and well-connected cycling facilities and advance multimodality in the transportation network. Amongst many but not limited to, the following are examples of such infrastructure improvements:

- Bay Street cycle track
- Cannon Street cycle track
- Hunter Street cycle track
- Victoria Avenue North cycle track
- Keddy Trail multi-use path

The City will evaluate the feasibility of dedicated transit-only lanes for the BLAST network to improve service efficiency along transit priority corridors.

22. ***The Hamilton LRT stops are already fixed, as are the 3 go stations in the area. Why is there a delay until Q2 2023 to designate the Protected Major Transit Station Areas (PMTSAs)?***

The LRT project was on hold for a period of time. Now that the project is once again approved, time is needed to study each of the *Major Transit Station Areas* including delineation and density planning of each MTSA. This work will be completed over the next year.



23. ***What sorts of densities are will there be along the BLAST network corridors other than the LRT B line?***



The City is looking to achieve transit supportive densities along all the BLAST network corridors. The City's corridors are where a significant amount of our growth has been identified, about 40% of our intensification growth. The City has been required by the Province to plan for a minimum of 160 persons and jobs/hectare along the LRT corridor.

24. ***Is the elimination of parking minimums under serious consideration as part of achieving these climate change mitigation and transportation goals and objectives?***

Parking has been evaluated as part of all zoning changes and where possible, significant reductions have been made already (i.e., downtown area). Further reductions are being considered, along with the way that they will be implemented through the Zoning By-Law.

**Climate Related, Infrastructure**

25. ***Do City staff feel that all future growth to 2051 can adequately be accommodated in the existing urban area that meets the Provincial Growth Plan and Land Needs Analysis methodology? What kind of community character (housing mix and supporting open space, community services, amenities, schools, and other infrastructure) will need to be provided to accommodate all this growth in the existing urban area?***

The Council-approved preferred growth scenario is to accommodate all growth within the existing urban boundary to 2051, including additional opportunities for intensification within our neighbourhoods, creating a greater "mix" in some of our neighbourhoods, including housing mix. Ensuring adequate infrastructure to support this development will be a key consideration moving forward.

26. ***Given the anticipated growth, how will waste management work with respect to the landfill site, waste reduction initiatives. Are there alternative methods of waste management being considered?***

Any required policy updates related to the waste management process will be considered in Phase 3, Local Context.

27. ***Could we hear more information about the Community Energy and Emissions Plan (CEEP)?***

The CEEP is being prepared, and updates about its progress will be available in coming months and can be found on the [City's webpage](#).



28. ***How will flood forecasting and hydrologic modelling be integrated into land use planning before any approvals are granted?***

Prior to development approvals being granted, development proposals that are located in Conservation Authority regulated areas are circulated to the Conservation Authority for comment and assessment of flood risk is undertaken. Approval by the Conservation Authority is required before permits are issued.

29. ***Is source water protection included as part of the environmental considerations for land use compatibility? Only air quality and noise were mentioned.***

Source water protection is a consideration during the development approvals process for specific sites.

30. ***Will the existing infrastructure (sewers, water, etc.) be able to support the proposed increases in density, specifically within the downtown area?***

This is being reviewed within the [Water, Wastewater and Stormwater Master Plan](#) currently underway. Any required upgrades will be identified within this study.

31. ***Will the City be prioritising green building, the urban tree canopy, stormwater management in new development applications?***

Standards are under development that would include green development standards for low density residential developments. Streetscape improvements will also be addressed. The standards may be forthcoming by the end of 2022.

32. ***Is there any opportunity for constraints / opportunities mapping? E.g., if the master plans you have referenced identify areas where fewer constraints exist today, is there any way to encourage development specifically in those locations first?***

This is something being reviewed in consultation with Public Works staff as work progresses on the updates to the *Water, Wastewater and Stormwater Master Plan*.



33. ***Will The Water and Wastewater Master Plan update protocols that include resilience strategies to prevent combined sewer overflow (CSO) spills that are not detected immediately like occurred at Main/King CSO?***



In 2020, the City initiated an enhanced inspection program of all its sewer outstations including all pumping stations and CSO tanks. The enhanced inspection program is undertaken by a dedicated group of operators and trades people who visit these sewer outstations on a regular basis and assess the operation of the assets including inspection of various facility elements including mechanical, electrical, instrumentation, etc. The purpose of the program is to ensure that our assets are functioning properly and according to their intended design.

In addition, in 2020, a Water Quality Technologist was hired by the City to support the development of a *Surface Water Quality Program* of the watercourses in the City of Hamilton. The *Surface Water Quality Program Framework* is the starting point for the City in gaining a holistic understanding of its receiving waters and the impacts from various assets within the wastewater collection and treatment systems. It highlights Hamilton's major receiving water bodies, wastewater collection and treatment systems, internal and external stakeholder engagement and a three-phased approach of program implementation. With this framework, Hamilton's goal is to build a wider baseline understanding of water quality over time, develop open communication and transparency with various stakeholders, and respond to and investigate any water quality anomalies that may be a result of wastewater infrastructure, throughout Hamilton's Watersheds.

**Growth Management, Firm Boundary, Urban Structure/Zoning**

34. ***Will there be periodic reviews to ensure that forecasted growth can be sustained?***

Yes, the Province has identified that growth forecasts will be reviewed and updated every five years. Further, the City is required under the *Planning Act* to review the *Official Plan* every five years.

35. ***Why has Council recommended not to expand the Urban Boundary? How will this impact the Real Estate market?***

Council endorsed the *No Urban Boundary Expansion* scenario as the preferred growth option for the City to 2051. It is not known if this decision will have any impacts on the real estate market.

36. ***Has the City resumed its work on the residential zoning project? When will the City be examining other housing options such as semis, triplexes, low rise apartments as well as the family friendly building project?***

The residential zoning project is ongoing in parallel with this process. Public engagement about [family-friendly housing](#) will be starting in March.



37. **Are there plans to upgrade building codes/zoning changes that focus density at public transit nodes?**



The City's *Official Plan* and Zoning By-law already focus density at nodes and corridors, including public transit nodes, through the Downtown, *Transit Oriented Corridor* (TOC), and *Commercial Mixed Use* (CMU) zones. Through the proposed MCR OPA, height permissions in areas designated *Mixed Use Medium Density* are proposed to increase to 11 stories (from the existing 6-8 stories) providing opportunity for increased density along these corridors, including the LRT corridor. Further planning work to examine ultimate planned density for the station areas along the LRT and the GO Stations (*Major Transit Station Areas*) will be undertaken over the next year and implemented during Phase 4 of the OP Review.

38. **Will the low and medium density areas accommodate the forecasted population growth? Could there be a mix between rural and urban growth instead of only one option?**

City Council has approved the *No Urban Boundary Expansion* growth scenario, which requires the City to accommodate all growth within existing urban areas with a very small amount of infill development within existing rural developments, such as Carlisle. The growth will be distributed across the urban area including low, medium, and high-density areas.

39. **Cities cannot keep growing forever. We cannot have this discussion come up every 30, 50, 100 years. Is any thought given to how to put a limit on the size of cities and population growth before our open space is all lost?**

The City must plan to achieve the population forecasts that are provided by the Province.

40. **While council has voted to keep the urban boundary firm, there is still on-going consideration of a boundary expansion in Waterdown into the Greenbelt. Where can the public view the expansion applications that are under consideration for Waterdown into the provincial Greenbelt? What are the timelines for how the consideration of expansion here will unfold?**

Staff will report back on expansion requests in Waterdown when the updates to the OPA are released and there will be opportunity for public review. Council did reduce the opportunities for expansion in Waterdown to a maximum of 5 hectares, of which a maximum of 50% can be for residential use.

41. **When will City staff be bringing forward a timeline and plan to take advantage of the new Community Benefits Charges (former section 37 bonusing) passed in Bill 108?**

The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.



42. ***If a developer's plans have already been submitted, will they be given an opportunity to add more density to their plans?***

If a developer wants to apply for a revision to a development application, they have that opportunity under the *Planning Act*.

43. ***City planning stated that the types and percentage of homes that the City is proposing in the new official plan is 78% apartments, 13 % towns and 9% singles. Will the high percentage of apartment construction and the small percentage of ground-related, single-family housing comply with Provincial Growth Plan Policy of "More Homes More Choices"?***

This will ultimately be up to the Province to approve. A draft *Official Plan Amendment* has already been sent to the Province. Once approved by City of Hamilton Council in May, the *Official Plan Amendment* will go back to the Province for final approval. The City is doing its best to demonstrate a strategy to meet the *Provincial Growth Plan*.

44. ***How did City planning staff determine the residential unit allocations across urban neighbourhoods / downtown growth centre/ nodes & corridors?***

This is determined in several ways including looking at development applications already submitted, consultations where we know applications are forthcoming, and looking at underutilized properties.

45. ***Knowing the direction of Council, will new applications for higher density development be considered in advance of the approval of the OP?***

Development applications can be submitted at any time for consideration. Applications for *Official Plan* or Zoning By-law amendments are a public process that require Council approval.

46. ***Will new triplexes and fourplexes come about through conversion only? Does this mean that there will be no new triplexes or fourplexes?***

Approvals of conversions is an interim step that will take place within the context of the existing community zoning by-laws. The intent is to do a full analysis and evaluation to introduce new residential zones through the [Residential Zones Project](#).

47. ***Doesn't this current proposal for conversion in existing units not limit a significant amount of potential infill intensification? Given Hamilton from 2016 -2021 has had a higher population growth rate than Toronto and the timeline of the residential zoning project, when would the earliest that this would/could be implemented across the city?***

The described approach to conversions is an interim measure. The City is actively working on Phase 1 of the residential zoning project, which will introduce low-density residential zones. Changes to the zoning by-law cannot occur until this OPA has received final approval, therefore interim steps are necessary.

48. ***When new units become available in low density homes, that may be rented, will the City require units to be licensed/legal units?***

With the proposed zone changes, these units would be a permitted use subject to zoning regulations. The zoning by-law does not regulate tenure. As a separate process, the City is contemplating short-term rental licensing regulations.

49. ***When a house is purchased in the next few years, will it be known what is allowed to be built on the property as far as secondary dwellings?***

The City approved [Secondary Dwelling Unit regulations](#) in 2021. Secondary dwelling units are permitted as of right throughout the urban area. The City is currently proposing to add additional uses to existing low density residential zones. Further zoning changes will be forthcoming through the [Residential Zones Project](#).

50. ***Has there been consideration for providing incentives to residential landowners who intensify (e.g., by converting a single detached home to a triplex)? This might be helpful to encourage implementation and support for the draft Zoning Bylaw.***

There are no incentive programs at this time.

51. ***Is any part of Elfrida going to be considered part of the urban boundary?***

No, there is no part of Elfrida that will be considered part of the urban boundary, provided the Province grants final approval to the OPA.

52. ***The Ontario Land Tribunal (OLT) is the ultimate referee on what will be built. How will you ensure that whatever zoning and bylaws are introduced, that developers will not submit applications well beyond the limits set, and thereby undermine the City's own policies.?***

The right to appeal to the OLT is contained within the *Planning Act*. Anyone can go through this appeal process as part of development approval processes.

### Next Steps

53. ***When do you expect to hear back from the Province about this plan?***

The Province may provide comments to the City on the Draft OPA that was provided for provincial review on January 12, 2022. The Province has 90 days to provide comments to the City on the Draft OPA. Conversely, the Province may not provide any comments to the City on the Draft OPA and instead wait until the Council-approved OPA is provided to the Province for approval (following the statutory public meeting in May). Once the OPA is sent to the Province for approval, the Province has 120 days to issue a decision on the OPA.

## Open House 2 – February 22, 2022

The following questions and comments were entered into the Q&A box during the **February 22, 2022**, virtual public webinar or submitted prior to the session. The facilitator either asked the staff presenter to respond to the individual question, or where questions were similarly themed, staff responded to a single summarized question on the given topic. From this information, a Q&A document has been created by staff and posted on the project page of the Engage Hamilton portal. As well, a recording of the meeting, which includes the staff presentation and the questions and answers, is also posted for on-demand viewing.



Questions and answers have been grouped under headings that correspond with the order that the topics were presented, and appear in the following order:

- GRIDS2/*Municipal Comprehensive Review* (MCR) Background
- provincial plans, housing, employment
- cultural heritage, transportation
- climate related, infrastructure
- growth management, firm boundary, urban structure/zoning
- next steps and future phases

### GRIDS2/MCR Background

1. ***Is it true that Hamilton Council will review the need for boundary expansion annually? How would that work the 5-year provincial reviews?***

Council will not be reviewing the boundary expansion annually. *Official Plan Reviews* take place every five years, and *Municipal Comprehensive Reviews* (MCR) are required ten years after the initial OP is adopted. Boundaries are revisited only at the time of an MCR.

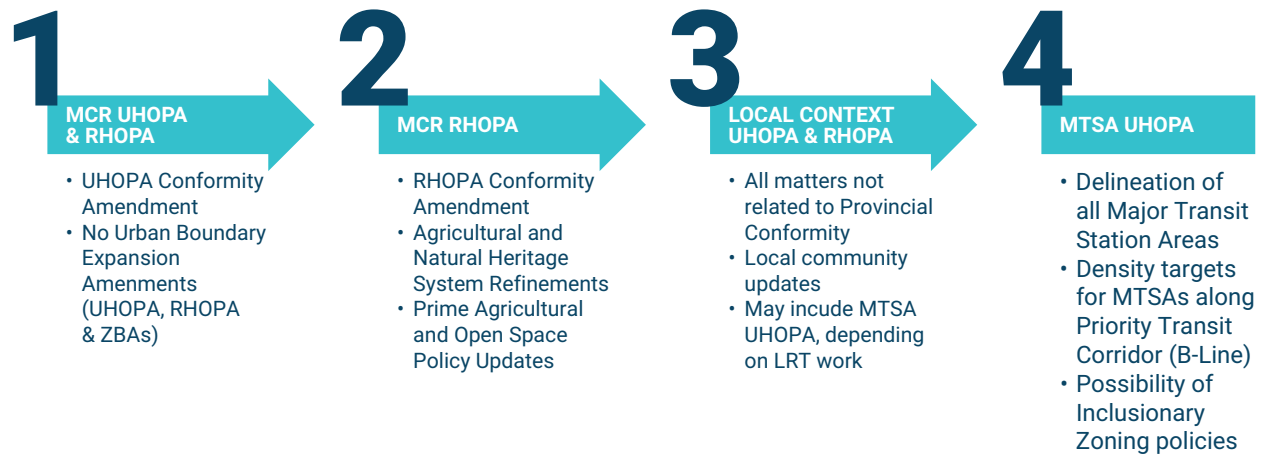
2. ***What did Council agree to review annually at the November 2021 meeting?***

Council directed staff to review growth rates and housing supply information annually, so staff will be monitoring indicators such as intensification and housing development on an annual basis.

### ***Are the 4 phases required to be completed by July 1, 2022?***

The first phase focuses on updates to the *Urban Hamilton Official Plan* (UHOP). The UHOP updates need to be completed by July 2022 to meet a provincial deadline. The updates to bring the Rural Hamilton OP into conformity with provincial policies will take place in the Spring 2023 (Phase 2). Phase 3, looking at more local matters will take place at this time as well (Spring 2023). Phase 4, which includes consideration of *Major Transit Station Areas* (MTSAs) and inclusionary zoning, will take place in mid 2023.

Phases of the Official Plan Review



3. **How can a plan be developed for 20 years into the future?**

The *Growth Plan* for the Greater Golden Horseshoe has forecasts for employment and population for the next 30 years. The province requires municipalities to plan for this horizon. Every five years the City will be reviewing the *Official Plan* to see if these longer-term forecasts are being supported.

4. **Does the No Urban Boundary Expansion Scenario conform to the provincial policies and the Market Demand direction given by the province?**

The draft *Official Plan Amendment* (OPA) that is Phase 1 of the City's MCR process will need to conform with provincial policies including the requirement to plan for a marked based housing forecast. Ultimately, the Province will decide on its conformity.

5. **How are the various inputs weighed in compared to the provincial mandates?**

The City is required to conform to all provincial policies and conform to the *Growth Plan*. The policy direction is weighted equally.

6. **What policy work is being done in relation to this to mitigate against appeals to the Ontario Land Tribunal?**

This OPA will be passed under Section 26 of the *Planning Act*, so should the amendment be approved by Council and the Province, there are no rights to appeal.

7. **Since Hamilton did not achieve its provincial growth targets previously, are checks and balances being incorporated into this to focus on holistic, complete development (infrastructure/transportation/housing)?**

The City has been generally on track with growth forecasts on population, with some lag on employment similar to many communities in Greater Golden Horseshoe. There is a focus on creating complete communities, including supporting infrastructure. As noted, Staff is required to monitor our progress on an annual basis, which will help inform the next *Municipal Comprehensive Review* process.



8. ***City planning staff spent a great deal of time, effort and money analyzing the housing requirements for the future growth of Hamilton. Based on their detailed analysis, they recommended that the urban boundary be expanded. What justification was used by City councillors to reject the planning staff recommendation?***

Discussion about Hamilton's *Growth Strategy* took place at the November 19, 2021 [General Issues Committee Meetings](#). Through the link, anyone can access the video and hear the points made by Council members, leading to their decision.

### **Provincial Plans, Housing, Employment**

9. ***What is the process for allowing small plots of land (less than 20 acres) within the existing Whitebelt areas to be developed for residential or commercial use?***

Whitebelt lands are lands that are not within our urban area or the *Greenbelt Plan* area but are designated rural. There is a policy within the *Provincial Growth Plan* to allow for some minor urban expansions within these Whitebelt lands, however, given the current direction from Council, staff is recommending that there not be any expansions, of any size. A policy has been included in the draft OPA that prohibits this type of small urban boundary expansion.

10. ***What is the age breakdown in the proposed city population growth? This makes a difference in the type of housing required. Many seniors are not moving from 3 bedroomed houses as not enough smaller accessible housing in their neighborhoods.***

Age group breakdowns are available as part of the Provincial growth forecast. There is an increase in the senior age cohorts, and an important part of the process is increasing all the housing options available within our neighbourhoods. The goal is to have a range of options, including options that could help seniors "age-in-place".

11. ***Is any consideration being given to the maximum sizes of single detached residences. We learned that in Portland Oregon their intensification policies are considering these limits to ensure efficient use of densified lands.***

To date, there hasn't been discussion about limiting the size of single detached residences. Zoning updates are being developed and staff will continue to look at opportunities to achieve intensification goals.

12. ***Can you explain next steps for the deferred employment conversion requests in the context of the GRIDS2 process?***

The City can only look at employment conversions through the MCR. A report went forward in August 2021, with staff recommendations on existing requests. There are some outstanding requests for which recommendations will be forthcoming, likely towards the end of April.

13. ***Is there a plan for redeveloping and remediating pre-existing urban areas prior to approving new communities on lands on the outskirts of the city?***

There are existing policies and zoning in place to allow and encourage redevelopment to occur within the urban boundaries. The goal is to be permissive to redevelopment and incentivise developers to come forward to redevelop their land.

14. ***Does this official plan pre-emptively address Hamilton's need for family housing policies in urban central areas (3–4-bedroom units, minimum amount of amenities/green space, etc.)?***

The City does have policies coming forward as part of this MCR that will encourage "family size" dwellings. In terms of amenities and greenspace, generally the policies would support this. Further details will be part of future zoning regulations. Staff are going to be consulting on a [family-friendly housing discussion paper](#) in March 2022.

15. ***With respect to housing affordability, the price of purchasing a home continues to rise as the inventory of homes decreases. Wouldn't allowing more houses to be built not bring the price of homes down?***

Bringing additional supply may help the affordability of homes, but likely not significantly. Affordable housing needs to be addressed through multiple fronts using different policy responses and available tools.

16. ***What changes are intended to make the construction of "lane way housing" or second suite housing permitted as of right in low density areas.***

The City passed Zoning By-law amendments in 2021 that permit [Secondary Dwelling Units](#) (including laneway housing) as-of-right across the Urban Area.

17. ***If the process of development is driven by developers, how can the City encourage developers to build within the urban boundary? Especially when there is a lack of affordable housing?***

The City is not proposing any urban boundary expansions, as per Council direction, so the only option is to encourage development within the existing urban boundary. The City has put in place a number of incentives to try and encourage development within the Urban Area. With respect to affordable housing, this is an area for further study and action.

18. ***Are you looking at any expropriation of areas such as Kenilworth and Barton Street with vacant or very low-density housing that can be redeveloped into higher densification?***

Staff are not aware of any expropriation processes.

19. **What kind of incentives does the City plan to provide for redeveloping in core areas?**



The City can put measures in place (flexible zoning, etc.) to encourage redevelopment, but it is up to the property owner to initiate redevelopment plans. The City is investigating a vacant residential land tax, which may provide additional incentive to property owners. The City is striving to put the zoning and policies in place to encourage redevelopment to occur.

20. **Will the City consider new incentives to revitalize the core urban area?**

The City completed a review of its incentive programs in Fall 2021. These are reviewed every five years, so there are opportunities to make changes as well as bring in new incentives.

21. **Has there been any discussions about community benefits in the development process with the Hamilton Community Benefits network?**

The City is in the process of preparing a Community Benefits Charge By-law with a goal of final Council approval in Summer 2022.

### Cultural Heritage, Transportation

22. **How did the current Urban Indigenous Strategy inform cultural heritage aspects of the OPA?**

The City's first phase of the *Official Plan Review* is related specifically to the provincial policy updates. Staff has engaged with the City's Indigenous Coordinator to help connect with Indigenous Communities and ensure that appropriate consideration is given to Indigenous perspectives. There may be further updates in Phase 3, *Local Context*.

23. **In regard to cultural heritage (the acknowledgement of Indigenous peoples as caretakers and stewards of our lands and waters) how does this section address climate issues, food security, water infrastructure etc. related to the 7 generations?**

These are important considerations for the City, and there will be additional updates as part of the MCR. Ideas and additional comments are welcome as guidance for staff.

24. **What is the potential for Cultural Heritage Landscape conservation?**

*Cultural Heritage Landscapes* are acknowledged within the OP. The Province has not identified additional *Heritage Landscapes* and so at the present time amendments do not address any additions. Staff encourage anyone to bring forward questions and ideas about new *Heritage Landscapes* to be considered through future review phases.



25. ***How is the Official Plan addressing the overwhelming number of empty parking lots in the city as options for development?***



The development process is typically landowner driven. If landowners who own parking lots or vacant lands submit development applications, the City will process them and make recommendations to Council. It is staff's hope that through these updated policies encouraging intensification we will see landowners coming forward with redevelopment applications.

26. ***Would the City of Hamilton consider revising parking minimums for new developments like the City of Toronto has?***

The City is evaluating parking in the development of the new comprehensive zoning by-law. There have been some reductions and eliminations already for parking in some areas.

27. ***Are we going to allow tandem parking in this city like many of our neighboring municipalities? Parking variances lead to fighting between neighbours and are a major hindrance to increasing density. One bedroom dwelling units should not require parking.***

As part of this review, staff are continuing to evaluate parking regulations and design standards.

28. ***Will new rules allow more than one car to be parked in a long driveway?***

At this time, the rules regarding long driveways are not being addressed. When the residential zoning component is addressed as part of the comprehensive zoning by-law, staff will be looking further at these and other considerations.

29. ***How does the City propose to address the former communities which have single main roadway access capability to accommodate increase traffic presently overloading roadways?***

As part of the development approvals process, staff will continue to review traffic impacts through development applications for intensification projects, in coordination with Transportation Planning.

### **Climate Related, Infrastructure**

30. ***How will you ensure that natural heritage features such as wetlands and forest cover will be protected under the new Official Plan?***

The City currently has policies to prohibit development within wetland areas and natural heritage features. Mapping and refinements to mapping will take place during Phase 2, when the Rural Hamilton OP will be the focus.



31. ***Is stormwater management included in this process and if so how and where?***

There are existing policies addressing stormwater management in the *Official Plans*, and there are some updates including introduction of green infrastructure policies and low impact development techniques. An update to the *Water, Wastewater and Stormwater Master Plan* is currently underway, which may inform further policy updates in a future phase.

32. ***Does low impact development include permeable pavers as an alternative to stormwater sewers or retention ponds? Are there incentives for using these types of techniques?***

Yes, permeable pavers are identified as low-impact development technique and there are policies related to this.

33. ***What work is being done to ensure developments are being designed and built to a standard that will mitigate the anticipated climate changes?***

The City is working on developing *Sustainable Building and Development Standards*, requiring developers to identify specific techniques to help mitigate climate impacts. While it is not part of this specific project, it is something the City is looking at and will bring forward ideas to Council later this year. There are also updates underway to the City's [Water, Wastewater, and Stormwater Master Plan](#).

34. ***Are the combined sewers being addressed?***

This would need to be reviewed as part of the [Water, Wastewater and Stormwater Master Plan](#).

35. ***Is it part of the official plan review to require new buildings to have zero emissions of greenhouse gases and to require parking spaces in underground and above-ground parking lots to allow charging of electric vehicles?***

The City is encouraging electric vehicles through the policy updates. More specific details will be contained within the comprehensive zoning by-law update.

36. ***The new Policy B.3.2.4.7 encourages the use of locally sourced materials in both new construction and retrofits to reduce carbon impact. How will you encourage this use?***

One of the policy updates does include the use of locally sourced materials to reduce the amount of green house gas emissions. The City is creating *Sustainable Building and Design Standards*, which may provide further direction on this issue.

37. ***Banning gas furnaces is actively considered or in place in some municipalities; what would it take for this to be pursued?***

This issue is not considered as part of the *Official Plan Review*, which focuses on land use planning matters. Phase 1 of this process is focused on conforming to provincial land use planning policy.

38. ***Were there consultations with Environment Hamilton and Hamilton 350 to inform the section about Climate related issues?***



There has been and is planned additional stakeholder engagement with organizations involved in the GRIDS2 process (i.e., Hamilton Conservation Authority, Environment Hamilton, and others).

39. ***How will the City protect older growth forests and trees?***

The City has an [Urban Forest Strategy](#) that is underway. In addition, there are natural heritage policies within the OP that protect significant woodlands.

40. ***Have you looked at deconstruction policies as an alternative to demolition to provide an incentive to recycle construction material? You might want to look at Portland, Seattle, or Vancouver.***

The policy update does encourage the re-use of buildings and materials.

41. ***Is any change coming for Cootes Escarpment Park initiative and development / lack there of in the Pleasantview area?***

The *Cootes to Escarpment EcoPark System* (the *EcoPark*) is a collaboration of nine partner agencies (City of Hamilton, Halton Region, City of Burlington, Conservation Halton, Hamilton Conservation Authority, Bruce Trail Conservancy, Hamilton Naturalist Club, McMaster University and Royal Botanical Gardens) who manage and protect their own lands through their existing operations, local and provincial policy, and regulatory frameworks. Certain tracts of land within the Pleasantview area are within the *EcoPark* as they are owned by Partner agencies. More information about the *EcoPark System* can be found on the webpage: [Naturally Connected | Cootes to Escarpment](#) ([cootestoescarpmentpark.ca](http://cootestoescarpmentpark.ca)). At this time, the City of Hamilton is not proposing to acquire additional lands in the Pleasantview area. We do not know of land acquisition plans of other *EcoPark* Partner agencies.

The Pleasantview area was placed within the *Area of Development Control* of the Niagara Escarpment Commission (NEC) in September of 2021 by the Ministry of Northern Development, Mines, Natural Resources and Forestry. Accordingly, the NEC is now the approval authority for development within the Pleasantview area and most types of development (unless exempt) are subject to the issuance of a NEC Development Permit.

42. ***What prohibitions are being examined/ removed in the Niagara escarpment?***

The *Niagara Escarpment Plan* was updated in 2017 and a new policy was developed that prohibited the extension of water and wastewater services to existing lots and uses that front onto an urban boundary road. This OPA is in conformity with provincial policies.

### Growth Management, Firm Boundary, Urban Structure/Zoning

43. **Urban development has already taken place around the Nebo Road/ Twenty Road East and airport areas. Why would the remaining lands in these areas not be infilled to become part of the city? This would not create significant environmental or agricultural issues. Can there not be a balanced approach with a mix or intensification in existing urban areas along with recommended boundary expansion?**

Lands around the airport have been identified already as being part of the urban area. The *Airport Employment Growth District Secondary Plan* guides the growth in the airport area.

Lands that are not currently designated urban (referred to as the Whitebelt lands) in the Twenty Road East and West areas are not proposed to be added to the urban area, in accordance with the *Council No Urban Boundary Expansion* growth decision.

44. **Will this process change the Ancaster Wilson Street Secondary Plan?**

The City is not proposing any updates to *Secondary Plans* at the moment. If changes are proposed in the future, there will be a separate process, including public engagement.

45. **Is there consideration of restoring the density target in Designated Greenfield Areas (DGAs) to 80 people + jobs per hectare, to support transit in those areas?**

The greenfield target in the *Provincial Growth Plan* is currently 50 people and jobs/hectare. Staff are looking to move this to 60 people and jobs/hectare. The density target of 60 people and jobs/hectare is based on the analysis of designated greenfield areas (DGA) and the planned development that will occur on this land. Much of this land is already built or planned so there is not a lot of opportunity to increase the density on much of the DGA. There are opportunities to go higher in some areas. 60 people and jobs/hectare is an average across the entire DGA. However, this does not preclude higher densities in some areas.

46. **What will you do if low density areas that include vacant and dilapidated buildings are not redeveloped by their landowners and developers?**

The development process is landowner driven. The City is currently looking at a vacant land tax, to deter landowners from leaving land vacant.

47. **What is the difference between using zoning bylaws vs design guidelines to influence the character and quality of Hamilton's built form? Which does Hamilton use?**

Zoning by-laws are the legal document prescribing land use regulations. When it comes to character and materials this is considered within design guidelines. Design guidelines are intended to guide development and are not legal requirements. Zoning by-laws and design guidelines are intended to work together. The City is working on providing more guidance through the development of (updated) urban design guideline standards that will be applied city-wide.



48. ***Is there a time estimate for the incorporation of the residential land use bylaws into 05-200?***

In addition to the work being done to support the OPA, the City is also working on the comprehensive zoning by-law for the residential zones. We are hoping to bring this forward in 2023.

49. ***Regarding parking in the front of a dwelling. I am assuming that the 50% landscape will still be in place as a bylaw.***

The 50% landscaping is currently being evaluated as part of the residential zoning project.

50. ***What is preventing Hamilton from adopting more progressive planning policies (as seen in BC and through the national architecture policy)?***

The City is reviewing best practices and evaluating them for local application as part of this process and in an ongoing way.

51. ***Why triplex/fourplex permissions only in existing buildings, and not purpose built?***

The approach to conversions outlined today is an interim step to facilitate moving forward with implementing Council's direction in the short term. Certainly, consideration of a full range of residential densities will be looked at through the residential zoning project.

52. ***Are any changes proposed to the low, medium, high density designation density ranges and / or is more flexibility proposed to ensure a mix of housing types and limit the need for OPAs? These targets should be applied across the city and not only on a site-by-site basis.***

The approach to increasing density outlined today is an interim step to facilitate moving forward with implementing Council's direction in the short term. Certainly, consideration of a full range of residential densities will be looked at through the residential zoning project.

### Section 3: Next Steps

53. ***Is there an indication of when the Ministry of Municipal Affairs and Housing (MMAH) will get back to Hamilton about the proposed changes?***

The proposed OPA was provided to the province in January 2022. They have 90 days to provide comments. Staff expect that by April 2022, comments will be received, if any. Following the 90 days, the City can move forward with the statutory consultation process, consideration by Council, and formal submission of a revised OPA will go to the Province. The province then has 120 days to approve and/or provide comments.





## Public Engagement “Ideas and Insights”

Appendix B:  
Virtual Stakeholder Workshop Chat Box Entries



## Appendix B: Virtual Stakeholder Workshop Chat Box Entries



In addition to the Jamboard comments received during the stakeholder session and described earlier in this Report, the following questions and comments were entered into the Chat box during the **February 24, 2022**, virtual stakeholder workshop. The staff team responded to all of these questions during the workshop session.

- Strongly support a permissive framework allowing rooming houses.
- Can staff update the Engage Hamilton page on Residential Zones so the broader public is aware of what is coming next? A timeline or even next steps would be helpful.
- Is the City interested in lifting the NEC Development Control in Urban Areas so that zoning can apply in those areas?
- Climate and stormwater related work should consider direction from the province related to Low Impact *Development Stormwater Management Guidance Manual*. Though it is in draft, City ongoing stormwater master plan work should consider it.



## Public Engagement “Ideas and Insights”

Appendix C:  
Summary of Direct Submissions



## Appendix C: Summary of Direct Submissions



These questions presented in this appendix were responded to during the open houses. Responses are summarized in **Appendix A**.

### Questions Submitted in Advance of February 17, 2022, Virtual Public Open House

1. When do you expect to hear back from the Province about this plan?
2. What is the existing housing stock in terms of units in the Hamilton built boundary (if not info available for the built boundary, then for the urban area will do)?
3. How much growth in terms of units, population and jobs need to be accommodated in the existing urban area with no urban expansion?
4. What type of housing units will need to be planned in the existing neighbourhoods/ built boundary to accommodate the 2051 Provincial growth forecasts without an urban expansion option?
5. Does the staff preparing these reports, and the councillors viewing them, have the courage to honor the wishes of their constituents and move forward with no boundary expansion?
6. Does the City have an info on the recommendations of the prov Housing Task Force currently underway? How will those result, once released, be considered in the grids/mcr process?
7. Are there plans to upgrade bdg codes/zoning chgs that focus density at public transit nodes? Flooding is a real hazard under cc. How will flood forecasting and hydrologic modelling be integrated into land use planning before any approvals are granted?
8. Bike lanes and bus/tram only lanes or streets are proven ways to reduce traffic in cities while also providing dozens of other benefits, especially employment. Has the city implemented this?
9. Hello, has the city resumed its work on the residential zoning project? When will the City be examining other housing options such as semis triplexes, low rise apartments as well as the family friendly building project? Thank you.
10. Are there any plans for houses/properties that are sitting empty and have been for years? Any way to work them into a plan to provide affordable housing options?
11. Why has Council recommended not to expand the Urban Boundary? How will this impact the Real Estate market?

## Questions Submitted in Advance of February 22, 2022, Virtual Public Open House



1. What is the process for allowing small plots of land (less than 20 acres) within the existing Whitebelt areas to be developed for residential or commercial use?
2. What is the age break down in the proposed city population growth? This makes a difference in the type of housing required. Many seniors are not moving from 3-bedroomed houses as not enough smaller accessible housing in their neighborhoods
3. Would the City of Hamilton consider revising parking minimums for new developments like the City of Toronto has?
4. Are we going to allow tandem parking in this city like many of our neighboring municipalities? Parking variances lead to fighting between neighbours and is a major hindrance to increasing density. One bedroom dwelling units should not require parking
5. Parking will be an issue in several areas in the lower City of Hamilton, where at present there is not enough parking spaces as on my street near Ottawa Street. What plans does the City have to assist with this problem once densification starts?
6. How will you ensure that natural heritage features such as wetlands and forest cover will be protected under the new *Official Plan*?
7. Will this process change the Ancaster *Wilson Street Secondary Plan*?

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**First Nations and Indigenous Community Comments Summary (March 2022)** – Proposed Amendments to UHOP & RHOP  
(Post Planning Committee)

### Virtual Meetings

#	Date:	Name:	Comment:	Staff Response / Action Required:
1.	March 10, 2022	Six Nations of the Grand River	<p><i>Cultural Heritage</i></p> <ul style="list-style-type: none"> <li>Existing policies seem to focus on built heritage because indigenous communities of the past did not leave buildings behind.</li> <li>Cultural heritage is embedded in landscapes, and need to consider what state we are leaving these in for future generations.</li> <li>City’s current Land Acknowledgement references treaty that conflicts with previous treaty in 1701 (Fort Albany Treaty). Prefer that reference to 1792 Between the Lakes Purchase be removed.</li> <li>More detailed policies regarding Indigenous engagement should be included.</li> </ul> <p><i>Housing</i></p> <ul style="list-style-type: none"> <li>Further discussions required on how affordable is defined. Housing should be available to all, as it is a human right. Concern about further homelessness as LRT is developed and existing housing is removed. Would like to be involved in ongoing discussions with future phases of the Official Plan Review.</li> </ul> <p><i>Transportation</i></p> <ul style="list-style-type: none"> <li>Would like to see electric vehicle charging throughout City, as well as encouraging active transportation</li> <li>Would like to see development of alternative ways to move people into and out of the City (rural to urban)</li> </ul> <p><i>Climate Related</i></p> <ul style="list-style-type: none"> <li>How will green infrastructure be mandated?</li> <li>Support for tree canopy improvements across the City.</li> </ul>	<p><i>Cultural Heritage:</i>  B.3.4 recognizes that an Indigenous community may identify a cultural heritage resource that is a landscape.</p> <p>Draft wording to include the existing City of Hamilton (corporate) Land Acknowledgement has been removed until such a time as City has considered revising the statement. Planning Staff will update the UHOP and RHOP with the appropriate Land Acknowledgment wording when it is available.</p> <p>Staff revised the draft UHOP to include an update to F.1.17.8., as well as new Policies F.1.17.8.2 and F.1.17.8.3 to elaborate on consultation protocols with Indigenous communities.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<ul style="list-style-type: none"> <li>• Not clear through policies how the City is planning to slow down the effects of climate change</li> <li>• Climate impact adaptation needs to be further considered</li> </ul> <p><i>Infrastructure</i></p> <ul style="list-style-type: none"> <li>• Would like to see policies that go beyond the legislation for developing with energy efficiency in mind</li> </ul> <p><i>Growth Management/Firm Urban Boundary</i></p> <ul style="list-style-type: none"> <li>• Commends Council for taking the approach of the No Urban Boundary Expansion growth option.</li> </ul>	<p><i>Housing:</i> Comments noted.</p> <p><i>Transportation:</i> Comments noted.</p> <p><i>Climate Related:</i> Policy framework encourages the use of green infrastructure. The City’s Community Energy and Emissions Plan and Sustainable Building and Development Standards are anticipated late 2022.</p> <p>The City is developing an Urban Forest Strategy to increase the urban canopy.</p> <p><i>Infrastructure:</i> Comments noted.</p> <p><i>Firm Urban Boundary:</i> Comments noted.</p>
2.	March 24, 2022	Hamilton Regional Indian Centre (HRIC)	<p><i>Cultural Heritage</i></p> <ul style="list-style-type: none"> <li>• Land acknowledgement sentence speaks to land ownership through reference to Between the Lakes Purchase, whereas land was stolen.</li> </ul>	<p><i>Cultural Heritage:</i> Draft wording to include the existing City of Hamilton (corporate) Land</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>Revision to Land Acknowledgement needs to clearly and truthfully acknowledge who has and continues to benefit from the lands.</p> <ul style="list-style-type: none"> <li>• Truth and Reconciliation requires admission of truths about how the land was taken from indigenous communities</li> </ul> <p><i>Housing</i></p> <ul style="list-style-type: none"> <li>• Concerned that what is considered ‘affordable’ is no longer accurate for those on fixed income in light of the current housing crisis. Ontario Works only provides \$350 monthly towards housing rent, which is not possible to find for most. Need to supply deeply affordable units for those on a fixed income.</li> </ul> <p><i>Transportation</i></p> <ul style="list-style-type: none"> <li>• Recommends the City reviews and evaluates current user fees for public transit for those on fixed income or who have mental and/or physical disabilities. Consider cargo bikes and how they are classified for usage on the City’s roads.</li> </ul>	<p>Acknowledgement has been removed until such a time as City has considered revising the statement. Planning Staff will update the UHOP and RHOP with the appropriate Land Acknowledgment wording when it is available.</p> <p><i>Housing:</i> Comments noted.</p> <p><i>Transportation:</i> City staff informed HRIC staff of a pilot project that allows children ages 6-12 to ride free with a PRESTO card, and the PRESTO loyalty program enables customers to earn free fare after 8 rides per week instead of 11 rides.</p>
3.	March 25, 2022	Mississaugas of the Credit First Nation (MCFN)	<p>Mississauga’s of the Credit First Nation provided staff with a history of their community to give context to their comments.</p> <p><i>Cultural Heritage</i></p> <ul style="list-style-type: none"> <li>• The City’s Land Acknowledgement needs to be revised. Needs to remove references to indigenous communities that are not treaty-holders for lands within the municipal boundary (i.e., no Erie, Huron-Wendat, etc.). Dish With One Spoon Wampum Belt Covenant has been</li> </ul>	<p>Staff appreciated the historical overview of the Mississaugas of the Credit First Nation.</p> <p><i>Cultural Heritage:</i> Draft wording to include the existing City of Hamilton</p>



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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>interpreted as an agreement to share the lands, whereas the intent was an agreement between nations not to go to war with one another. Prefer reference to Between the Lakes as a Treaty not as a Purchase as it was meant to be an agreement to share the land, not outright purchase of lands by settlers. Treaty was not meant to take away right to self-determination, stewardship, harvest, and the right to be sustained by the lands and resources. Need to reconcile what these treaties have meant for First Nation communities. Would like reference to MCFN included that recognizes their first occupancy of the lands and their role in the first treaty with settlers.</p> <ul style="list-style-type: none"> <li>• Would like reference of engagement with ‘indigenous communities’ changed to ‘First Nations’, those who have treaty rights.</li> <li>• Would like to be involved the next time the Archaeological Management Plan is updated.</li> <li>• Interested in setting up a consultation process with Development Planning, similar to process used in Haldimand County, where MCFN attend pre-consultation meetings and provide comments on certain proposals.</li> </ul>	<p>(corporate) Land Acknowledgement has been removed until such a time as City has considered revising the statement. Planning Staff will update the UHOP and RHOP with the appropriate Land Acknowledgment wording when it is available.</p> <p>Staff revised the draft UHOP to include an update to F.1.17.8., as well as new Policies F.1.17.8.2 and F.1.17.8.3 to elaborate on consultation protocols with Indigenous communities.</p>

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**Agency Comments Summary (January – March 2022) – Proposed Amendments to UHOP & RHOP (Post Planning Committee)**

**Emails to GRIDS2/MCR**

#	Date:	Name:	Comment:	Staff Response / Action Required:
1.	March 2, 2022	Canada Post	Please be advised that CPC has no comments/concerns OR conditions related to these Official Plan updates/amendments for your records.	Comments received.
2.	March 10, 2022	Alectra Utilities	Our office has no comment/objections based on the information provided.	Comments received.
3.	March 29, 2022	Enbridge Inc. (c/o B&A Planning Group)	<p>Thank you for sending Enbridge notice of this project. B&amp;A Planning Group is the land use planning consultant for Enbridge’s Liquids Pipeline network across Canada. On behalf of Enbridge, we work with municipalities and stakeholders regarding planning and development in proximity to their pipeline infrastructure to ensure that it occurs in a safe and successful manner.</p> <p>We request that this response package is provided in full to the landowner / applicant as it contains useful and important information, including certain requirements that must be followed, in respect of development in proximity of pipelines.</p> <p><b>Description of Proposed Development</b></p> <p>We understand that through the Municipal Comprehensive Review (MCR), The City of Hamilton has prepared draft updates to the Urban and Rural Hamilton Official Plans. These draft policy updates are the next step of the City completing the MCR process and Official Plan Review. The City of Hamilton is seeking feedback on the proposed amendments to Phase 1 in the City’s Official Plan. As demonstrated in Attachment 01   Approximate Location of Pipeline Infrastructure Enbridge pipeline infrastructure is located within the City of Hamilton municipal boundaries.</p> <p><b>Assessment &amp; Requirements</b></p> <p>The was reviewed, and does not appear to contain any maps, statements or policies related to development in proximity of pipeline infrastructure. Therefore, Enbridge would like to recommend inclusion of the maps, statements and policies detailed in the recommendations below.</p>	<p>Comments received.</p> <p>Phase 3: Local Context will address any policy and/or mapping updates concerning pipelines, amongst other matters.</p> <p>City staff will continue to circulate Enbridge on all development applications adjacent to a pipeline and will incorporate the applicable requirements/conditions, as required.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>1) We recommend that Enbridge’s pipelines (and any other pipelines) and facilities be indicated on one or more maps within the City of Hamilton’s Official Plan.  <a href="https://bapg.maps.arcgis.com/apps/webappviewer/index.html?id=0d7c4e858a834415bc85014e6398e4932">https://bapg.maps.arcgis.com/apps/webappviewer/index.html?id=0d7c4e858a834415bc85014e6398e4932</a>)</p> <p>2) As per Federal and Provincial Regulatory Requirements and Standards, pipeline operators are required to monitor all new development in the vicinity of their pipelines that results in an increase in population or employment. To ensure that all development within the pipeline assessment area is referred to Enbridge for review and comment, we recommend inclusion of the following policy:  “When an area structure plan, an outline plan, a concept plan, a subdivision application, or a development permit application is proposed that involves land within 200m of a pipeline. Administration shall refer the matter to the pipeline company for review and input.”</p> <p>3) To ensure that no unauthorized ground disturbance or pipeline crossings occur when development progresses, we recommend the following policy be included within the City of Hamilton’s Official Plan:  “All development within 30m or crossings of a pipeline shall require written consent from the pipeline company and is the responsibility of the applicant to obtain prior to development approval.”</p> <p>4) To support Enbridge’s maintenance of the pipeline and limit the risk of mechanical damage we recommend the following policy inclusions:  “Permanent or temporary structures shall not be installed anywhere on the pipeline right-of-way and should be placed at an appropriate distance to give space for maintenance and access purposes.”</p> <p>Future Development Requirements  Although the Municipal Comprehensive Review: details a long-term future development vision, there are development requirements that will be mandatory at the subdivision and development stage that will be helpful to consider prior to application submission. Please review Attachment 02   Enbridge Development Requirements for requirements for planning and development in proximity of</p>	

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>pipelines. In addition, for more information about when written consent is required and how to submit an application, see Attachment 03   Enbridge Pipeline Crossing Guidelines. For additional resources on safe development in proximity of Enbridge's pipeline network please visit <a href="https://www.enbridge.com/projects-and-infrastructure/publicawareness/brochures">https://www.enbridge.com/projects-and-infrastructure/publicawareness/brochures</a>.</p> <p>Please continue to keep us informed about the outcome of the project and any future policy, land use, subdivision, and development activities in proximity to Enbridge's pipelines and facilities. Application referrals, project notifications and any questions regarding land use planning and development around pipelines should be sent to <a href="mailto:notifications@Enbridge.com">notifications@Enbridge.com</a>. Thanks again for providing us with the opportunity to provide comments on this project and we look forward to working with you in the future.</p>	

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**Stakeholder Questions/Comment Summary (January – March 2022)** – Proposed Amendments to UHOP & RHOP (Post Planning Committee)

**Emails to GRIDS2/MCR**

#	Date:	Name:	Comment:	Staff Response / Action Required:
1.	March 8, 2022	West End Home Builders' Association	<p>As a key stakeholder in the GRIDS 2 / MCR process, the West End Home Builders' Association (WE HBA) would like to thank City of Hamilton staff for engaging with our Association. As the voice for the residential land development, new housing and professional renovation industries in Hamilton, WE HBA members are a key partner to the City of Hamilton in the construction of new and complete communities. Our approximately 300 member companies span all disciplines involved in land development and residential construction, including: builders, developers, professional renovators, trade contractors, consultants, and suppliers. Our members will be building the future of our City, much as they have been doing for the past 80 years. During the global pandemic, the residential construction industry was a stabilizing force for the Hamilton economy, employing over 20,180 people, paying \$1.3 billion in wages, and contributing over \$2.3 billion in investment value within the Hamilton Census Metropolitan Area in 2020.</p> <p>It is within this context that our association is providing our comments on the City's proposed Official Plan Amendment and zoning changes to implement Council's vision for Hamilton's growth until the year 2051. While WE HBA continues to maintain that an Urban Boundary Expansion is necessary to accommodate future growth, Council's direction to develop a framework for growth based on an 81% intensification rate presents a significant opportunity to rethink Hamilton's current planning framework. This should be done in a significant way through increased as of right official plan and zoning permissions to facilitate greater intensification City-wide. Our submission is broken into two sections. The first focuses on our comments on the official plan amendment, and the second focuses on the proposed changes to the low-density residential zones.</p>	<p>Staff provide the following responses to the comments raised in relation to specific policies:</p> <p><i>Policy A.2.3.4.1: Downtown Urban Growth Centre target - staff do not find a rationale for removing criteria related to building transition, stepbacks or shadowing from the Downtown Secondary Plan. Staff note the density target is based on the Downtown accommodating approximately 30% of planned intensification growth, which is within the limits of the Downtown development build-out. Any updates related to urban design polices will occur through a future phase of the OP Review.</i></p> <p><i>Policy B.2.4.1.4 l) b) – comment regarding support for this policy change related</i></p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>Official Plan Policies  <i>Downtown Urban Growth Centre Density Target A.2.3.4.1 Hamilton’s Downtown Urban Growth Centre 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.</i>            Planning to maintain existing neighbourhood character is essentially planning to maintain the status quo. This new Official Plan framework is not a status quo document and requires a complete paradigm shift in how Hamilton plans for the future. This is consistent with our association’s longstanding support for the evolution of neighbourhood character to allow for flexibility and creativity in neighbourhood design and growth over time. Building upon existing neighbourhoods is a key component to the success of the City’s intensification goals.  <i>B.3.7.3 The City shall develop and update a sustainable building checklist to promote energy efficient development and redevelopment proposals, and implement the Guidelines through the development approvals process.</i>            The WE HBA appreciates the City’s intent to develop and update Sustainable Building and Development Guidelines. However, we have noted a discrepancy between the two columns on page 41 of Appendix I. In the left column, the policy reads “<i>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</i>” whereas the right column is noted above as the heading to this section. WE HBA’s feedback to the City on the development of Sustainable Development Guidelines dated on May 25, 2021 iterated that the City should not use a checklist approach to these guidelines. In that vein, WE HBA would recommend that the policy that references guidelines (and not a checklist approach) be implemented.  <i>C.4.2.5.1 b) supporting transit through an array of incentives and disincentives to automobile dependence and single-occupancy vehicles</i></p>	<p>to intensification criteria is noted.</p> <p><i>Policy B.3.7.3:</i> staff have corrected the error in the draft OPA which referred to a sustainable building ‘checklist’ and changed the reference to Sustainable Building and Development Guidelines which will include a development review checklist.</p> <p><i>Policy C.4.2.5.1 b):</i> Parking requirements have already been eliminated or reduced within the Downtown and along the LRT Corridor / CMU zones. Existing parking requirements will remain for the Neighbourhoods designation until the City has completed the Low Density Residential Zoning project.</p> <p><i>Policy E.1.0 h):</i> comment noted regarding support for revision to this policy goal to remove reference to stable neighbourhoods.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p><i>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;</i></p> <p>WE HBA appreciates the desire to create disincentives to automobile dependence and the use of single occupancy vehicles. We would suggest the City consider fully eliminating minimum parking standards for residential land uses to facilitate a shift away from automobile dependence. This can have positive impacts on housing affordability, reduced car dependency, encouraging 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. The City of Hamilton could continue to mandate certain minimum standards for parking (for example accessible parking spots). However, the WE HBA strongly recommends a bold and forward-looking public policy framework with respect to minimum parking standards that eliminates them entirely in the lower city on the LRT corridor (except for accessible spaces) and along the entire BLAST network. The balance of the City of Hamilton should have significantly reduced minimum parking standards that are regularly reviewed.</p> <p><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.</i></p> <p>The West End Home Builders Association is appreciative of the City’s removal of the concept of stable neighbourhoods in the above policy. Existing low-density residential zones are anything but stable, in fact recently released census data suggests that some low-density residential neighbourhoods have experienced declining populations over the past half decade. The City of Hamilton should be targeting existing neighbourhoods for incremental growth and change in the coming decades.</p> <p><i>E.3.4.3 Uses permitted in low density residential areas: a) shall include single-detached, semi-detached, duplex, triplex, fourplex, and street</i></p>	<p><i>Policy E.3.4.3:</i> Staff note the support for the proposed UHOP amendments that will facilitate a permissive framework for missing middle housing. Proposed zoning changes are an interim step and future Low Density Residential Zones will examine further support for new construction of different housing types.</p> <p><i>Policy E.3.5.8</i> Concerns that proposals may exceed current maximum density are alleviated through the amendments to those policies prescribing density requirements for the residential categories (eg. Policy E.3.5.7).</p> <p><i>Policies E.3.5.8 and E.4.6.8:</i> Regarding angular plane comment, staff note that any updates related to urban design polices will occur through a future phase of the OP Review.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p><i>townhouse dwellings; and, b) may include multiple dwellings containing a maximum of 6 units for lots in proximity to collector roads or arterial roads. WE HBA is encouraged to see this broad range of missing middle housing typologies being introduced to low density residential areas. The WE HBA strongly recommends that the City of Hamilton also amend its zoning by-laws to ensure that both the Official Plan and Zoning By-Law are in sync and establish a permissive framework allowing for a broad range of missing middle housing through conversions and new construction. Furthermore, WE HBA recommends that lot splitting be allowed and encouraged to facilitate gentle intensification in existing low density residential areas.</i></p> <p><i>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.</i></p> <p>WE HBA appreciates that the height for medium density residential may be increased to 11-storeys without an Official Plan Amendment, however our members have raised concerns that without a corresponding density increase, an 11-storey building would likely still be required to go through an Official Plan Amendment.</p> <p>Furthermore, our association has concerns about policy subsection b) that states “<i>buildings are progressively stepped back</i>” and that the zoning by-law may include an angular plane requirement. WE HBA recommends that angular planes not be specified in the Official Plan or zoning by-laws, as emerging practical research from the City of Toronto’s angular plane requirements suggest that their implementation of angular planes as a</p>	<p><i>Policy E.3.5.8:</i> Staff proposed to allow 12 storeys in the medium density category to allow wood construction of up to 12 storeys (updates to the Building Code).</p> <p><i>Policy E.3.6.7:</i> Staff find that the inclusion of a maximum height limit of 30 stories, consistent with the limit established through the Downtown Secondary Plan, is appropriate and will be maintained.</p> <p><i>Policy E.3.6.8:</i> Any updates related to urban design polices will occur through a future phase of the OP Review.</p> <p><i>Policy F.3.5.2:</i> comment and support noted.</p> <p><i>Comments on Zoning Changes:</i> Proposed zoning changes are an interim step and future Low Density Residential Zones will examine further support for</p>



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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>policy tool to protect existing residential neighbourhoods has had some significant drawbacks that are now becoming evident. This emerging research suggests that angular planes present barriers to achieving housing supply, a diversity of housing, general affordability objectives, as well as climate change mitigation due to a lack of energy efficiency in the required setbacks (thermal bridging). As we strive toward the implementation of climate friendly built forms, the use of angular planes can significantly reduce the number of units built as well as the overall energy efficiency of a proposed building. While the introduction of angular planes could be used as site specific measure to improve community acceptance of higher-rise built forms, they should not be relied upon as a long-range policy tool to guide development, both in the Official Plan and zoning by-laws. That said, should the City of Hamilton choose to proceed with an angular plane requirement in the official plan, WE HBA has the following text suggestion: “<i>b) buildings are <b>appropriately</b> progressively stepped back from adjacent areas designated Neighbourhoods</i>”. This is to accommodate flexibility in how the policy is applied on a site-by-site basis. Lastly, while WE HBA is appreciative of the consideration for up to 11-storeys, we respectfully submit that 12-storeys may be more appropriate due to ongoing discussions between the provincial and federal government to harmonize the Ontario Building Code with the National Building Code. In the coming years, harmonization will likely result in the adoption of 12-storey tall wood buildings within the building code. These climate friendly structures are a form of carbon sequestration and offer the opportunity for faster, modular building typologies and different architectural expressions and innovation within the residential construction sector. The WE HBA recommends that the City of Hamilton’s Official Plan reflect ambitious and very positive changes coming to the Building Code.</p> <p><i>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</i></p>	<p>new construction of different housing types.</p> <p><i>Population contingency:</i> The City is planning for the Growth Plan forecast of 820,000 persons by 2051.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p><i>shall not exceed the height of the Niagara Escarpment, to the satisfaction of the City.</i></p> <p>This policy runs contrary to the City’s stated intensification objectives and the goals of accommodating 500 persons and jobs per hectare in Hamilton’s downtown. Further to this, there are existing and proposed developments seeking planning approval for heights greater than the escarpment limit throughout the City. This would indicate that even prior to Council’s direction to accommodate all growth within the urban boundary, a height limit of 30-storeys is overly prescriptive and presents limitations in terms of intensification potential within Hamilton. WE HBA would strongly suggest that the City of Hamilton remove the introduction of policy E.3.6.7. As part of our suggestion to remove this policy, WE HBA notes that the Niagara Escarpment Plan already provides for the protection of the escarpment’s visual resources through the requirement a Visual Impact Assessment for new development. This provides the City and the Niagara Escarpment Commission with the ability to assess the visual impact of developments along the escarpment and determine contextual appropriateness without prescribing specific building heights. This policy had not previously existed in Chapter E of Hamilton’s Official Plan. Given the new context in which the City of Hamilton wishes to transition from an intensification rate of approximately 40% achieved since the implementation of the Growth Plan to approximately 80%, it is respectfully inappropriate to be implementing a 30-storey height limit across the entirety of lower Hamilton where one had not existed previously. Furthermore, WE HBA notes that the Niagara Escarpment is a 725-kilometer-long feature and only a very short segment abuts the ninth largest City in Canada with a small, but dense downtown core that is poised to grow significantly in the coming decades. The provincial government has just opened the West Harbour GO Station with plans to increase service and implement full scale electrification. The province and federal government are investing \$3.4 billion in an LRT with the expectation that significant densification including tall buildings will occur</p>	

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>on the line. A height limit of 30-stories in 2022 in a dense downtown of a city projected to grow by a quarter million people over the next 30-years is inappropriate.</p> <p><i>E.3.6.8 Development within the high density residential category shall be evaluated on the basis of the following criteria: b) Multiple dwellings 12storeys or greater shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening, progressive building step backs, and/or other design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.</i></p> <p>WE HBA would suggest the following amendments to policy E.3.6.8:  <i>Development within the high density residential category shall be evaluated on the basis of the following criteria: b) 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 appropriate 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.</i> The reason for deleting the section focused on requiring a suitable intervening land use is to not require multiple land use designations on a tall building site.</p> <p><i>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</i></p>	

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p><i>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.</i></p> <p>Similar to our comments on policy E.3.5.8, WE HBA would recommend that the City consider the use of the term “appropriately” stepped back as opposed to progressively and that the eleven-storey limit be amended to twelve-storeys</p> <p><i>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.</i></p> <p>The WE HBA is strongly supportive of the City of Hamilton’s monitoring of plan implementation including the cost of housing and land development. Our association would be pleased to partner with the City of Hamilton to inform the ongoing monitoring program.</p> <p>Proposed Changes to the City’s Zoning By-laws</p> <p>The West End Home Builders’ Association is pleased to see the City’s ambitious approach to low-density residential zoning reform that permits as of right new-build street townhouses in all low-density residential zones. We are also pleased to see that duplexes, triplexes and quads will be permitted through conversion and additions; however, we are disappointed that new-build duplexes, triplexes and quads will not be permitted through the construction of new buildings. WE HBA recommends that the City of Hamilton not take a tentative approach with interim steps, but rather take a bolder approach and allow for new construction in addition to conversions and renovations as soon as possible.</p> <p>Data from the Bay Area Climate Change Council suggests that to meet the City of Hamilton’s climate objectives approximately 98% of residential buildings built before 2017 will need to be retrofitted to be more energy efficient. With a significant portion of Hamilton’s existing residential building stock reaching the end of its lifespan and/or requiring deep retrofits, limiting the construction of more units to the adaptive re-use of existing structures is a missed opportunity to further the goals of both residential</p>	

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>intensification and building climate friendly homes. Additional Recommendations – Population Contingency WE HBA notes that recent research by the Smart Prosperity Institute (“Forecast for Failure” released in February 2022) notes that the population forecasts underpinning Ontario’s Growth Plan for the Greater Golden Horseshoe substantially underestimated population growth since 2016 from international sources, specifically immigration and international students particularly in the GTA region. The report further notes that in just the last five years, Ontario’s population of adults grew by several hundred thousand more than forecasted, each of whom needs a place to call home. The growing imbalance between housing demand and supply has contributed to higher housing prices and a migration of young families out of the GTA to other parts of the province. WE HBA further notes that the Schedule #3 population forecasts in the Growth Plan are <i>minimum</i> targets. These targets can become stale quickly if populations grow faster than anticipated. WE HBA strongly recommends that the City of Hamilton plan for a contingency buffer over and above the minimum Schedule #3 population targets to avoid problematic social, economic and environmental costs of failing to build enough housing to support population growth to ensure there is a place for every Hamiltonian to call home.</p> <p>Conclusion: The West End Home Builders’ Association appreciates the time City Staff have taken to review our comments on the proposed Official Plan Amendments and Zoning By-Law changes. WE HBA would like to request a meeting between our association’s Official Plan Working Group and the City of Hamilton’s Policy and Zoning Reform team members working on the implementation of this important initiative.</p>	
2.	March 9, 2022	Environment Hamilton	Please accept this submission as Environment Hamilton’s input regarding the draft official plan amendments proposed as part of the City of Hamilton GRIDS2/MCR process. Overall, we strongly support the new direction the city has embraced for accommodating urban growth to 2051; we believe	Staff provide the following responses to the comments by Topic Area, as per the submission:

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>this direction is the right way to go in order to begin to build a climate resilient, inclusive Hamilton. We do recognize, however, that there are additional, critically important policy pieces that are yet to be finalized or initiated – and we want to acknowledge that these policy pieces are also essential in this process. These plans include: the Urban Forest Strategy (and the need for associated by-laws to ensure the plan’s success), the Community Energy &amp; Emissions Plan (CEEP) which will provide the urgently needed blueprint for getting to zero emissions by 2050, a Green Development Standards policy that incentivizes actions beyond what the municipality can mandate, a stormwater fee with incentives for green infrastructure/ LID, and an inclusionary zoning policy designed to usher in more affordable housing as an integral part of urban intensification efforts. These are only a few of the additional pieces that we believe must be developed and implemented to ensure that the planning pathway forward is a viable one. We have organized our feedback below around each topic area set out by city planners.</p> <p><u>Topic Area 1 – Growth Management</u> - We support the commitment to a minimum of 80% intensification in the built-up urban area, and we support the method by which the city is proposing to achieve this level of intensification. We support an approach that sees development within the built-up urban area that is a mix of low, middle and high density within appropriate urban contexts (low in low density urban neighbourhoods, middle on neighbourhood edges and along corridors, and high in nodes, some corridor locations, and in the Downtown Hamilton Growth Centre). -We support the aim to achieve a density target of 500 p+j/ha for the Downtown Hamilton Growth Centre -We urge the city to set a higher density target for the number of people + jobs per hectare (p+j/ha) that will be accommodated in 'designated greenfield areas'. As made clear in the proposed changes to sA.2.3.3.3 – the city had previously planned to achieve a target of 70 p+j/ha in designated greenfields – back when employment lands had to be included when calculating average densities.</p>	<p><i>Growth Management</i></p> <ul style="list-style-type: none"> <li>• Support for higher intensification target and UGC density target noted.</li> <li>• Greenfield density target of 60 p+j/ha is an average across the entire Designated Greenfield Area, including lands that are already built or have existing approvals at lower density. To provide clarity, staff propose an updated policy that identifies that greenfield lands that are undeveloped and not subject to existing approvals will be planned to achieve a density target of 70 p+j/ha.</li> <li>• Support for 'no urban boundary expansion' policies noted.</li> <li>• Reference to Climate Action Plan to remain. CEEP is not approved. Policies will be updated upon approval of that Plan.</li> <li>• Reference to the Urban Forest Strategy may be added to section A.1.6 through a future</li> </ul>

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			<p>But now that this is not required in the calculation, that number has been reduced to 60 p+j/ha. But clearly the higher target was a viable one so why was it abandoned? Further, we urge the city to make the target a minimum of 80 p+j/ha in order to accommodate frequent transit service (bus every 10 to 15 minutes) as per the Ministry of Transportation’s transit supportive densities guidelines. This is critical to avoid building more car-dependent suburban areas in a climate emergency, especially given the reality that transportation emissions continue to increase in Hamilton. -Generally speaking, EH supports the policy changes proposed to ensure that no urban boundary expansion can occur. - We remain concerned about the references to the Community Climate Action Plan – including the staff explanation justifying changes to UHOP s. A.1.3. This plan should not be put forth as the city’s ‘key climate change plan/ policy’ because that is not what it is at this point in time – 7+ years after it was finalized. The reference here should be to the forthcoming Community Energy &amp; Emissions Plan (CEEP) which we hope will provide the serious pathway forward for reaching zero emissions by 2050. The same concern exists for UHOP sA.1.6 – ‘Other initiatives’ again here – reference should be made to the soon-to-be-completed CEEP that will provide the serious targets &amp; actions we need but currently do not have detailed in a finalized plan, to address the climate crisis. It is probably also worth referencing the soon-to-be-completed Urban Forestry Strategy here too.</p> <p>- The modified UHOP policy B.2.2.2 is a new policy and, given b) to e), it appears to be designed for more than just minor adjustments to the urban boundary. What is the intended purpose of this policy change? Why did the city’s Planning Department determine that a policy of this nature should be included in the proposed UHOP amendments? How is ‘reserve infrastructure’ defined and what does it include? The policy reads as follows: <i>Notwithstanding Policy B.2.2.1, adjustments to the urban boundary may be permitted through a municipal comprehensive review provided:</i></p> <p><i>a) there is no net increase in land within the urban area;</i></p>	<p>amendment upon approval of the strategy.</p> <ul style="list-style-type: none"> <li>• Policy B.2.2.2 regarding urban boundary adjustments is the implementation of Growth Plan policy 2.2.8.4. It would allow for a minor technical adjustment of the urban boundary provided no new net land area is added to the urban area.</li> <li>• Table A.2 will be updated to refer to households.</li> </ul> <p><i>Employment:</i></p> <ul style="list-style-type: none"> <li>• Employment density targets by designation are specified in the proposed policy updates. 29 jobs per hectare is an average across all designations and assumes significant intensification of the City’s employment lands.</li> <li>• Support for mixed use developments and employment land conversions is noted.</li> </ul>



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			<p><i>b) the adjustment would support the City’s ability to meet intensification and redevelopment targets provided in Section A.2.3 – Growth Management – Provincial;</i></p> <p><i>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;</i></p> <p><i>d) the lands are not located within the Greenbelt Area and, e) there is sufficient reserve infrastructure capacity to service the lands. - *NB - in sA.2.3.2 in Appendix C – the table with ‘Household’ numbers has that column incorrectly labelled as ‘Population’ numbers.</i></p> <p><u>Topic Area 2 – Employment</u> - We are concerned that the city’s proposed employment density targets to 2051 are too low. The proposed average of 29 jobs/ha set out in new policy A.2.3.3.5 seems to be lower than employment density targets being pursued in other Ontario municipalities. For instance, the Region of Waterloo has proposed 35 jobs per gross hectare and 43 jobs per net hectare – higher than what Hamilton is proposing. Just like residential sprawl, employment sprawl must also be tackled – for many of the same reasons. Hamilton needs to set more ambitious targets for higher densities in employment in order to make more efficient use of employment. - We support efforts to plan infill development to support, wherever possible, more live/work/play (mixed use) developments that enable people to live close to where they work. This must also include ensuring that areas designated for employment uses are also serviced by reliable, frequent public transit and viable active transportation infrastructure connections to surrounding non-employment lands. -We support the staff recommended ‘employment land conversions’ to mixed use higher density/commercial/retail that are currently under consideration in locations where mixed use development makes more sense (eg. around the new Confederation GO Station in east Hamilton which will have full GO Train service in the future). We note that more such</p>	<p><i>Cultural Heritage:</i></p> <ul style="list-style-type: none"> <li>• Support for inclusion of land acknowledgement is noted. Staff note that the land acknowledgement requires updating and will be added through a future amendment.</li> <li>• Support for policies on indigenous engagement is noted. Further enhancements to these policies have been proposed to provide clarity.</li> <li>• Support for policies regarding proper evaluation and preservation of heritage properties and preserving and repurposing heritage properties as part of new development is noted.</li> </ul> <p><i>Housing:</i></p> <ul style="list-style-type: none"> <li>• Support for intensification criteria and policies is noted.</li> <li>• Support for commitment to fulfill housing targets is noted.</li> </ul>



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			<p>conversions might be possible with more ambitious density targets for existing employment lands.</p> <p><u>Topic Area 3 – Cultural Heritage</u> - We support the inclusion of a land acknowledgement and respect for First Nations, First Nations history in our city, and the commitment to meaningful engagement with Indigenous communities. We also support the city’s recognition that it must ‘understand the important of stewarding this land for future generations’. More explanation in both the UHOP and RHOP about how this will be achieved would be helpful.</p> <p>-We support policies that commit the city to the proper evaluation and preservation of heritage properties in Hamilton. -Very generally speaking, we support the idea of preserving and, where appropriate, repurposing or integrating existing buildings into new developments in order to avoid unnecessary demolition and the associated loss of embodied energy and generation of unnecessary demolition debris.</p> <p><u>Topic Area 4 – Provincial Plans</u> - No comments on this section.</p> <p><u>Topic Area 5 – Housing</u> - We support the evaluation criteria set out in Policy B.2.4.1.4 and acknowledge that these criteria are important for working with community to facilitate positive and productive outcomes as low/medium/high density development unfolds across urban Hamilton. Further, we recognize that an appropriate balance must be struck to enable more growth to be accommodated within the urban boundary. Worth noting here, too, is our concern about the harsh shift in the opposite direction recommended by the province’s Housing Affordability Task Force, that would see local community engagement effectively eliminated; this approach is not the answer moving forward. -We support the city’s commitment to ensure that it fulfills its housing strategy targets as set out in its Housing Action Plan, and urge the city to take every opportunity to do everything it can to provide more affordable + deeply affordable housing</p>	<ul style="list-style-type: none"> <li>• Inclusionary zoning will be considered as part of Phase 4 of the OP Review in mid-2023.</li> <li>• Family friendly housing policy updates will be undertaken following the City’s review of Family Friendly Housing policies.</li> </ul> <p><i>Climate:</i></p> <ul style="list-style-type: none"> <li>• Support for revisions to section A.1.2, the references to climate and the climate crisis throughout the Plan, and new policies promoting climate-friendly building design is noted.</li> <li>• The City is developing Sustainable Development and Building Standards. Public consultation on these standards will occur, targeting late 2022.</li> <li>• Both the Urban Forest Strategy and the Community Energy &amp; Emissions Plan are underway. The CEEP is expected to commence</li> </ul>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>options in Hamilton. This should include an ambitious ‘inclusionary zoning’ policy around all ‘major transit station areas’ (future LRT stations, existing GO Stations), and a ‘community benefits charges’ policy that includes affordable housing as an eligible charge. These are optional tools that municipalities can use for this purpose, but we urge the city to make use of these opportunities, along with any other opportunity to provide more affordable, and deeply affordable residential units in the city. - We recognize that the city is currently undertaking a process to look at family-friendly housing and how best to ensure family-friendly units are available in urban Hamilton. We will engage in this process, and we urge the city to adopt policies that require ‘family friendly’ housing in higher density areas like Downtown Hamilton, and in higher density buildings. - We support the proposed residential intensification policies as an important way to provide more housing options, and options that span a range of affordability. -We support official plan criteria designed to balance the need for more housing with the importance of building liveable communities (including policies related to green development). We continue to urge the municipality to develop and implement Green Development Standards that include incentives for going beyond what the municipality can require. It is also worth noting that the city can make creative use of community benefits charges to make some of these greening elements reality in the public realm around areas where intensification is happening. This could help to provide active transportation infrastructure, enhanced street trees, and innovations like bioswales, and other greening to help to manage stormwater flows in these areas.</p> <p><u>Topic Area 6 – Climate</u> - We support the strong wording that is being proposed for s.A.1.2 – These details need to be included to provide the critical context within which the city needs to plan our community moving forward. -We support the integration of references to climate and the need to address the climate crisis throughout the Official Plan. - We support the inclusion of new policies (eg B.3.2.1.7., B.3.2.4.7 &amp; B.3.3.2.8) that promote</p>	<p>public consultation in the coming months.</p> <p><i>Urban Structure / Zoning:</i></p> <ul style="list-style-type: none"> <li>• Major Transit Station Area delineation and consideration of inclusionary zoning will be undertaken through Phase 4 of the OP Review.</li> <li>• Support for amendments to allow fourplexes and sixplexes as of right in low density areas is noted.</li> <li>• Support for increased height limits with appropriate criteria and location requirements is noted.</li> </ul> <p><i>Infrastructure:</i></p> <ul style="list-style-type: none"> <li>• Support for new Policy C.2.11.5 and the Urban Forest Strategy is noted.</li> <li>• Support for new policy C.2.13.4 regarding restoring the quality and quantity of water is noted.</li> <li>• Comments on new Policy F.3.7.1 regarding infrastructure risk and</li> </ul>

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			<p>climate friendly neighbourhood and building design and we urge the city to continue to add to the actions that will help to build climate resilient neighbourhoods. - We support the commitments – set out in B.3.7.2 &amp; B.3.7.3 that, combined, will bring us Green Development Standards for Hamilton. We look forward to learning more and engaging in a community conversation about such standards. We urge the city to consider incentivizing actions that go beyond the mandated elements of the GDS. - We urge the city to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: “Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions”. - And, again, we urge the city to finalize key municipal plans - including the Community Energy &amp; Emissions Plan (CEEP) &amp; Urban Forest Strategy which are both still in draft form- and properly reference commitments to these plans in Hamilton’s official plans. In the interim, recognition of the fact that these plans are in the works and, hopefully, close to completion, should be made in Hamilton’s official plans.</p> <p><u>Topic Area 7 – Urban Structure/ Zoning By-Law</u> - We support the urban structure policies designed to build ‘complete communities’ – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, and better able to support neighbourhood amenities. - We urge the city to move more quickly with the formal delineation of major transit station areas, and to initiate the necessary background work now that will ultimately support the adoption of inclusionary zoning for development around MTSAs. We know developers are already moving forward and, in some cases, already building. Hamilton cannot lose important opportunities to secure more affordable housing options for Hamiltonians. - We support higher density targets around ‘major transit station areas’ - but urge city to ensure it is utilizing all tools at its disposal to ensure that deeply affordable/affordable housing is part of the mix - key tools include inclusionary zoning and community benefits charges. - We</p>	<p>vulnerability assessment are noted.</p> <p><i>Transportation:</i></p> <ul style="list-style-type: none"> <li>• Support for active transportation and public transit policies is noted.</li> <li>• The importance of planning for a safe and sustainable goods movement network is recognized. Staff propose a further update to Policy C.4.6.2 to recognize the importance of road safety for all users as part of the goods movement network. Staff note the update to Policy C.4.1.1 address the sustainability of the integrated transportation network, including goods movement.</li> <li>• Support for policies C.4.1.8 and C.4.2.2 is noted.</li> </ul> <p><i>Firm Urban Boundary (RHOP):</i></p> <ul style="list-style-type: none"> <li>• Support for policies is noted.</li> </ul>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>support the city proposal to allow up to fourplexes in urban neighbourhoods as of right &amp; the possibility of six-plexes on a neighbourhood’s outer edges. We believe these policies should apply across all urban neighbourhoods. - We support the height restriction policy proposed in s.E.3.6.7 and urge the city to uphold this policy as we move into the future. High density development is needed in appropriate locations – like the Downtown Growth Centre – but it needs to be pursued in a manner that is framed by some limitations so that community knows what the ground rules are, but also to respect important community contexts like the natural geography of Hamilton. We support height limits meant to ensure natural features like our Niagara Escarpment are not overwhelmed by the built form of our downtown. -We support the policy in s.E.4.6.8, that increases the allowable height as of right’ from 8 to 11 storeys in areas designated mixed use medium density.</p> <p><u>Topic Area 8 – Infrastructure</u> - We support new policy C.2.11.5 – which references the Urban Forest Strategy. We urge the city to ensure that the strategy is carefully integrated into other efforts – like a Green Development Standard. Ensuring that we establish a healthy urban forest is a critical part of building a climate resilient future for Hamilton. The task will be that much more challenging as we intensify our urban area. We need an Urban Forest Strategy with a minimum 40% urban canopy cover that is equitably distributed across urban Hamilton. -We support new policy C.2.13.4, focused on restoring water quality and quantity. It would be helpful to acknowledge the connection between these goals, and the need to embrace green standards/ low impact development/green infrastructure in the text of this section. -We support policy F.3.7.1 and urge the city to include commitments here to consider the impacts that the infrastructure itself imposes where the climate emergency is concerned. For example – expanding the number of lanes of a roadway likely induces more traffic – an impact worthy of evaluation using a climate lens, and consideration of alternative pathways forward.</p>	

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			<p>-We continue to support the urgent need for a stormwater fee in Hamilton. We also support a stormwater fee framework that incentivizes positive action by private property owners. This is an effective way to get everyone from residential homeowners to business and industry to pursue green infrastructure/LID in order to slow/reduce stormwater flows from their properties – reinforcing commitments the city is making too.</p> <p><u>Topic Area 9 – Transportation</u> - Support policies focused on ensuring urban Hamilton has extensive active transportation infrastructure (walking, cycling), public transit, and that recognize the health benefits of these forms of mobility. -We urge the city to consider, whenever referencing the need for goods movement corridors, to also recognize the critical need to ensure goods movement does not inflict problematic impacts (air pollution, noise, safety issues) on surrounding urban uses – especially sensitive land uses. - We support new policy C.4.1.8 – which will help to ensure that people of all mobility abilities are able to safely move through our streetscapes. -We support new policy C.4.2.2 and are eager to better understand how the city plans to make this policy reality on the ground. - We support the prioritization of transit enhancements along major corridors; this is a key element in efforts to intensify along nodes and corridors in urban Hamilton. -We support the call for ‘urban form’ - including grid patterned streets - that facilitates active transportation and easy access to public transit. - We support policies designed to ensure mobility justice - easy movement for people of all mobility abilities, and all socio-economic levels. - Overall, we support the various changes proposed that are designed to promote and support public transit and active transportation across Hamilton. We also support the recognition that the support must be provided in a manner that supports people of all mobility abilities. We also support the recognition of the need for vibrant streetscapes and policies to ensure that such streetscapes can be developed.</p>	

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			Rural Hamilton Official Plan Proposed Updates: Topic Area – Firm Urban Boundary - We support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton	
3.	March 18, 2022	Conservation Halton	<p><u>Climate – Appendix C5</u>            General            Recommend adding a policy to address/highlight nature-based climate solutions. For example: “The City will work with the Conservation Authorities to promote the use of watershed based natural solutions to biodiversity and ecological services including carbon removal, flood management and water quality improvement.”</p> <p>B.3.1 Strong Economy – Recommend expanding the provided list to include “access to nature” as a key interdependent factor.</p> <p>B.3.2.1.7 – Recommend that the list of subdivision and building design considerations include the protection/enhancement of natural features. Recommend adding the following word for clarity:            Promote subdivision design and building orientation to maximize energy efficiency and conservation, improved air quality, reduction of greenhouse gas emissions and promote green infrastructure.</p> <p>B.3.6.2 Air Quality and Climate Change – Recommend expanding the new development prohibition to include natural heritage features and the natural heritage system.</p> <p>B.3.6.5 – Recommend wording for updated mapping be applied to all hazard lands, not just hazardous forest types, as Conservation Authority mapping is also updated on an ongoing basis.</p> <p>B.3.7.2 – Recommend including bird friendly design practices to list in bullet ‘n’.</p> <p>C.5.3.17 – Recommend including adaptive management for existing ponds, where function is hindered, where possible.</p>	<p>Staff provide the following responses based on the Topics identified in the comments:</p> <p><i>Climate:</i></p> <ul style="list-style-type: none"> <li>• Suggestion to add policy on the City working with Conservation Authorities to promote watershed based natural solutions to biodiversity will be considered during a future amendment (Phase 2 of the MCR OP Review or a future amendment addressing outcomes of the Biodiversity Action Plan)</li> <li>• Policy B.3.1 – staff concur and will add ‘access to nature’ to the policy list.</li> <li>• Policy B.3.2.1.7 – staff concur and will add “protection and / or enhancement of natural features” to the policy</li> </ul>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p><u>Urban Structure – Appendix C5</u> Zoning Amendments – The proposed zoning amendments allow additional residential units within existing buildings. CH supports the proposed policy direction, however, please note that additional residential units may be restricted within natural hazards. We understand the city’s zoning bylaw makes use of overlays to identify CA regulated areas and to notify the public of the potential constraints and permit requirements. In order to ensure effective implementation of the additional permissions, recommend ensuring all CA regulated area/hazard overlay mapping is up-to-date, along with any asterix or other language to notify the public of potential hazard constraints.</p> <p><u>Infrastructure – Appendix C7</u> C.5 - Recommend highlighting the relationship between subwatershed planning and stormwater management in the preamble. C.5.4.9 – Recommend adding salt management best management practices to the list of stormwater quality improvements. C.5.7.2 – To fully compensate for the impacts of essential infrastructure on the key natural heritage features, recommend that offsetting be considered in addition to avoiding, minimizing and mitigation. F.3.1.5.1 – Recommend adding fish and wildlife to list of items to protect in bullet ‘f’.</p> <p><u>Transportation – Appendix C8</u> B.3.6.2 – To improve air quality, recommend expanding the new development prohibition to include natural heritage features and the natural heritage system. C.2.5.1 – To mitigate the potential impacts of transportation in Core Areas, recommend including a policy to provide wildlife crossings where suitable habitat is present.</p>	<ul style="list-style-type: none"> <li>• Policy B.3.6.2 – staff are not recommending changes to this policy which is referring to the prohibition of development on hazard lands</li> <li>• Policy B.3.6.5 – staff concur and have added the requirement for hazard land mapping to be updated on an ongoing basis</li> <li>• Policy B.3.7.2 – staff are not recommending changes to this policy as the existing wording is broad and captures the suggested intent</li> </ul> <p><i>Urban Structure:</i></p> <ul style="list-style-type: none"> <li>• Zoning amendments – comment on overlay is noted</li> </ul> <p><i>Infrastructure:</i></p> <ul style="list-style-type: none"> <li>• Policy C.5 – staff concur and reference to subwatershed planning added</li> <li>• Policy C.5.4.9 – staff concur and reference to salt management added</li> </ul>



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			C.2.5.1 – To fully compensate for the impacts of transportation in Core Areas, recommend that offsetting be considered in addition to avoiding, minimizing and mitigation.	<ul style="list-style-type: none"> <li>• C.5.7.2 – staff are not recommending change to this policy which is implementing Growth Plan direction</li> <li>• F.3.1.5.1 – staff concur and reference to fish and wildlife added.</li> </ul> <p><i>Transportation:</i></p> <ul style="list-style-type: none"> <li>• C.2.5.1 – staff are not recommending change to this policy which is implementing Growth Plan direction.</li> </ul>
4.	March 9, 2022	Niagara Escarpment Commission  (Note: comments directed to Ministry of Municipal Affairs & Housing and copied to City staff)	Staff of the Niagara Escarpment Commission (NEC) has reviewed the above-noted Official Plans. Generally speaking, we find that the City of Hamilton has addressed comments previously provided to them by NEC staff. We offer the following comments.  <u>Urban Official Plan (UHOPA)</u>  Policy B.2.2.2 – the proposed policy states that adjustments to the urban boundary may be permitted through municipal comprehensive review (MCR). Within the Niagara Escarpment Plan Area (NEP), the <i>Niagara Escarpment Planning and Development Act (NEPDA)</i> applies. The NEPDA only permits urban boundary changes, requests for urban servicing or changes in land use designation to Urban, Minor Urban or Escarpment Recreation Area during a Provincial Plan Review (S. 6.1(2.3)). The Provincial Review must precede the MCR. This distinction in process within the NEP Area should be noted in the UHOPA. In other words, the	Staff provide following responses to Policy references / concerns identified in letter:  B.2.2.2: staff concur and have added new subclause to B.2.2.2 to clarify that for lands within the Niagara Escarpment Plan, only those lands designated as Urban Area may be considered for urban boundary adjustment.  B.3.6.5: staff have updated reference to Ministry name in this policy and throughout the



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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>City cannot designate new urban areas in the UHOPA, unless or until they are designated urban in the NEP.</p> <p>Policy B.3.6.5 – should change the name of the Ministry to the Ministry of Northern Development, Mines, Natural Resources and Forestry (in this section and elsewhere).</p> <p>Policy C.1.0 – we request that the policy be revised to include reference to the Niagara Escarpment Plan specifically, not just the Growth Plan and the Greenbelt Plan.</p> <p>Policy E.3.5.8 – consideration for the impact of height increases on views of the Niagara Escarpment or through the Plan Area are a significant concern for the Niagara Escarpment Commission as set out in Part. 2.13 of the NEP. NEC staff comment on proposed development under the <i>Planning Act</i> both for properties in and adjacent to the Plan Area with respect to the proposed height of urban buildings above the as of right zoning allowance. If this proposed policy or others in the UHOPA would allow significant height increases without an OPA, the NEC would not be aware or able to provide comment. We recommend that this policy be revised to incorporate wording such as:</p> <p>a) Unduly overshadow, or block light on adjacent sensitive land uses, the public realm, outdoor amenity areas or negatively impact views of the Niagara Escarpment and views of the Niagara Escarpment Plan Area.</p> <p>If the applicant has not demonstrated through the completion of a visual impact assessment, to the satisfaction of the NEC, that there is no visual impact, then the development should have to be revised in consultation with our agency. This comment may similarly apply to other proposed policies such as E.4.6.8.</p>	<p>draft Official Plan Amendment.</p> <p>C.1.0: reference to Niagara Escarpment Plan added to policy.</p> <p>E.3.5.8: to address concern related to impact on views of the Niagara Escarpment, staff propose to add new subclause (f) to require: “The orientation, design, and massing of a building or structure higher than six storeys 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>Note: same policy wording to be added as New Policy E.4.6.29 to address visual impact within the Mixed Use – Medium Density designation.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>Policy E.3.6.7 – we appreciate the City’s interest in protecting views of the Niagara Escarpment as set out in this policy, however we are of the opinion that the policy needs to be revised in order to properly address the impact of tall buildings on views of the Escarpment. We have the following questions and would welcome further discussion with the City to discuss modifications to the proposed policy to better achieve conformity with the NEP in Part 2.13, (Scenic Resources)</p> <ol style="list-style-type: none"> <li>1. What is meant by “top of the Escarpment”? Is that a reference to the top of the rock feature or the top of the trees on the Escarpment?</li> <li>2. The policy “shall not exceed the height of the top of the Niagara Escarpment” is not clear. The height viewed from where? In elevation (imagine a cross section), the top of the building may ‘not exceed’ the top of the Escarpment, but when viewing that from the public realm (the ground), those buildings would skyline above the brow resulting in visual impact. A current planning application we are commenting on is the proposed John/St Joseph towers (~25 storeys). In cross-section the towers finish level with the brow, but from representative viewpoints on the ground, they skyline above the Escarpment substantially.</li> <li>3. “Not exceeding the top of the Niagara Escarpment” would mean that when looking out from on top of the brow (like at Sam Lawrence Park), you could still see over the tops of the buildings. This is good but doesn’t take into account the potential impact on long distance views to the Escarpment to the north (or the lake).</li> <li>4. Mechanical suites are not considered in building height/storey count. These suites can add 1-2 more storeys on the height of buildings and so they would exceed the height of the Niagara Escarpment.</li> </ol>	<p>E.3.6.7: responses to numbered points as follows:</p> <ol style="list-style-type: none"> <li>1. the “top of the Escarpment” refers to the top of the rock feature.</li> <li>2. the policy “shall not exceed the height of the top of the Escarpment” is consistent with wording in the Downtown Secondary Plan (DTSP). The requirement for the VIA will allow for view impacts to be evaluated.</li> <li>3. see answer to #2 above – wording is consistent with DTSP. The requirement for the VIA will allow for view impacts to be evaluated.</li> <li>4. Correct – mechanical equipment is not included in definition of height as per Zoning By-law, but mechanical suites can be included in evaluation of VIA.</li> <li>5. “Below the escarpment” refers to the lower city below the escarpment.</li> </ol>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>5. How would the area considered “below the Escarpment” be determined? Would the policy apply to the entire area of the City below the Escarpment?</p> <p>6. What would be the maximum allowed building height be on top of the brow be? Can there be a policy that requires a minimum setback from the brow to mitigate the impact of such buildings (e.g. Chedoke Browlands proposed 30-metre setback to built form). If not, there will be visual impact when viewed from below the Escarpment or at a distance looking toward the Escarpment.</p> <p>7. The measurement of proposed building height varies depending on the viewing position where the height is taken from as does the actual height of the Escarpment feature itself.</p> <p>8. How will the NEC be consulted on height increases within the Urban Area that impact views of the Escarpment if no OPA is required?</p> <p>9. Will certain building heights in the Urban Area be as of right so that the NEC would again not be consulted and have no opportunity to comment on development proposals, request visual impact assessment or influence building height, design or orientation for tall buildings in the Urban Area that could block views of the Escarpment?</p> <p>Policy E.3.6.8g – by increasing the limit of consideration of height impacts to the Niagara Escarpment from 6 to 12 storeys, there is potential that buildings between 6 and 12 storeys could be approved that have a significant impact on views of and to the Escarpment, but we would not have an opportunity to comment on those impacts. We appreciate the need to balance increases in density to achieve growth targets and prevent sprawl but protecting views of the Niagara Escarpment through careful analysis and mitigation of negative impacts through sympathetic building design and placement are essential. We would prefer that the policy not be amended and that it stays at 6 storeys.</p>	<p>6. Maximum building height on the brow would be determined through policies of the Neighbourhoods designation and existing zoning regulations. If there is a need to address setbacks from the Brow this can be considered through a future planning exercise.</p> <p>7. Comment is noted. Requirement for VIA will address this concern.</p> <p>8. NEC will be circulated on applications within the NEP area as per the current process.</p> <p>9. As per #8, NEC will be circulated on applications within the NEP area as per the current process. For applications outside of the NEP area, City staff will request and review VIAs as required.</p> <p>E.3.6.8g): see answers to #8 and 9 above.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>If we have mis-interpreted the City’s proposed policy approach to considering the impact on views of the Escarpment, we would be pleased to discuss the implications of the revisions with Ministry and City staff. We have arranged a meeting with City staff to discuss the proposed visual impact policies on March 11, 2022, to discuss the possibility of refining the proposed policies for greater clarity and alignment with the NEP.</p> <p>Glossary – update the name of our Ministry in the definition of all terms where it is mentioned.</p> <p><u>Map comments</u>  We have reviewed the proposed maps and believe that to the extent possible at the scale of the review, the proposed Official Plan designations are not in conflict with the designations of the NEP 2017.</p> <p><u>Rural Official Plan (RHOPA)</u>  NEC staff has no comment on or objection to the proposed amendments to the RHOPA.</p> <p>Thank you for the opportunity to comment on the City of Hamilton’s Official Plans. Please let us know if you have any questions or need us to participate in any consultation with the City of Hamilton staff.</p>	

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**Public Question/Comment Summary (January – March 2022) – Proposed Amendments to UHOP & RHOP (Planning Committee and Post Planning Committee)**

**Emails to GRIDS2/MCR**

#	Date:	Name:	Comment:	Staff Response / Action Required:
1.	January 13, 2022	Daniel Borrelli	<p>I have a few questions regarding the proposed changes to the UHOP. I was looking forward to your presentation because I thought that it would be a good resource to help me relay the amendments to my colleagues.</p> <p>My first questions is with respect to the changes to the permissible height. I understand that in some cases height can be increased to 11 storeys without an amendment to the plan. However, according to the tall buildings guidelines a mid-rise building can be envisioned for up to 12 storeys provided that the lot meets the criteria developed. Could you please shed some light on why height is capped at 11 storeys as opposed to 12?</p> <p>My second question is about the density ranges in the Neighbourhoods designation. Specifically, if in fact those are now not policy to conform to for each development application, but as the added verbiage says, only for review of secondary planning?</p> <p>Thank you in advance, and I look forward to your response. If you think a call would be best, I can make myself available tomorrow for a chat.</p>	<p>Staff responded via telephone and answered questions.</p> <p>The current Tall Buildings Guidelines is referenced within the Downtown Hamilton Secondary Plan and applies to lands within Downtown Hamilton. The policies being considered for amendment under the MCR concern lands outside Downtown Hamilton that are designated Neighbourhoods.</p> <p>Staff are proposing to increase the maximum height to 12 storeys for medium density uses without the need for an Official Plan Amendment, based on recent changes to the Ontario Building Code that allow timber construction of buildings up to 12 storeys in height.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
2.	January 12, 2022	<p>NHDG (Waterfront) Inc. (c/o Goodmans, LLP)</p> <p>Need to acknowledge and advise comments will be included in report.</p>	<p>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. 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.</p> <p>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 <i>Planning Act</i>.</p> <p>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:  <i>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.</i></p> <p>(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.)</p> <p>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”.</p> <p>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</p>	<p>Comments noted.</p> <p>It is the opinion of staff that there is no requirement to apply a site specific policy to the lands at 310 Frances Ave for the purposes of exempting the subject lands from the 30 storey height limit required by the proposed policy E.4.6.8. The subject lands are currently zoned “MUC-4” in the City of Stoney Creek Zoning By-law which requires no maximum height restriction on the subject lands. The City is not proposing any zoning changes through the MCR process which would impact the subject lands, and therefore the unrestricted height limit provided by the zoning on the subject lands would not be impacted by the policy changes unless the applicant seeks to amend or vary the existing zoning permissions subsequent to the adoption of any height limit through the MCR UHOPA.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>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.”</p> <p>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. 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.</p> <p>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.</p>	<p>Further, staff recognize that there are active appeals before the Ontario Land Tribunal for this property for the existing site plan control (DA-19-020) and minor variance applications. Staff note that these applications were submitted prior to any future approvals of the MCR UHOPA. The impact of any future approval of the MCR UHOPA on these appeals is within the Tribunal’s jurisdiction to determine.</p>
3.	January 18, 2022	<p>Frank Jalsevac</p> <p>Need to acknowledge and advise comments will be included in report.</p>	<p><i>RE: Agenda Item 4.10.</i>  <i>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)).</i></p> <p>I wholeheartedly disagree with Mr. Bronskill's assertion that "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". In fact, I believe the opposite is true.</p> <p>Mr. Bronskill's letter raises some questions I have in regards to why the site-plan process for this development application has not identified the need for the applicant to submit an Official Plan amendment from the outset. Prior to considering the exemption requested in the Council correspondence, please note the following:</p>	<p>Comments noted.</p> <p>As per response to comment above, no site specific exemption is being proposed.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>(a) Yes, there was a Zoning amendment approved in 2010. There was also a site specific amendment to the <i>old Stoney Creek Official Plan</i> made at that time which <u>gave effect</u> to that unprecedented ZBLA. There was not however an amendment made to the Urban Hamilton Official Plan as has been implied in Mr. Bronskill's letter. Comparable approvals made under the old Stoney Creek Official Plan have had to undergo a 2nd OPA process when the UHOP was eventually approved by the Ministry due to the <u>revocation</u> of the SCOP. There has been no explanation provided as to why this land has been exempt from re-application and inconsistent with other lands.</p> <p>(b) Yes, the UHOP designates this land as 'Neighbourhoods'. Yes, the ZBA in 2010 included a minimum density of 585 units / hectare and no maximum height. However, 'Neighbourhoods' also are capped at 200 units / hectare in the UHOP. Another block of land of this subdivision also had a minimum density and no maximum density however, in 2016 when Phase 2 was being proposed, that block of land had to undergo an OPA in order to exceed the 200 unit cap of our High Density 'Neighbourhoods' UHOP policy. (Reference: Page 4 of 31 <a href="https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=118828">:https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=118828</a>)</p> <p>There has been no explanation provided as to why this development has been undergoing the site plan &amp; minor variance application process at a density far greater than 585 units without the need to apply for a site specific Official Plan amendment to our governing High Density Neighbourhoods designation of 200 units / hectare.</p> <p>In reviewing the intent of our Urban Hamilton Official Plan, the wording of the site specific MUC-4 Zoning, the intent of Stoney Creek Zoning By-law 3692-92 and based on my calculations, the amendment proposed by Staff to add a 30 storey height limit in our Official plan would effectively result in the current zoning being more consistent with the density limits in our Official Plan.</p> <p>As such, I'm requesting Council deny any requests to exempt this land from the proposed Official Plan changes.</p>	



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#	Date:	Name:	Comment:	Staff Response / Action Required:
4.	Feb. 2, 2022	David King	<p>30 year resident and taxpayer here. Sprawl in this city must stop. It is destroying farm land, not carbon friendly, and finally, expensive to the taxpayer. Low density sprawl is a ponzi scheme perpetrated on the taxpayers by developers. We need medium density on brownfield sites within the city to fight global heating. Hamilton has an opportunity here to be a leader, instead of belatedly and poorly following other municipalities, as usual, if you folks can find the stones to stand up to the development industry.</p>	Comment received.
5.	February 23, 2022	Dina D’Ermo	<p>Hello, I was part of the virtual meeting yesterday and wanted to make a few comments.</p> <p>I first want to say thank you for involving the public into this conversation. Open communication throughout this process will be very important.</p> <p>During the meeting, I understood that you did not have answers to many questions as yet, as this was just Phase 1, and realistically the province might send you back to the drawing board if they do not accept the no boundary expansion.</p> <p>At the same time, no matter what happens in the decision making, densification will occur and I am quite worried about a few things.</p> <p>Coming from Montreal and Ottawa, I have lived in Hamilton for 25 years now, I see vast differences in the way each City has dealt with densification.</p> <p>In Montreal and Ottawa, the densification is esthetically pleasing. In Hamilton, unfortunately, illegal dwellings were grandfathered and derelict buildings remain, absentee landlords don't care, and several dilapidated areas remain in the City.</p> <p>When I asked yesterday about expropriation, parking issues and frontage landscape I was left worried about the future of Hamilton. I was hopeful that the City had considered the possibility of expropriation, as waiting for landlords and developers to develop the very dilapidated areas of Kenilworth and Barton (and the many other areas in the City) might never happen. That means that densification may occur in neighbourhoods such as ours, where parking on the street is not available, already now, and the possibility of losing the 50% landscaped frontage to parking for multiple tenants might be considered under the residential zoning bylaw review. What will our neighbourhoods look like if</p>	<p>Comments received.</p> <p>Proposed changes to the existing low density residential zones are considered an interim step and staff will bring forward new low density residential zones for inclusion in Hamilton Zoning By-law No. 05-200 as part of the Residential Zones project that will provide a comprehensive framework to address neighbourhood character and parking requirements.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			these parking and zoning bylaw changes result in very negative outcomes for neighbourhoods. I hope that creative ways to ensure that densification beautifying the City with every permit approval wins, over the paving of green space and unhappiness with residents of our neighbourhoods from decisions the City makes to ensure they meet the densification targets.	
6.	March 4, 2022	Lyn Folkes	<p>Due to health issues I can't spend a lot of time in front of a screen right now, so I'd just like to make a few comments in this email for the GRIDS 2 planning team. I'm a retired environmental consultant who started studying climate warming in 1990 at the University of Waterloo. The predicted changes in our climate then seemed scary and now that they are happening so much faster than we'd predicted then, we should all be terrified today.</p> <p>I don't see the urgency needed in politics to control our climate much at all, unless some miracle is discovered soon.</p> <p>So, here are a few recommendations on development around our City as temperatures rise, and weather becomes more extreme and less predictable:</p> <ul style="list-style-type: none"> <li>- Protect every natural wetland we can, even small ones which provide needed habitat. This is important to preserve the quality and quantity of our water supply, so please resist the province's desire to replace lowlands with warehouses. Lowland areas are often deemed as 'worthless waste lands' by those who are not aware of how the hydrological cycle really works. We NEED all the wetlands we have left.</li> <li>- Protect natural habitats that provide nectar and pollen so our wild pollinators can do their job in fertilizing food crops. If we lose too much of these natural lands, we will lose too many of our wild pollinators too. Pollinators include birds, bats, bees, beetles, moths, butterflies, etc. We NEED habitat for them to survive so that we don't threaten our own food security.</li> <li>- Preserve all of the best farmland we have left instead of turning it into sod fields and then urban developments in turn. This has to stop to secure our food security in the face of this climate crisis.</li> <li>- We don't need more highways -- we NEED better modes of transportation. The highways proposed by the province through the Holland Marsh are particularly</li> </ul>	<p>Comments noted.</p> <p>Existing policies of the Urban and Rural Hamilton Official Plans provide protection to Core Areas including wetlands. Natural heritage system policy mapping updates will be considered as part of Phase 2: MCR RHOPA and UHOPA of the Official Plan Review (Q2, 2023).</p> <p>The City's Biodiversity Action Plan and Community Energy and Emissions Plan are currently underway and any associated updates to the City's Official Plans will occur as part of Local Context (Phase 3) of the Official Plan Review (Q2 2023).</p> <p>Proposed policy updates are implementing Council's direction for a No Urban</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>disturbing as a threat to our food security in Ontario. Hamilton has a large amount of prime farmland that continues to be converted to urban developments at an alarming rate.</p> <ul style="list-style-type: none"> <li>- Please don't allow urban development near the lakeshore. We NEED to restore Lake Ontario borders to their natural state as much as is possible in order to protect water quality, as well as ecological habitat and species diversity.</li> <li>- Reducing air pollution, increasing the percentage of permeable land surface and reducing single use plastics in our City would all benefit our residents as well.</li> <li>- We especially need to continue moving away from our dependence on fossil fuel energy in Ontario but the province is increasing our use through expansions of natural gas. Please don't let them pressure Hamilton into poor energy decisions that will harm us for years to come.</li> </ul> <p>These are just a few recommendations to help us deal with the negative effects that our changing climate is bringing. Trees are burning in warmer climates due to extreme heat in warm seasons -- we're next if Canada continues to promote and expand the use of fossil fuel energy.</p> <p>Hamilton is positioned to play a major role in how our province moves forward -- will that be with disabandon for our world or respect for our people's well-being, and in particular our youth? We are all already suffering severe losses of agricultural lands, fatal major droughts and storms, the high death toll from our first modern world pandemic and now also war -- ironically over fossil fuels which we need to stop relying on.</p> <p>Clearly fossil fuels and urban sprawl are not good for the people of Hamilton or anyone else. This is a bigger issues than it may seem to many who are only looking to profit margins.</p> <p>I'm waiting and hoping for the day when I hear and see reason in the world concerning our energy dilemma and finding a path to sustainable living. We all need to do our part and come up with new attitudes and plans for how we live in our very rich North American societies.</p>	<p>Boundary Expansion growth scenario and no expansions into prime agricultural land are proposed.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>We're lucky to live in Hamilton and we have the choice to do better. Now we need the will of politicians to make significant progress on the climate emergency, like we've done with the pandemic.</p> <p>I see positive changes in Hamilton and I believe we are starting to move in the right direction. Please don't let the Province, Alberta big business companies or the few unaware urban-sprawl supporters on Hamilton's Council deter Hamilton's good leaders from their goals.</p> <p>Our family is depending on you to make sure we have a livable future. We are willing to help pay for that as long as we are seeing these changes on the ground in our community. For example, the bicycles and protected lanes for those who use them are a great improvement in our City; the refusal to allow Amazon warehouses to be more important than Hamilton's water security or species biodiversity is highly respected; and the Biodiversity Action Plan are all excellent steps forward. Keeping more employees working online to reduce GHG emissions would also be helpful, etc., etc.</p> <p>Thank you to those progressive thinkers on Council who are doing wonderful things in our City! These actions give me hope and I'd love to see more -- ban all new fossil fuel infrastructure projects in Hamilton, like so many other cities have already done!; encourage divestment from fossil fuel companies and encourage a fair transition for those employees into healthier jobs; plant more native trees, shrubs and flowers in and around our City instead of out-dated plastic hanging baskets of annuals that only waste vital water resources without any tangible benefit, etc...</p> <p>Think big and go GREEN as fast as we can.</p> <p>With respect for your difficult job ahead, please strive to make our choices meaningful for the majority of Hamilton taxpayers.</p> <p>And thank you very much for allowing me to voice my opinion, unlike our undemocratic provincial leaders. That must also change...</p>	
7.	March 5, 2022	Joseph Dubonnet	Part of the design of the official plan for future housing in Hamilton must include better use of the housing stock for University students at McMaster.	Comments noted.

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>Currently, West Hamilton is plagued with students' "houses" which do not provide adequate housing for students and only serve to deteriorate the neighbourhoods for regular residents.</p> <p>The City must work with McMaster and local citizen's organizations to develop a better plan to provide permanent solutions to the housing needs of its student population and redevelop the neighbourhood to make them available to families again.</p>	<p>The City has established a Rental Housing Licensing Pilot Program in Wards 1, 8 and part of 14 to address issues related to student rental housing in these areas.</p> <p>Future policy updates may be incorporated in Phase 3 – Local Context of the OP Review to address housing related issues and requirements arising from the Residential Zones project.</p>
8.	March 7, 2022	Frisina Group (c/o SGL)	<p>We are planners to 1507565 Ontario Limited otherwise known as the Frisina Group, who own approximately 106 acres of land located within the Elfrida Community.</p> <p>Your staff and your highly experienced and respected consultants previously recommended the Ambitious Density Scenario although noting that that scenario will be challenging to achieve. The intensification and greenfield density targets in that scenario were in combination the highest being proposed in the Greater Golden Horseshoe.</p> <p>Although your staff noted that it will be a challenge to implement the high levels of intensification, the Ambitious Density Scenario provided a balance of intensification and greenfield growth and addressed climate change by creating compact new communities with the highest greenfield density in the Greater Golden Horseshoe. The Growth Plan sets out an intensification first approach, but the Growth Plan needs to be read as a whole. The Growth Plan, Provincial Policy Statement and the land needs assessment methodology all require that growth to 2051 satisfy market demand as well as to provide intensification. Satisfying market demand requires intensification primarily in the form of</p>	<p>Comments noted.</p> <p>Proposed policy updates implement the Council direction for the No Urban Boundary Expansion Growth Scenario as the preferred growth strategy.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>apartments in the Built-up Area, but also requires greenfield growth to provide for market-based family housing. The Ambitious Density Scenario provided for much needed ground related housing to satisfy market demand and to address the housing affordability and housing supply crisis for families.</p> <p>Despite the professional recommendations received, on a very aggressive growth scenario, Council chose a no urban boundary expansion. As a result of Council’s decision, the proposed amendments to the Urban Hamilton Official Plan (UHOP) and Rural Hamilton Official Plan (RHOP) as set out in Report PED21067 contain policy changes to implement the no urban boundary expansion. The proposed policy changes to the UHOP to implement the no urban boundary expansion include:</p> <ul style="list-style-type: none"> <li>• A.2.1 Direction 3 on concentrating new development within existing built-up areas with no reference to need for greenfield growth;</li> <li>• A.2.3.3.4 with a minimum 80% of residential develop to occur within the built-up area;</li> <li>• A.2.4 in reference to a No Urban Boundary Expansion and accommodating all growth within the existing Urban Area;</li> <li>• B.2.1.1 in reference to the existing urban boundary representing all of the City’s project urban growth for 30 year;</li> <li>• B.2.2.1 referring to the City’s urban boundary as firm and no expansion being required;</li> <li>• B.2.2.3 not permitting expansions of 40 hectares or less;</li> <li>• The deletion of current policies B.2.2.3 and B.2.2.4 requiring a municipal comprehensive review for an urban boundary expansion; and</li> <li>• Schedule A and the lack of a settlement boundary expansion.</li> </ul> <p>The proposed policy changes to the RHOP to implement the no boundary expansion include:</p> <ul style="list-style-type: none"> <li>• B.2.1 in refence to maintaining a firm urban boundary and not adding lands to the Urban Area;</li> <li>• The deletion of Special Policy Area B; and</li> <li>• Volume 3: Map A – the deletion of the Elfrida Special Policy Area B.</li> </ul>	

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>We do not support these changes. Although they seek to increase the supply of housing through apartments, they will not satisfy market demand. Council needs to be cognizant that apartment units on a per square foot basis are more expensive than an equally sized townhouse. Placing a reliance on apartments through the no urban boundary expansion scenario, will result in higher costs for families looking for three bedroom accommodation.</p> <p>In our opinion the proposed policy changes do not conform to the Growth Plan and are not consistent with the Provincial Policy Statement and ignore the considerable amount of work undertaken by the City’s consultants and Staff on the Land Needs Assessment and Municipal Comprehensive Review. In addition, this policy direction will not help to address the housing crisis for families who seek ground related housing.</p> <p>The City has spent a considerable amount of money in the range of \$300 million on secondary plan studies and infrastructure within the areas being studied for settlement expansion in anticipation of an approved urban boundary expansion. Conversely, the City has not identified the cost required to upgrade the current infrastructure in order to accommodate the no urban boundary expansion and associated 80% intensification target in the Built-up Area. I am informed that this infrastructure cost within the Built-up Area is estimated to be many hundreds of millions of dollars and will take years to complete. Due to this infrastructure requirement, the no urban boundary expansion will do little to address the lack of affordable housing supply in Hamilton over the next 10 years and will not help to address the housing crisis for families who seek ground related housing. Areas outside the urban boundary, including those where the City has invested hundreds of millions of dollars in public infrastructure could be developed in a shorter period of time and accommodate the need expressed by the market for ground level development.</p>	
9.	March 7, 2022	Greenhorizons Holdings Inc., Greenhorizon	Further to our correspondence to you dated February 12, 2021, May 14, 2021, May 31, 2021, August 17, 2021, and November 08, 2021 my client has had an opportunity to review the proposed MCR GRIDS 2 - Official Plan Review (Topic 2 - Employment).	<p>Comments noted.</p> <p>The City’s Land Needs Assessment has identified</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
		s Group of Farms Ltd., 1231 Shantz Station Road Inc. and Willow Valley Holdings Inc. (c/o Stovel and Associates Inc.)	<p>As you are aware, my clients, Greenhorizons Holdings Inc. and The Greenhorizons Group of Farms Ltd .. ("Greenhorizons"), 1231 Shantz Station Road Inc. ("Shantz") and Willow Valley Holdings Inc. ("Willow"), have scoped their request for inclusion in the Urban Area boundary line to include only the following parcels:</p> <ul style="list-style-type: none"> <li>• 8474 English Church Road,</li> <li>• 2907 Highway 6,</li> <li>• 3065 Upper James Street,</li> <li>• 3005 Upper James Street.</li> </ul> <p>Please note that these parcels are immediately east of the John C. Munro International Airport ("Airport"); these lands are included within the Airport Influence Area. In total, the lands in question comprise approximately 139 acres. We continue to request that these lands be included within the Urban Area of the City of Hamilton and designated as Employment Lands.</p> <p>In the alternative, we request that the lands in question be considered as part of Special Study Area for future Employment Lands. We have outlined the many beneficial qualities associated with these lands, including proximity to the Airport and existing municipal services and the size of the lands (making it easier to develop).</p> <p>Furthermore, we note that new policy E.5.1.18 establishes a policy framework that would support the future needs of Agri-Food businesses, including transportation considerations, with available serviced lands located in the transition zone between existing Employment Uses (associated with the Airport) and Agriculture. We see a high demand for these types of land uses, especially given the planning paradigm that will be defined by global events like COVID-19. We are of the view that additional policies could be put in place to assist our client in developing its lands for supportive employment uses in keeping with this new policy.</p> <p>We look forward to participating in discussions with the City and their planning staff/consultant in regards to the Official Plan update.</p>	<p>that the City's employment land supply and demand is in balance. No additional employment land is needed over the planning horizon.</p> <p>Employment area lands will be reassessed through future Municipal Comprehensive Reviews.</p>
10.	March 8, 2022	Artstone Holdings Ltd.	UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) is the authorized planning consultant acting on behalf of Artstone Holdings Ltd.,	Comments noted.



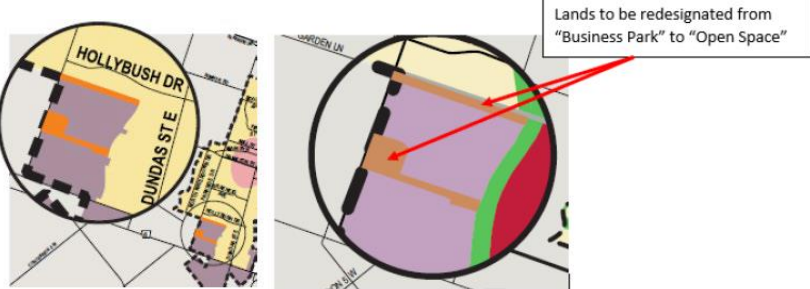
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#	Date:	Name:	Comment:	Staff Response / Action Required:
		(c/o Urban Solutions)	<p>(the Owner) of the property municipally known as 467 Highway No. 56 in the City of Hamilton, who have been participating in the related growth discussions since 2006. Most recently, UrbanSolutions has submitted comments on behalf of the owner on May 29, 2021 and November 9, 2021 in relation to the Growth Related Integrated Development Strategy 2 and Municipal Comprehensive Review (GRIDS2/MCR).</p> <p>It is with great frustration and disappointment we provide this submission in response to the draft changes contemplated to the Urban Hamilton Official Plan and Rural Official Plan that are required to implement Council’s November 2021 decision ignore the expert advice of City staff and attempt to accommodate all the City’s growth within the existing urban boundary.</p> <p>The draft policy changes have been reviewed and are fundamentally flawed as there has not been sufficient analysis to demonstrate proposed amendments will provide the necessary wide range and healthy supply of housing options for current and future residents. Further, no analysis has been completed to confirm how this growth strategy will be serviced.</p> <p>With an understanding of the complexity of development proposals within the urban boundary, it is very apparent, the City is not in a position to review, evaluate and approve the required 88,820 units within the existing built-up area by 2051. Having an Official Plan that does not accommodate the required population targets is in consistent with the Provincial Policy Statement and fails to conform to the Growth Plan for the Greater Golden Horseshoe.</p> <p>Accordingly, on behalf of the owner, UrbanSolutions recommends Council direct staff to bring forward the necessary amendments to the Urban and Rural Official Plans that are consistent and in conformity with the Provincial policy documents. In keeping with the Planning Act we request to be notified of any future meetings or decision of the City of Hamilton.</p>	<p>Proposed policy updates implement the Council direction for the No Urban Boundary Expansion Growth Scenario as the preferred growth strategy.</p> <p>Master Plans are in the process of being completed that will address how servicing will support proposed growth.</p>
11.	March 8, 2022	Corpveil Holdings Ltd. (c/o Urban Solutions)	UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) is the authorized planning consultant acting on behalf of Corpveil Holdings Ltd., (the Owner) of the property municipally known as 467 Highway No. 56 in the City of Hamilton, who have been participating in the related growth discussions since	<p>Comments noted.</p> <p>Proposed policy updates implement the Council</p>

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			<p>2006. Most recently, UrbanSolutions has submitted comments on behalf of the owner on May 29, 2021 and November 9, 2021 in relation to the Growth Related Integrated Development Strategy 2 and Municipal Comprehensive Review (GRIDS2/MCR).</p> <p>It is with great frustration and disappointment we provide this submission in response to the draft changes contemplated to the Urban Hamilton Official Plan and Rural Official Plan that are required to implement Council’s November 2021 decision ignore the expert advice of City staff and attempt to accommodate all the City’s growth within the existing urban boundary.</p> <p>The draft policy changes have been reviewed and are fundamentally flawed as there has not been sufficient analysis to demonstrate proposed amendments will provide the necessary wide range and healthy supply of housing options for current and future residents. Further, no analysis has been completed to confirm how this growth strategy will be serviced.</p> <p>With an understanding of the complexity of development proposals within the urban boundary, it is very apparent, the City is not in a position to review, evaluate and approve the required 88,820 units within the existing built-up area by 2051. Having an Official Plan that does not accommodate the required population targets is in consistent with the Provincial Policy Statement and fails to conform to the Growth Plan for the Greater Golden Horseshoe.</p> <p>Accordingly, on behalf of the owner, UrbanSolutions recommends Council direct staff to bring forward the necessary amendments to the Urban and Rural Official Plans that are consistent and in conformity with the Provincial policy documents. In keeping with the Planning Act we request to be notified of any future meetings or decision of the City of Hamilton.</p>	<p>direction for the No Urban Boundary Expansion Growth Scenario as the preferred growth strategy.</p> <p>Master Plans are in the process of being completed that will address how servicing will support proposed growth.</p>
12.	March 8, 2022	Flamborough Power Centre (c/o MHBC)	<p>MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) is retained by Flamborough Power Centre Inc. (“FPCI”) on land use planning matters. FPCI owns lands known as the Flamborough Power Centre North Business Park (“Subject Lands”) which is located south of Parkside Drive, east of Highway 6, north of Borer’s Creek and west of the existing residential neighbourhoods in Waterdown. These lands are part of an approved Draft Plan of Subdivision (25T-</p>	<p>Comments noted.</p> <p>Through Staff Report PED17010(p) considered at GIC on April 20, 2022, staff recommended refinement of</p>

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			<p>201507) with phase 1 of the subdivision registered as Plan 62M-1270. The subdivision contains two active businesses (Stryker and Burlington Automation) with a third building expecting site plan approval imminently.</p> <p>We have reviewed the proposed draft amendment to the Urban Hamilton Official Plan (“UHOP”) included in staff report PED21067(a) and understand that several changes are being proposed to UHOP mapping for the Subject Lands. Appendix E to staff report PED21067(a) indicates that portions of the Subject Lands are proposed to be re-designated from Employment Areas to Neighbourhoods on Schedule E – Urban Structure and from Business Park to Open Space on Schedule E-1 – Urban Land Use Designations (see excerpts below).</p>  <p><i>Excerpts from Appendix E to staff report PED21067(a). Proposed change in urban structure from Employment Areas to Neighbourhoods on Schedule E – Urban Structure (left panel) and proposed change in land use designation from Business Park to Open Space on Schedule E-1 – Urban Land Use Designations (right panel), both identified in orange.</i></p> <p>These proposed changes appear to coincide with the existing P5 zoning applicable to those portions of the Subject Lands. However, we note that the area proposed to be re-designated to Open Space along the existing utility corridor (shown in gray above) does not appear to coincide with the existing P5 zoning or the approved Draft Plan of Subdivision. The Draft Plan of Subdivision (attached) shows two 32 metre wide blocks which are identified as “Existing Pipeline Easement”, are zoned P5 and are consistent with the alignment of the</p>	<p>the approved conversion in the Flamborough Business Park to not include the lands that form the utility corridor.</p> <p>Staff have determined that UFE-2 may be deleted in its entirety, as a result of the above redesignation.</p>

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			<p>Utility designation identified above. Therefore, the way in which the proposed land use change is depicted in the excerpts above appears to indicate that, in addition to the 32 metre wide area zoned P5, there will be an additional strip of land to the west of that corridor that will be designated Open Space, but is currently identified as development blocks in the approved Draft Plan of Subdivision. This redesignation is not consistent with the approved Draft Plan of Subdivision and its supporting documentation. Given that the Open Space and Utility designations are mutually exclusive, we request that lands along the utility corridor not be re-designated as proposed to avoid future confusion with respect to the applicable land use designations within the Subject Lands. These lands have been extensively studied through previous development applications that have resulted in the establishment the limits in the current approved Draft Plan of Subdivision and zoning. Therefore, the designations in UHOP Schedule E-1 should remain as-is with respect to the Business Park designation abutting the Utility designation. This is consistent with the treatment of this corridor south of the Subject Lands. Additionally, the existing P5 zoning, the identification of this corridor as a Linkage on Schedule B – Natural Heritage System and Site Specific Policy UFE-2 is sufficient to protect this corridor from incompatible development. Please keep us informed as to staff’s decision with respect to this proposed change. We would be pleased to meet and discuss this change with staff directly. Please do not hesitate to contact us should you have any questions.</p>	
13.	March 8, 2022	Silvestri Investments Inc. (c/o MHBC)	<p>MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) is retained by Silvestri Investments Inc., 456941 Ontario Ltd., 1263339 Ontario Ltd. and Lea Silvestri (collectively, “Silvestri”) on land use planning matters. Silvestri owns several parcels of land within the City of Hamilton (the “City”) including parcels adjacent to the City’s current urban boundary at 140 Garner Road East, 700 Garner Road East, 832 Garner Road East and 7700 Twenty Road East. We have reviewed the proposed draft amendment to the Urban Hamilton Official Plan (“UHOP”) included in staff report PED21067(a). We recognize that City Council has directed staff to proceed with a “No Urban Boundary Expansion” growth option wherein all future growth until 2051 will be accommodated within</p>	<p>Comments noted.</p> <p>The draft Official Plan Amendments have been prepared to implement Council’s decision for a No Urban Boundary Expansion Growth Scenario.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>the existing urban boundary and that this growth option is reflected in the proposed amendment. However, we note the inclusion of certain policies that further restrict urban boundary expansions outside of a Municipal Comprehensive Review (“MCR”). This includes proposed Policies B.2.2.2 and B.2.2.3 which read as follows:</p> <p><i>“B.2.2.2 Notwithstanding Policy B.2.2.1, adjustments to the urban boundary may be permitted through a municipal comprehensive review provided:</i></p> <p><i>a) there is no net increase in land within the urban area;</i></p> <p><i>b) the adjustment would support the City’s ability to meet intensification and redevelopment targets provided in Section A.2.3 – Growth Management – Provincial;</i></p> <p><i>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;</i></p> <p><i>d) the lands are not located within the Greenbelt Area and,</i></p> <p><i>e) there is sufficient reserve infrastructure capacity to service the lands.</i></p> <p><i>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.”</i></p> <p>These policies stem from Policies 2.2.8.4 - 2.2.8.6 of the Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) which permit municipalities to adjust their urban boundaries outside of the MCR process subject to a set of criteria which include, among others, that there be no net increase of land within the settlement area (in the case of expansions permitted under Policy 2.2.8.4) or that expansions be no greater than 40 hectares (in the case of expansion permitted under Policy 2.2.8.5 and 2.2.8.6). However, proposed UHOP Policies B.2.2.2 and B.2.2.3 quoted above specifically restrict any expansions that may be permitted through Growth Plan Policies 2.2.8.4 – 2.2.8.6.</p> <p>We believe that the Growth Plan policies provide municipalities with important tools be able to respond to changes in the supply and demand for different land uses and in different locations. They offer the ability to make minor adjustments</p>	<p>Proposed policy B.2.2.2 implements Growth Plan policy 2.2.8.4 by permitting adjustments to the urban boundary to be considered through a municipal comprehensive review which is the appropriate time to consider such adjustments and ensure that there is no net increase in land area within the urban area and all other criteria is met.</p> <p>Proposed policy B.2.2.3 implements Council’s direction to accommodate all forecasted growth within the existing urban area to 2051. Inclusion of Growth Plan policies 2.2.8.5 and 2.2.8.6 would be contrary to this direction.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>to the urban boundary and the rounding out of developed areas to realize location-specific opportunities and accommodate growth in accordance with Provincial and local policies. Although the <i>Planning Act</i> requires that municipalities review official plans at least every five years through an MCR process, these processes can take several years to complete and can therefore result in timelines of longer than five years between plan implementation and the completion of the review process. It is therefore important that Growth Plan Policies 2.2.8.4 – 2.2.8.6 be considered within the UHOP policy framework to ensure that the City has the fullness of tools it needs to accommodate future growth and realize growth-related opportunities. We recommend that further consideration be given to how these policies can be incorporated within the City's growth management framework, including consideration of any local factors that may form criteria in the evaluation of any development proposals that are made under these policies.</p> <p>We would be pleased to provide examples of such policies for consideration and appreciate staff's consideration of our comments.</p>	
14.	March 8, 2022	Urban Solutions	<p>As a private planning consulting firm based in Hamilton working on numerous proposed developments throughout the City, UrbanSolutions Planning &amp; Land Development Consultants Inc. (UrbanSolutions) is a key stakeholder in the GRIDS 2 / MCR consultation process. During the January 11, 2022 Planning Committee, the City brought forward the draft Urban Hamilton Official Plan Amendment to accommodate Council's vision for a 'No Urban Boundary Expansion' growth and intensification scenario through to 2051. At this stage, our office has taken the time to carefully review the City-initiated Official Plan Amendment proposed and have made note of our input on various provisions. At this stage, the City of Hamilton have been engaging in productive settlement discussions.</p> <p>The purpose of this letter is to acknowledge and provide comments on the City of Hamilton's proposed Urban Hamilton Official Plan policies contained in the Official Plan Review. We recognize the variety of considerations that are contemplated in developing the applicable regulations to facilitate a 'No Urban</p>	<p>Comments noted.</p> <p>Responses are provided in order of the policies referenced in the letter:</p> <p><i>E.5.2.7.1 m):</i> Provincial policy prohibits the conversion of employment lands to non-employment uses outside of a municipal comprehensive review.</p> <p><i>E.2.3.3.12:</i> The Ancaster node target is implementing</p>



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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>Boundary Expansion' growth scenario and hope that our comments below can be used to further improve the proposed changes.</p> <p><i>E.5.2.7.1. m) - Conversation 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</i></p> <ul style="list-style-type: none"> <li>• We believe in order to achieve the intensification targets necessary to grow exclusively within the existing Urban Boundary, conversion of Employment Lands should be evaluated on a case-by-case basis to ensure appropriateness rather than restricting Employment Land conversions to Municipally Initiated Comprehensive Reviews. Given the need to greatly increase the number of residential dwellings within the City, completely removing the ability to apply for the conversion of Employment Land for residential growth seems overly restrictive and unnecessary.</li> </ul> <p><i>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.</i></p> <ul style="list-style-type: none"> <li>• We believe all Community Nodes should be expected to take on their fair share of intensification if 81% of growth is to be accommodated within the existing Urban Boundary. It is unrealistic to expect the Downtown core and City Corridors to develop the vast majority of density for the City given existing policies in relation to compatibility and massing. Specifically, Ancaster's Community Node should not be immune to greater densities when many other nodes in the City with similar transportation networks and neighbourhood character are to achieve target densities 2 to 3 times that which is prescribed to Ancaster. Should a Secondary Plan establish lower density targets, the Secondary Plans should be updated versions which appropriately contemplate the increase in intensification</li> </ul>	<p>the direction of the Ancaster Wilson Street Secondary Plan. Any updates to Secondary Plans would occur through a future phase of the OP Review (Phase 3: Local Context).</p> <p><i>E.3.4.3: multiple dwellings with a maximum of 6 units is considered appropriate within low density areas. No revisions to the policy are necessary.</i></p> <p><i>E.2.3.1.9 – Staff note the concurrence with the increased density target for the Downtown. Further, staff note that all parts of the urban structure will be accommodating significant intensification over the planning horizon, including neighborhoods (approx. 27,000 units) and other nodes and corridors (approx. 35,000 units).</i></p> <p><i>E.3.4.4, E.3.5.7: Master Plans have informed the formulation</i></p>

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			<p>targets brought about by the 2020 Growth Plan for the Greater Golden Horseshoe and the City of Hamilton No Urban Boundary Expansion decision.</p> <p><i>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.</i></p> <ul style="list-style-type: none"> <li>• While the additional types of built form permitted in low density areas is supported, it would be beneficial to include 'townhouses in all forms' as a permitted use to provide flexibility in the different types of townhouse dwellings that can be accommodated in these areas.</li> </ul> <p><i>E.2.3.1.9- The Downtown Urban Growth Centre shall generally have the highest aggregate density within the City with a minimum target density of 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.</i></p> <ul style="list-style-type: none"> <li>• An increase in the Downtown Urban Growth Centres' minimum density is appropriate in order to accommodate the increase in infill development necessary to facilitate an 81% intensification rate within the Urban Boundary. However, our firm feels it is unrealistic to accommodate all intensification within the Downtown Urban Growth Centres. Accordingly, the other elements of the Urban Structure should clearly prescribe a notable increase in density from what was previously required for each designation. Additionally, existing policies related to compatibility of massing within the Downtown Urban Growth Centre should be made more flexible to enable developments to provide the level of density prescribed for the area without contradicting compatibility and transition policies (i.e. angular plane requirements, etc.).</li> </ul> <p><i>E.3.4.4 For low density residential areas, the maximum 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, shall be 60 units per hectare.</i></p>	<p>of Secondary Plans, including prescribed residential density ranges, so it is not appropriate to increase flexibility to the residential density ranges within existing Secondary Plans at this time. Following the completion of Master Plans to implement the preferred growth strategy for the GRIDS2 Process, the future OP Review – Phase 3 (Local Context) could address any updates necessary to implement Council’s decision for a No Urban Boundary Expansion growth scenario.</p> <p><i>E.3.5.8 / E.3.6.8 – Any changes related to urban design policies and requirements would occur through a future phase of the OP Review.</i></p> <p><i>E.3.6.7: The 30 storey height limit and restriction to not exceed the height of the escarpment is consistent with the limit established by the Downtown Secondary Plan.</i></p>



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			<p><i>E.3.5.7 For medium density residential areas, the maximum 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, shall be greater than 60 units per hectare and not greater than 100 units per hectare.</i></p> <ul style="list-style-type: none"> <li>• With regards to the two policies noted above, although language has been added noting that the maximum densities outlined are for the purposes of the preparation of Secondary Plans, etc. The true density ranges envisioned for these areas should be clearly stated so as to not encourage consistent disputes over what density is considered appropriate for an area when a development is proposed. Our concern is that, by not providing a direct maximum or minimum, the process for providing appropriate intensification will be unnecessarily lengthened by forcing case-by-case density debates between the public and private sector for each development within a low or medium density area. Bearing this in mind, we believe the density ranges prescribed should be greater than those currently listed in order to recognize the intent to freeze any future expansions of the Urban Boundary.</li> </ul> <p><i>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:</i></p> <ol style="list-style-type: none"> <li><i>a) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;</i></li> <li><i>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,</i></li> <li><i>c) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.</i></li> </ol> <ul style="list-style-type: none"> <li>• The proposed policy change to allow for increased height to 11-storeys is supported, however the requirements to support an increase in height should ensure flexibility in order for the policy direction to be implemented. Specifically, angular plane requirements are often not the true representation of appropriate</li> </ul>	

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			<p>transition as they generally tend to overly restrict massing in an interest of maintaining 45-degree planes with abutting properties. In doing so, angular plane requirements often result in inefficient developments from a construction, energy efficiency and unit yield perspective. We recommend that emphasis is not placed on angular plane requirements as a test to demonstrate conformity. Combining E.3.5.8 b) and c) generates an appropriate policy which applies an adequate amount of control over massing transition while upholding flexibility to accommodate the intensification targets prescribed. Accordingly, the combined policy should be revised to read E.3.5.8 b): "buildings are appropriately stepped back from adjacent areas designated Neighbourhoods as well as stepped back from the street to minimize the height appearance from the street, where necessary."</p> <p><i>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.</i></p> <ul style="list-style-type: none"> <li>• Restricting the maximum height of high density residential uses to 30-storeys based on the height of the Niagara Escarpment is an outdated regulation which we believe should be removed from the proposed UHOP Amendment altogether. The City of Hamilton is the 3rd largest City in Ontario and has committed to accommodating 81% of intensification within the existing Urban Boundary. Further, the City is presently contemplating a 45-storey residential tower as part of the Pier 8 waterfront redevelopment of which the City is a partner. It is not realistic for an urban area like Hamilton to restrict all building height to 30-storeys if it is to achieve it's intensification targets. It is also worth noting that a majority of sites where a structure is being built to 20-storeys+ inherently blocks views of the escarpment for pedestrians to begin with, with the only measurable impact being a 'puncturing' of the skyline from the top of the Escarpment. As several projects in the City already puncture the existing skyline, it is unclear why this height limit</li> </ul>	

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			<p>is still being valued as an important restriction. We strongly urge the City to remove the introduction of policy E.3.6.7 altogether on this basis.</p> <p><i>E.3.6.8 Development within the high density residential category shall be evaluated on the basis of the following criteria:</i></p> <p><i>b} 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 adjacent low profile residential uses.</i></p> <ul style="list-style-type: none"> <li>• An alteration to the wording of the above noted policy is recommended to apply a policy direction which places importance on the evaluation of transition as opposed to requiring intervening land uses between multiple dwellings over 11-storeys and abutting low profile residential uses. To reiterate what has been raised earlier in this letter, accommodating a residential intensification rate of 81% will require infill development of greater scale than what is typically seen in the City. Further, this infill development will need to occur both in existing dense areas of the City and in low-profile residential areas of the City. The proposed policy should recognize this fact and stress the importance of implementing appropriate transition to abutting low-rise properties rather than suggesting the intervening land uses is the first path forward in these scenarios.</li> </ul> <p>We ask that our office is notified of any updates on the development of the Hamilton Official Plan Review, as well as any decisions that are made on this matter.</p> <p>On behalf of UrbanSolutions, we appreciate the City's efforts in this regard and for the opportunity to participate in this important process.</p> <p>Please feel free to contact the undersigned with any questions or comments.</p>	
15.	March 9, 2022	DiCenzo (Golf Club	On behalf of our client, DiCenzo (Golf Club Road) Holdings Inc., we are providing this letter to, once again, voice our client's support for the previous	Comments noted.

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		Road Holdings) Inc. (c/o Biglieri Group Ltd.)	<p>recommendation of the “Ambitious Density” scenario as the preferred Community Area land needs scenario to accommodate the Provincially mandated forecasted growth to 2051.</p> <p>We have read Staff Report PED21067 and we do not support the proposed changes to the UHOP and RHOP which seek to implement a no boundary expansion scenario. Some of the proposed revisions to UHOP polices include:</p> <ul style="list-style-type: none"> <li>• A.2.1 Direction 3 concentrating new development within existing built-up areas through intensification and adaptive re-use but with no reference to development within greenfield areas;</li> <li>• A.2.3.3.4 - The requirement of a minimum of 80% intensification rate for residential development to occur within the built-up area;</li> <li>• A.2.4 reference to a No Urban Boundary Expansion scenario;</li> <li>• B.2.1.1 which states that the existing urban boundary will accommodate all of the City’s projected urban growth for the next 30 years;</li> <li>• B.2.2.1 which states that the City’s urban boundary is firm and no expansion is required to 2051;</li> <li>• B.2.2.3 which would have the effect of not permitting expansions of 40 hectares or less outside an MCR which further includes the deletion of the current B.2.2.3 and B.2.2.4 policies and instead requiring a municipal comprehensive review for consideration of an urban boundary expansion; and</li> <li>• The revised Schedule A which implements no settlement boundary expansion by exclusion of any boundary expansion. Similar proposed policy changes to the RHOP to implement the no boundary expansion include:</li> <li>• B.2.1 – maintaining a firm urban boundary</li> </ul> <p>While we support the principle of allocating growth within the existing Urban Boundary through intensification, it is our opinion that this could have been achieved with a more balanced approach to provide greater housing options within an Urban Boundary Expansion area as carefully and comprehensively laid out by your City Planning Staff in the Ambitious Density Scenario.</p> <p>In conclusion, we do not support the proposed UHOP and RHOP policies as contemplated in Report PED21067, and we ask that Council reconsider their</p>	<p>The draft Official Plan Amendments have been prepared to implement Council’s decision for a No Urban Boundary Expansion Growth Scenario.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>position for a no urban boundary expansion option to deal with the significant urban growth over the next 30 years, and revisit Staff's recommendation of the “Ambitious Density” growth scenario.</p> <p>Thank you for your time and consideration.</p>	
16.	March 9, 2022	Masonry Works Council of Ontario (c/o Armstrong Strategy Group)	<p>We are reaching out to touch base after our recent engagement with your planning team. Masonry Works Council of Ontario is the voice of Ontario's brick, stone and block masonry sector, and we're pleased to provide input to help communities raise the bar on urban design and built form.</p> <p>The neighbourhoods communities plan and build today will be part of the urban fabric for generations. Whether they become the heritage landmarks of the future or the eyesores of the next generation comes down to the decisions urban planners will make today. It makes sense to go into these development projects with a planning vision that prioritizes building the most high-quality possible buildings and neighbourhood, ones with the architectural beauty and durability to stand the test of time. Strong urban design policy, enabled through Official Plans and other supporting documents, is vital to ensuring that new communities are built to standards that residents and planners can take pride in, now and in the future.</p> <p>The Province of Ontario has empowered communities, through provisions in the <i>Planning Act</i>, to have significant input into matters of exterior design and character. The applicability of council-approved Urban Design Guidelines has been upheld by the Local Planning Appeals Tribunal in various cases over the years. These powers were granted to communities to be used.</p> <p>For the better part of a decade, Masonry Works has been working with Ontario municipalities to provide advice, recommendations and best practices on policies that can help raise the bar on urban design and built environments at all scales of development. We're pleased to offer recommendations here based on that advice. It's our hope these recommendations will help you develop strong, comprehensive design policies and continue to build tomorrow's heritage neighbourhoods, today.</p> <p><b>OUR RECOMMENDATIONS</b></p>	<p>Comments noted.</p> <p>Responses are numbered in accordance with letter:</p> <ol style="list-style-type: none"> <li>1. Climate related updates to urban design policies encourage locally sourced building materials and recycled building materials to address impacts of a changing climate, but does not specify brick, stone and glazing.</li> <li>2. Permeable pavers are included in the new definition of low impact development. Policy updates encourage the use of low impact development techniques including C.5.3.17, C.5.6, C.5.6.1.</li> <li>3. Updates to Secondary Plans, if required, would be considered through future</li> </ol>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>We recommend the following adjustments to the Official Plan and supporting planning documents:</p> <ol style="list-style-type: none"> <li>1. Include durability and longevity as part of the OP’s criteria for locally sourced materials. The new Policy B.3.2.4.7 encourages the use of locally sourced materials in both new construction and retrofits. Not only should these materials be local, they should also be chosen for their durability, longevity and recyclability. This is a particular advantage for Hamilton in that it is located near the Niagara Escarpment’s outcropping of the Queenston Shale, the source of the vast majority of brick masonry produced in Ontario. Masonry is long-lived and emits no carbon once laid, allowing it to pay down the carbon debt accrued during the manufacturing process by simply lasting so long that no replacement is needed. It can be repurposed as aggregate for road beds following its useful life. The proximity advantage allows it to be trucked to job sites easily from locations as close as Burlington.</li> <li>2. Ensure that stormwater management policies encourage the use of permeable pavement systems. Section C.5.4.9 notes that stormwater quality management should be achieved in part through stormwater management best practices provided for by the City’s Urban Design policies. These guidelines should include strong encouragement or requirement for the use of permeable paving systems in areas such as parking spaces, plazas, sidewalks and some lower-traffic streets. These systems allow water to filter through a sub-pavement filtration level. They allow for the elimination of large stormwater retention ponds, facilitating increased density, while also eliminating puddling and filtering pollutants from runoff. While these systems are encouraged in section 5.6.1, they should be given greater emphasis.</li> <li>3. Ensure that all new Secondary Plans are required to outline specific guidance for the built form. While the revisions to the OP envision detailed SPs for all Sub-Regional Service Nodes, with focus on factors such as built form, this guidance should be specific and take into account the building envelope. At a time when</li> </ol>	<p>Phase 3 of the OP Review (Local Context).</p> <p>4. Regarding deconstruction policies, staff propose to revise Policy B.3.2.4.7 to encourage recycling of materials as part of building construction or redevelopment.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>the Province is considering policies to help speed development times and increase supply, it is vital for communities to eliminate time-wasting ambiguity in policy. Language such as “a high quality of built form” leaves it open to debate as to what constitutes high quality. The City can help curtail this ambiguity by specifying primary building materials to be preferred in Secondary Plan areas, such as brick, stone and glazing, with other materials discouraged (such as low-durability materials) or used as secondary cladding in combination with the primary materials.</p> <p>4. Implement deconstruction policies that discourage outright demolition and encourage recycling of preservable materials. Many large municipalities are implementing ordinances emphasizing resource recovery of old buildings, including Seattle, Portland and Vancouver. In keeping with this, the Municipality should require not demolition, but deconstruction, in which as much heritage material as possible is preserved. In particular 100% of masonry can be saved in a proper deconstruction process and recycled into new building material or road bed bases. Refer to the City of Seattle’s policies concerning deconstruction for further detail.</p>	
17.	March 11, 2022	Jennifer Kinnunen	<p>Topic Area 1 – Growth Management</p> <ul style="list-style-type: none"> <li>- Support policy changes that ensure no urban boundary expansions occur.</li> <li>- Support the city’s commitment to 80% intensification in the built-up urban area, to be achieved by building low, middle + high density neighbourhoods in the Downtown Hamilton Growth Centre (high density), in nodes + corridors (middle density), + with gentle infill development in low density urban neighbourhoods (low density).</li> <li>- ‘designated greenfield areas’ in medium and low density suburban areas need higher people + jobs per hectare (p+j/ha) targets to achieve a minimum density required to support frequent transit service (bus every 10 to 15 minutes)</li> <li>- proposed increase to 100 p+j/ha * intensification needs to be undertaken with civic design at the forefront, recognizing the public spaces that are essential to support the community.</li> </ul>	<p>Comments noted.</p> <p>Responses are provided by Topic Area identified in letter:</p> <p><i>Growth Management:</i>  The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands</p>



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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<p>Topic Area 2 – Employment</p> <ul style="list-style-type: none"> <li>- Suburban areas need higher people + jobs per hectare (p+j/ha) targets, suggest increasing it to 100 p+j/ha</li> <li>- More live/work/play (mixed use) developments</li> <li>- Leading to an increase in transportation services and transportation employment</li> <li>- Review existing employment areas for opportunities to increase jobs per hectare (p+j/ha) targets of employment lands (potential for 3P projects)</li> <li>- Invest in the protection and celebration of natural features to create recreation, tourism and public works employment</li> <li>- Support staff-proposed ‘employment land conversions’ to mixed use higher density/commercial/retail in locations where mixed use development makes more sense</li> <li>- Focus on existing end of life infrastructure before future developments such as the Confederation GO Station</li> <li>- Major employment areas/coordoors demand frequent &amp; reliable transit service and good active transportation infrastructure.</li> <li>- This includes associated public spaces and the city employment associated with maintaining them</li> </ul> <p>Topic Area 3 – Cultural Heritage</p> <ul style="list-style-type: none"> <li>- First Nations and First Nations history in our city needs to be acknowledged and respected through meaningful engagement with Indigenous communities and embodied in city governance and policy (ex. seven generations, environmental stewardship)</li> <li>- It is not enough to engage, Indigenous placemaking including spaces for gathering and ceremonial fires needs to be undertaken,</li> <li>- City policies and positions on cultural heritage need to be decolonized to demonstrate the understanding that cultural heritage persists before settlement.</li> <li>- The preservation of heritage properties should be done with civic scrutiny</li> </ul> <p>Topic Area 4 – Provincial Plans</p>	<p>with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.</p> <p><i>Employment:</i> See comment above regarding greenfield density target.</p> <p>Density targets for employment areas were established by land needs consultant and assume significant intensification of existing employment lands.</p> <p>Staff are undertaking various initiatives to boost awareness and protection of natural heritage features. Phase 2 of the Municipal Comprehensive Review will involve refinements to natural heritage system mapping and policy updates.</p>



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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<ul style="list-style-type: none"> <li>- While municipalities must conform to provincial plans, the municipality maintains the authority (and responsibility to its citizens) to determine how these targets are reached</li> <li>- Any change to the Provincial Plan that reduces a municipality or citizens ability to advocate for higher quality built environments should be scrutinized</li> <li>- The municipality (as the representative of citizens) should not allow political and financial collusion to create subpar built environments</li> </ul> <p>Topic Area 5 – Housing</p> <ul style="list-style-type: none"> <li>- Support for the Housing Action Plan, city targets and progress to be made more accessible to citizens</li> <li>- Policy changes required to support more affordable + deeply affordable housing</li> <li>- Policy changes to support citizens from renovations</li> <li>- Ambitious ‘inclusionary zoning’ policy required around all ‘major transit station areas’ (LRT stations, existing GO/HSR Stations), and a</li> <li>- Aggressive ‘community benefits charges’ policy that includes affordable housing as an eligible charge.</li> <li>- Urgent ‘family friendly’ housing policies required in higher density areas like Downtown Hamilton, and in higher density buildings. Policies to include public spaces and amenities.</li> <li>- Support the proposed residential intensification policies as an important way to provide more housing options and options that span a range of affordability.</li> <li>- Support official plan criteria designed to balance the need for more housing with the importance of building liveable communities (including policies related to green development).</li> </ul> <p>Topic Area 6 – Climate</p> <ul style="list-style-type: none"> <li>- All planning decisions require a decolonial climate lens</li> <li>- Climate change impacts require more aggressive sustainability and resilience policies</li> <li>- Targets need to be intersectional (mitigation, adaptation and reduction)</li> <li>- Standards for new construction need to be higher (Green Development Standard, Green Building Standards)</li> </ul>	<p>Proposed policies encourage reuse of existing infrastructure.</p> <p>Existing and proposed policies identify need for transit service to employment areas (e.g., C.4.4.3).</p> <p><i>Cultural Heritage:</i> Implementation work on the Urban Indigenous Strategy will consider gathering spaces and ceremonial spaces.</p> <p>Alterations to designated built heritage resources are considered by Heritage Committee. The Heritage Act allows municipalities to pause the review of building permits, while non-designated building heritage resources are considered by Heritage Committee.</p> <p><i>Provincial Plans:</i> The Planning Act requires municipal official plans to be</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<ul style="list-style-type: none"> <li>- Community Energy &amp; Emissions Plan (CEEP) &amp; Urban Forest Strategy need immediate attention for finalization to ensure the Official Plan captures all commitments.</li> <li>Topic Area 7 – Urban Structure/ Zoning By-Law</li> <li>- Urban structure policies designed to build ‘complete communities’ are urgently needed</li> <li>- communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities.</li> <li>- Low and Mid-rise developments in urban and suburban neighbourhoods are supported but must include provisions/upgrades for public space.</li> <li>- Achieve density increases through zoning policies for deeply affordable/ affordable /rent controlled units targeted at ‘major transit station areas</li> <li>- key tools include inclusionary zoning and community benefits charges</li> <li>Topic Area 8 – Infrastructure</li> <li>- Target community facilities that cannot be maintained for adaptive reuse projects</li> <li>- Green infrastructure policies needed to better manage impacts of the climate crisis</li> <li>- Adopt ambitious targets for Urban Forest Strategies (ex. minimum 40% urban canopy cover) and Green Development Standard (complete with incentivized actions for upgrades vs new construction)</li> <li>- Urgent policies are needed to support stormwater management and upgrade existing infrastructure</li> <li>- Opportunity to subsidize green infrastructure renovations/upgrades</li> <li>- Low impact development standards for new construction</li> <li>Topic Area 9 – Transportation</li> <li>- Urgent aggressive policies are required to establish extensive active transportation infrastructure (walking, cycling) and public transit, complete with public spaces and provisions</li> <li>- focus should be shifted from ‘urban hamilton’ to reflect the quality and reliability of services provided</li> </ul>	<p>consistent with the Provincial Policy Statement. Phase 3 – Local Context of the Official Plan Review will consider any additional local matters beyond what is included in provincial planning policies.</p> <p><i>Housing:</i> Additional policies to support affordable, family friendly housing, inclusionary zoning and community benefits charges will be considered through Phase 3 – Local Context and Phase 4 – Major Transit Station Area of the Official Plan Review.</p> <p><i>Climate:</i> Phase 3 – Local Context of the Official Plan Review will consider additional policy updates to the proposed Community Energy &amp; Emissions Plan (CEEP), Sustainable Building and Development Standards, and Urban Forest Strategy, once approved by Council.</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
			<ul style="list-style-type: none"> <li>- Active transportation incentives to recognize the health benefits</li> <li>- Transportation infrastructure must include public spaces and provisions (ex. public bathrooms)</li> <li>- The definition of ‘urban form’ should be revised to incorporate and elevate civic/public design as a means to facilitate active transportation and easy access to public transit</li> <li>- Current standards such as ‘grid patterned streets’ are limiting and unimaginative</li> <li>- Support policies designed to ensure mobility justice - easy movement for people of all mobility abilities, and all socio-economic levels.</li> <li>- Mobility justice can be used to measure the quality of public space and should be used to measure for all the sections identified here March 2022 - Rural Hamilton Official Plan</li> <li>Topic Area – Firm Urban Boundary</li> <li>- Support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton.</li> <li>- Policies required to support the circular economies in rural and rural-adjacent areas complete with incentives for green economies, food security and renewable energies</li> </ul>	<p><i>Urban Structure / Zoning:</i> Comments noted.</p> <p>As per above, policy updates to address inclusionary zoning and community benefits charge, if required, would occur through a future update.</p> <p><i>Infrastructure:</i> Phase 3 – Local Context of the Official Plan Review will consider additional policy updates to the proposed Community Energy &amp; Emissions Plan (CEEP), Sustainable Building and Development Standards, and Urban Forest Strategy, once approved by Council.</p> <p><i>Transportation:</i> Policy updates address need for complete streets approach and provision for active transportation.</p> <p><i>Firm Boundary:</i> Phase 2 – Rural of the Municipal Comprehensive</p>

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#	Date:	Name:	Comment:	Staff Response / Action Required:
				Review / Official Plan Review will address updates to the Rural Hamilton Official Plan to respond to Provincial Conformity Matters.

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**Public Comment Summary (February 2022)** – Proposed Amendments to UHOP & RHOP

**Engage Hamilton GRIDS2/MCR Project Page**

**Table 1 – Growth Management Topic Area**

#	Date:	Comment:	Staff Response / Action Required:
1.	February 4, 2022	I think it is very important to ensure that there is no urban boundary expansion. We need to protect our greenspace to ensure we are more resistant to climate change, to ensure greater biodiversity in those areas and to reduce sprawl. There is enough space within the current urban boundary for a great deal of growth to still occur and this should be managed responsibly.	Comment noted.
2.	February 9, 2022	Policies reflect council’s direction. The strength of Hamilton and why it is special is it is a collection of neighbourhoods and communities each with its own character. The policies should build upon this strength and use this planned growth to reinforce and build up these characteristics. The growth will help rebuild our main streets and provide needed population to support stores and schools and other services. These policies should reflect this incredible opportunity to rebuild what is great about Hamilton	Comment noted.
3.	February 10, 2022	I fully support the Growth Management Strategy.	Comment noted.
4.	February 13, 2022	Increase density city wide. No more exclusionary zoning.	Policy changes are planning for increased zoning city wide. Propose to increase permitted uses in low density residential areas and allow for greater as-of-right height in medium and high density residential areas. Increased density targets for the downtown, other nodes and greenfield areas.
5.	February 14, 2022	This is the first information I have received about public input, so I apologize if my comments are late. Just wondering what land/areas have been considered for retirement and long term care settings? These are Essential and in very short	Retirement homes and long term care facilities are permitted in the Neighbourhoods and Mixed Use

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#	Date:	Comment:	Staff Response / Action Required:
		<p>supply. Thinking outside the box, opening these could be a revenue stream and employment opportunity for the city. If 3-4 building were built together, with a park and paths and benches in the middle, then it also builds a community for aging Hamiltonians. The buildings could offer environmentally friendly options such as self-heating by redirecting heat from other areas (university of Ottawa has some of these buildings). Solar power. Gardens for growing food and client exercise. The city could even rent out commercial space on level 1 for more income. Add day cares to these building for income and inter-generational benefits. Add ice rinks to as many parks as possible to encourage winter fitness. Address the number of vacant buildings on Barton St (incentives to sell). Build housing for the homeless, some like hostels, some like hotels, some like apartments. Clients start in a hostel style and as they demonstrate readiness for more responsibility, they earn opportunities for more space. Also look to offer employment with the City for jobs requiring low skill to enable them to start earning money, also offer free courses/classes on self-help and skill building. Arrange for MH and Addiction support services as needed. More bike lanes. Thanks for listening.</p>	<p>designations, and long term care homes are also permitted in the Institutional designation.</p> <p>The City will be developing Sustainable Building and Development Standards to encourage environmentally friendly building options as per the examples referenced in the comment.</p>
6.	February 15, 2022	<p>Expanding the urban boundary would significantly benefit the city by providing more options that would attract people to move to, build businesses and work in the Hamilton area. Young people with growing families need homes that have space to grow. Most people moving to Hamilton from other cities are looking for houses and town homes, not apartments/condos. Eighty-one percent of the population is not going to want to live in apartments or condos as outlined in the "No Urban Boundary Expansion" scenario. Everyone should have the option to live in single residential dwellings, which cannot be met without the Urban Boundary Expansion. In order for Hamilton to grow and attract economic investment, we need to provide a variety of options for both housing and business. This should include both urban expansion as well as downtown revitalization.</p>	<p>The policies implement the No Urban Boundary Expansion growth scenario as approved by Council.</p>
7.	March 1, 2022	<p>Build up not out! Stop asking the for more feedback when people have already made their decision. Just make a decision which the people want not the developers!</p>	<p>Comment noted.</p>

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#	Date:	Comment:	Staff Response / Action Required:
8.	March 4, 2022	This is a big improvement over what was previously proposed. I firmly support the No Urban Boundary Expansion and I'm happy to see the adjustments in the City's approach to show how this both possible and beneficial.	Comment noted.
9.	March 4, 2022	Let's please set a precedent and use the available and usable property in the current Hamilton boundary. Renovation and up cycling in our core and lower Hamilton area will help keep Hamilton downtown from becoming desolate and bring it back to life. Environmental impact of continuing to grow is no longer an acceptable discussion when there are viable options in the lower mountain and core of Hamilton city.	Comment noted.
10.	March 4, 2022	A minimum of 80 persons/jobs per hectare, please!	The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.
11.	March 4, 2022	I support policy that will allow growth without expanding the urban boundary. Measured infill in low density with sensible 80% intensification in designated greenfield areas within the existing urban boundary. Density should be facilitated by public transit accommodation to eliminate the need for cars.	Comment noted.
12.	March 4, 2022	I'm strongly in support of the "no urban boundary" expansion decision by city council. Specifically, it's important that the city set higher targets for people and jobs per hectare in undeveloped land within the urban boundary to enable more frequent bus service, and avoid car-dependent neighbourhoods.	The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher

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#	Date:	Comment:	Staff Response / Action Required:
			densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.
13.	March 4, 2022	<p>In other densely populated countries they make sure to create agricultural zones / green belt zones that separate the urban areas from each other. This prevents urban sprawl and concentrates urban development in dense and rigidly defined urban boundaries. If the GHTA had done this then Toronto, Mississauga Oakville and Burlington would not be merged into one gigantic urban sprawl. There is still time for Hamilton to prevent this - we need to make sure that the small centres (Waterdown, Grimsby, Binbrook, Mount Hope, Jerseyville, Greenville, etc.) maintain the agricultural zones that surround them. This way we will not end up like the GTA with 100 Kilometers of non-stop, low-density urban sprawl. Population growth - municipalities in Ontario need to petition the provincial government to allow municipalities to determine their own population growth targets. The Municipal Act needs to be changed to give municipalities the right to determine their own population levels, their own zoning plans, with no appeal to the Ontario Land Tribunal.</p> <p>To this effect, the Ontario Land Tribunal should be abolished and all planning done by the municipality with no appeal to a higher level of government.</p>	<p>Comment noted.</p> <p>The City is required to plan for the population forecast provided by the Province.</p>
14.	March 4, 2022	<p>I strongly support policy changes that ensure no urban boundary expansions occur</p> <p>-Support the city’s commitment to 80% intensification in the built-up urban area, to be achieved by building low, middle + high density neighbourhoods in the Downtown Hamilton Growth Centre (high density), in nodes + corridors (middle density), + with gentle infill development in low density urban neighbourhoods (low density).</p> <p>Please set higher targets for the number of people + jobs per hectare that will be accommodated in ‘designated greenfield areas from the proposed 60 p+j/ha to at least 80 p+j/ha - this is in line with the city's declaration of a climate emergency: we must avoid building more car-dependent suburban areas.</p>	<p>Comments noted.</p> <p>The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to</p>



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#	Date:	Comment:	Staff Response / Action Required:
			develop at 70 pjh. Policy has been clarified to reflect this distinction.
15.	March 5, 2022	For the most part I support the urban plan for growth except it must be explicitly said that the urban boundary is firm and growth into our green areas, farmland and woodlands is prohibited. Also, it is essential that the urban forests be taken into account in any future development. A healthy community exists when there is green space, trees, flowers, shrubs, and all manner of indigenous plants.	Comment noted. The policies do explicitly state that the City’s urban boundary is firm.
16.	March 5, 2022	Protecting our urban boundary and not changing zoning for farmland is priority. We have tons of land to redevelop in the city. With global warming it’s irresponsible to pave over some of the worlds finest farmland. Not to mention supply chain issues. We need to be able to produce food to feed our city	Comment noted.
17.	March 5, 2022	<ul style="list-style-type: none"> <li>-Support policy changes that ensure no urban boundary expansions occur.</li> <li>-Support the city’s commitment to 80% intensification in the built-up urban area, to be achieved by building low, middle + high density neighbourhoods in the Downtown Hamilton Growth Centre (high density), in nodes + corridors (middle density), + with gentle infill development in low density urban neighbourhoods (low density).</li> <li>-Urge the city to set higher targets for the number of people + jobs per hectare (p+j/ha) that will be accommodated in ‘designated greenfield areas’ (undeveloped land within the urban boundary mostly in suburban areas) from the proposed 60 p+j/ha to at least 80 p+j/ha - the minimum density required to support frequent transit service (bus every 10 to 15 minutes). This is critical to avoid building more car-dependent suburban areas.</li> </ul>	<p>Comments noted.</p> <p>The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.</p>
18.	March 5, 2022	<ul style="list-style-type: none"> <li>-Support policy changes that ensure no urban boundary expansions occur.</li> <li>-Support the city’s commitment to 80% intensification in the built-up urban area, to be achieved by building low, middle + high density neighbourhoods in the Downtown Hamilton Growth Centre (high density), in nodes + corridors (middle density), + with gentle infill development in low density urban neighbourhoods (low density).</li> </ul>	<p>Comments noted.</p> <p>The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density.</p>

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#	Date:	Comment:	Staff Response / Action Required:
		-Urge the city to set higher targets for the number of people + jobs per hectare (p+j/ha) that will be accommodated in 'designated greenfield areas' (undeveloped land within the urban boundary mostly in suburban areas) from the proposed 60 p+j/ha to at least 80 p+j/ha - the minimum density required to support frequent transit service (bus every 10 to 15 minutes). This is critical to avoid building more car-dependent suburban areas.	Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.
19.	March 5, 2022	There is no need for Urban Sprawl in Hamilton. There is so much undeveloped and underdeveloped property within our existing infrastructure it's ridiculous to build new infrastructure just to build more homes. Thank you	Comment noted.
20.	March 5, 2022	I am happy to see the direction of these policies and hope they will be well implemented.	Comment noted.
21.	March 5, 2022	NO urban boundary expansion. Intensification of multi-unit housing in the city, particularly the core, will meet growth demands while preserving undeveloped or rural land beyond the boundary.	Comment noted.
22.	March 5, 2022	No new growth until unused areas of the City are utilized	Comment noted.
23.	March 5, 2022	It is imperative that no urban boundary expansion occurs. Growth must achieve 80% intensification through the building of low, middle and high-density neighbourhoods in the Downtown Hamilton Growth Centre, in nodes + corridors and with gentle infill in low-density urban neighbourhoods. The city must set targets of at least 80 p+j/ha in designated greenfield areas to properly support frequent transit service and avoid building still more car dependent suburban areas.	Comments noted.  The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.
24.	March 5, 2022	As a resident of Ancaster I fully support A FIRM URBAN BOUNDARY...NO expansion.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
		<p>I believe that an 80% intensification of population within the present boundary is viable.</p> <p>I strongly support the idea of “gentle” infill in low density areas that presently have historic charm and architectural appeal.</p> <p>Further, I strongly believe Hamilton Region could be a “flagship” for retirement living and LTC. We just, need, together, to develop more creativity...reconsider present proposed plans and consider small groupings of homes; larger homes, grouped, to accommodate 6-8 LTC residents. Such plans have been completed in other communities with huge success! Quality of life for these seniors has been increased.</p>	
25.	March 5, 2022	<p>I live in the Perth Park subdivision in Ancaster. In our area we are not allowed to have a tenant rent out part of our house. If we were allowed to rent out part of our house it would make more rentals available. It would also allow seniors to stay in their homes longer. I know the Westdale area has issues with student rentals. If the by-law stipulated the homeowner had to live in the house to have a rental this would eliminate this problem. How many areas have this restrictive by-law. By allowing this new bylaw it would help homeowners and help alleviate sprawl.</p>	<p>Secondary dwelling units are permitted within all single and semi-detached dwellings and street townhouse dwellings throughout the urban area.</p>
26.	March 5, 2022	<p>I Support policy changes that ensure no urban boundary expansions occur.</p> <p>-Support the city’s commitment to 80% intensification in the built-up urban area, to be achieved by building low, middle + high density neighbourhoods in the Downtown Hamilton Growth Centre (high density), in nodes + corridors (middle density), + with gentle infill development in low density urban neighbourhoods (low density).</p> <p>-Urge the city to set higher targets for the number of people + jobs per hectare (p+j/ha) that will be accommodated in ‘designated greenfield areas’ (undeveloped land within the urban boundary mostly in suburban areas) from the proposed 60 p+j/ha to at least 80 p+j/ha - the minimum density required to support frequent transit service (bus every 10 to 15 minutes). This is critical to avoid building more car-dependent suburban areas.</p>	<p>Comments noted.</p> <p>The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.</p>

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#	Date:	Comment:	Staff Response / Action Required:
27.	March 5, 2022	<p>As a resident of Hamilton, I</p> <ul style="list-style-type: none"> <li>-Support policy changes that ensure no urban boundary expansions occur.</li> <li>-Support the city’s commitment to 80% intensification in the built-up urban area, to be achieved by building low, middle + high density neighbourhoods in the Downtown Hamilton Growth Centre (high density), in nodes + corridors (middle density), + with gentle infill development in low density urban neighbourhoods (low density).</li> <li>-Urge the city to set higher targets for the number of people + jobs per hectare (p+j/ha) that will be accommodated in ‘designated greenfield areas’ (undeveloped land within the urban boundary mostly in suburban areas) from the proposed 60 p+j/ha to at least 80 p+j/ha - the minimum density required to support frequent transit service (bus every 10 to 15 minutes). This is critical to avoid building more car-dependent suburban areas.</li> </ul>	<p>Comments noted.</p> <p>The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.</p>
28.	March 5, 2022	<p>Keeping the urban boundary as is is essential and doable. Toronto has started with small smart intensification and some builders are emphasising affordability.</p>	<p>Comment noted.</p>
29.	March 5, 2022	<p>I support a plan that includes no urban boundary expansion. Growth should use available resources within the current boundary.</p>	<p>Comment noted.</p>
30.	March 5, 2022	<p>As a strong supporter of a firm urban roundabout (no development expansion into farmland or wetlands beyond the existing Hamilton City limits, I favour the recommendations of City Staff for higher density development in existing urban areas. I would accept fourplexes and carriage houses on the lots where I live in Bonnington, and of course, higher densities around LRT lines and arterial roads.</p>	<p>Comment noted.</p>
31.	March 5, 2022	<p>As a longtime Hamiltonian, I support a firm urban boundary and the planning policy changes that are required. I also support the city’s commitment to 80% intensification within the built up areas by building low, medium and high density neighborhoods particularly focused close to public transportation to reduce the use of cars.</p> <p>Preserve historical buildings and respect cultural heritage and ensure they are used for the benefit of the community and not left empty to deteriorate.</p> <p>Make sure that open spaces are provided for relaxation and play areas for children. I also urge the city to ensure the building of affordable housing and</p>	<p>Comment noted.</p>

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#	Date:	Comment:	Staff Response / Action Required:
		discourage any commitment to the monster homes that are currently replacing 2 modest homes. Keep climate change in mind when assessing locations for new homes. These homes must meet energy and emission standards via the use of green infrastructure and be free of flooding.	
32.	March 6, 2022	We live in an area that’s growing up instead of out, mainly Fruitland Rd and the North Service Rd. We welcome new development here if it means rich open land a few kilometres away, and a halt to sprawl. Increase density of urban areas to AT LEAST 80 p+j/ha!!! But the crushing of cars into the developments cause frustration and safety concerns. By adding density we need to see public transit (The Waterfront Trail is becoming a more hazardous route for cyclists) and (high density urban) forested areas (The tall trees are crucial to the mental health of any community). Increase density of urban areas to AT LEAST 80 p+j/ha !!!	Comments noted.  The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.
33.	March 6, 2022	I support growth with no urban boundry expansion and support Hamilton's 80% intensification in the built-up urban areas,which will be achieved by building low, middle + high density neighbourhoods in the Downtown Hamilton . In other areas where the density is not as high we can add and create a middle denstiy area. It is extremely important that we keep our boundries the same so we protect our greenspace for future generations. We need to make sure we build neighbourhoods that are not as dependant on cars to get around.	Comment noted.
34.	March 6, 2022	I support all policy changes that ensure no urban boundary expansion. I encourage the city to consider increasing the density targets in the designated greenfield areas.	Comments noted.  The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already

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#	Date:	Comment:	Staff Response / Action Required:
			developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.
35.	March 6, 2022	Save existing farmland if we are supposed to "shop locally"	Comment noted.
36.	March 6, 2022	<p>First of all, I think it is very important to support policy changes that ensure no urban boundary expansions occur.</p> <p>In order to do that, we need to support the city's commitment to 80% intensification in the built-up urban area, to be achieved by building low, middle + high density neighbourhoods in the Downtown Hamilton Growth Centre (high density), in nodes + corridors (middle density), + with gentle infill development in low density urban neighbourhoods (low density).</p> <p>The city needs to set higher targets for the number of people + jobs per hectare that will be accommodated in 'designated greenfield areas' from the proposed 60 p+j/ha to at least 80 p+j/ha - the minimum density required to support frequent transit service (bus every 10 to 15 minutes). This is critical to avoid building more car-dependent suburban areas.</p>	<p>Comments noted.</p> <p>The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.</p>
37.	March 6, 2022	I support the no urban boundary expansion. To accommodate this I believe red tape and restrictions around secondary dwelling units (garden suites, basement rentals, etc.) need to be amended. So long as they are deemed safe from a fire perspective barriers to have these should be removed.	<p>Comment noted.</p> <p>Secondary Dwelling Units (both internal to the dwelling and detached) are permitted throughout the Urban area.</p>
38.	March 6, 2022	As a newcomer to living in Hamilton it is immediately obvious that the city could benefit enormously by actively promoting new medium rise (human scale at around six stories) intensive residential/retail at grade development on its main	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
		commercial streets. Areas that look blighted now could be completely turned around.	
39.	March 6, 2022	<p>I Support policy changes that ensure no urban boundary expansions occur.</p> <p>I Support the city's commitment to 80% intensification in the built-up urban area, to be achieved by building low, middle + high density neighbourhoods in the Downtown Hamilton Growth Centre (high density), in nodes + corridors (middle density), + with gentle infill development in low density urban neighbourhoods (low density).</p> <p>I Urge the city to set higher targets for the number of people + jobs per hectare (p+j/ha) that will be accommodated in 'designated greenfield areas' (undeveloped land within the urban boundary mostly in suburban areas) from the proposed 60 p+j/ha to at least 80 p+j/ha - the minimum density required to support frequent transit service (bus every 10 to 15 minutes). This is critical to avoid building more car-dependent suburban areas.</p>	<p>Comments noted.</p> <p>The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.</p>
40.	March 6, 2022	Growth targets are way too far in the future and are way too high...local and world developments going on now will significantly reduce migration and house purchases: interest rate increases, ongoing economic stagnation and decline, and job losses due to COVID and government policies, high unemployment, inflation, declines in oil and gas energy production with no means of replacing them leading to increased prices in all goods and services and loss of competitiveness in manufacturing, carbon tax increases, higher taxes on the middle class, and the world economy in a state of decline due to wars, projections are way too high...	The City is required to plan for the population and job forecasts provided by the Province.
41.	March 6, 2022	Maintain urban boundary. Accommodate growth via good planning within this boundary. Land surrounding this boundary is within Canada's prime and limited arable regions. Protecting this land to ensure stable, local food supply is a higher security priority than any other plan. Given developing events around the world, this is becoming increasingly evident.	Comment noted.
42.	March 6, 2022	Well done to the City for holding the urban boundary to its present limits! It made me so proud to be a Hamiltonian! Please do NOT bow to pressure from the	Comment noted.



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#	Date:	Comment:	Staff Response / Action Required:
		current Ontario provincial government to continue with ugly and unsustainable urban sprawl	
43.	March 6, 2022	<p>I support policy changes that ensure no urban boundary expansions occur. I support the city’s commitment to 80% intensification in the built-up urban area, to be achieved by building low, middle + high density neighbourhoods in the Downtown Hamilton Growth Centre (high density), in nodes + corridors (middle density), + with gentle infill development in low density urban neighbourhoods (low density).</p> <p>I urge the city to set higher targets for the number of people + jobs per hectare (p+j/ha) that will be accommodated in ‘designated greenfield areas’ (undeveloped land within the urban boundary mostly in suburban areas) from the proposed 60 p+j/ha to at least 80 p+j/ha - the minimum density required to support frequent transit service (bus every 10 to 15 minutes). This is critical to avoid building more car-dependent suburban areas.</p>	<p>Comments noted.</p> <p>The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.</p>
44.	March 6, 2022	I support policy changes that ensure no urban boundary expansions and corresponding high intensification in the urban area.	Comment noted.
45.	March 6, 2022	<p>In order to discourage costly urban sprawl, and promote a more environmentally sustainable and "greener" Hamilton in our traditionally heavy industrialized city, I support policy changes that ensure no urban boundary expansions occur. I believe there are enough undeveloped or underdeveloped areas in Hamilton, particularly in the lower city where I live, to support the city's commitment to 80% per cent intensification in the built-up area. I agree with groups such as Environment Hamilton who believe this can be achieved by building low, middle and high density neighbourhoods in the Downtown Hamilton Growth Centre (high density), in nodes and corridors (middle denisty), with gentle infill development in low density urban neighbourhoods.</p> <p>I urge the city to set higher targets for the number of people and jobs per hectare that will be accommodated in designated greenfield areas (undeveloped land within the urban boundary mostly in suburban areas) from the proposed 60 p+j/ha to at least 80 p+j/ha - the minimum density required to support frequent transit</p>	<p>Comments noted.</p> <p>The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.</p>



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#	Date:	Comment:	Staff Response / Action Required:
		service: a bus every 10 to 15 minutes. I support major investments to boost transit service, including tax increases as necessary, to encourage better transit and to reduce the reliance on cars in suburban areas.	
46.	March 6, 2022	Absolutely agree that the boundaries should NOT be increased, we can fill in other areas and build them up with low, medium, and high density projects as stated. There are so many places we can fill in that are empty like parking lots, laneways and underdeveloped lots. I support all these decisions, especially the idea of nodes along transportation routes with higher density in surrounding areas. I was SO proud that our city council decided not to extend the boundaries.	Comment noted.
47.	March 6, 2022	Until EVERY SINGLE lot within city limits is used for various density housing, why are you even considering boundary expansion? Is this the same city that is advocating for a LRT system? An LRT system is ridiculous if we are expanding into farmland. Keep the growth within the city limits, as that is what makes a city an attractive destination for tourists.	Comment noted.
48.	March 7, 2022	-Support policy changes that ensure no urban boundary expansions occur. - Support the city’s commitment to 80% intensification in the built-up urban area, to be achieved by building low, middle + high density neighbourhoods in the Downtown Hamilton Growth Centre (high density), in nodes + corridors (middle density), + with gentle infill development in low density urban neighbourhoods (low density). -Urge the city to set higher targets for the number of people + jobs per hectare (p+j/ha) that will be accommodated in ‘designated greenfield areas’ (undeveloped land within the urban boundary mostly in suburban areas) from the proposed 60 p+j/ha to at least 80 p+j/ha - the minimum density required to support frequent transit service (bus every 10 to 15 minutes). This is critical to avoid building more car-dependent suburban areas.	Comments noted.  The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.
49.	March 7, 2022	I'm so pleased that Hamilton has chosen a firm urban boundary. Set higher targets for the number of people + jobs per hectare (p+j/ha) that will be accommodated in ‘designated greenfield areas’ from the proposed 60 p+j/ha to at least 80 p+j/ha to support frequent transit service	Comments noted.  The DGA density target of 60 pjh is an average measured across the entire

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#	Date:	Comment:	Staff Response / Action Required:
			DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.
50.	March 7, 2022	I support growth within a firm urban boundary. AS a resident downtown, I support the building of low, middle and high density neighbourhoods in the Downtown Hamilton growth Centre. I feel strongly that "designated greenfield areas" are great opportunities for growth; however I encourage the city to consider raising the p+j/ha for these lands from 60 to at least 80 in order to support better public transit options.	Comments noted.  The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.
51.	March 7, 2022	Please ensure that no urban boundary expansion occurs. Hamiltonians have spoken out very clearly about their demands to respect wetlands and farmlands and other natural heritage features. Thank you for continuing to support this primary component of the policy.	Comment noted.
52.	March 7, 2022	I support policy changes that ensure no urban boundary expansions occur. I support the city's commitment to 80% intensification in the built-up urban area, to be achieved by building low, middle + high density neighbourhoods in the Downtown Hamilton Growth Centre (high density), in nodes + corridors (middle density), + with gentle infill development in low density urban neighbourhoods	Comments noted.  The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already

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#	Date:	Comment:	Staff Response / Action Required:
		<p>(low density).  I urge the city to set higher targets for the number of people + jobs per hectare (p+j/ha) that will be accommodated in ‘designated greenfield areas’ (undeveloped land within the urban boundary mostly in suburban areas) from the proposed 60 p+j/ha to at least 80 p+j/ha - the minimum density required to support frequent transit service (bus every 10 to 15 minutes). This is critical to avoid building more car-dependent suburban areas.</p>	<p>developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.</p>
53.	March 7, 2022	<p>I firmly support a NO BOUNDARY EXPANSION. We have enough available land to accommodate forecasted growth. It's a forecast, not a fact. We need more investment I transit across the entire city. More bike paths, more benches for people to rest if we want to encourage walking.</p>	<p>Comment noted.</p>
54.	March 7, 2022	<p>I support policy that ensures no boundary expansions will occur and includes a commitment to expand to 80% intensification in the built up urban area (building low, middle and high density neighbourhoods in high density areas, middle density in nodes and corridors and gentle infill development in low density urban neighbourhoods). In designated greenfield, look seriously at expanding the intensification to 80%.</p>	<p>Comment noted.</p>
55.	March 7, 2022	<p>We support policy changes that ensure no urban boundary expansions occur. We support the city’s commitment to 80% intensification in the built-up urban area, to be achieved by building low, middle and high density neighbourhoods in the Downtown Hamilton Growth Centre (high density), in nodes and corridors (middle density), and with gentle infill development in low density urban neighbourhoods. We urge the city to set higher targets for the number of people and jobs per hectare that will be accommodated in ‘designated greenfield areas’ from the proposed 60 people and jobs per hectare to at least 80 - the minimum density required to support frequent transit service (bus every 10 to 15 minutes). This is critical to avoid building more car-dependent suburban areas.</p>	<p>Comments noted.</p> <p>The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.</p>

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#	Date:	Comment:	Staff Response / Action Required:
56.	March 7, 2022	Much of our growth management depends upon understanding Climate Change / Climate Justice which I would give top priority with a 2030 deadline. Population and employment growth will change dramatically with an influx of climate refugees and an increase in population of the over 65 age group. Densification should continue but in a much less dramatic fashion, high rise towers are not the answer. Growth should be mainly within the urban boundary and rural areas should become less car dependent	Comment noted.
57.	March 8, 2022	I support the plan to have no urban boundary expansion and the resulting intensification within the urban boundary	Comment noted.
58.	March 8, 2022	I support the commitment to intensification downtown Central Hamilton and within the existing boundaries of the city. B.2.4.1.3 The revised Official Plan must respect boundaries between the Downtown Urban Growth Centre, Urban Nodes and adjacent neighbourhoods. New intensification on the edges of neighbourhoods adjacent to the Downtown Urban Growth Centre should not exceed the density or height standards of downtown. There must be no export of downtown zoning standards for density and height into surrounding neighbourhoods. The edges of neighbourhoods must not be annexed into the downtown Urban Growth Area. The edges of neighbourhoods should be protected by their own neighbourhood zoning regulations.	Comment noted.  The policy revisions are not proposing any changes to the limits of the Downtown Urban Growth Centre (UGC). Downtown zoning only applies to the lands within the Downtown UGC.  Appreciate that Residential Zoning for the City is currently being developed.
59.	March 8, 2022	'I endorse the position of City Staff that - 1. Provincial population targets are reality but City boundaries be firm!	Comment noted.
60.	March 8, 2022	We agree with the firm urban boundary, and the proposed policy changes city staff are proposing.	Comment noted.
61.	March 8, 2022	-Support policy changes that ensure no urban boundary expansions occur. -Support the city's commitment to 80% intensification in the built-up urban area, to be achieved by building low, middle + high density neighbourhoods in the Downtown Hamilton Growth Centre (high density), in nodes + corridors (middle density), + with gentle infill development in low density urban neighbourhoods (low density).	Comments noted.  The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density.

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#	Date:	Comment:	Staff Response / Action Required:
		-Urge the city to set higher targets for the number of people + jobs per hectare (p+j/ha) that will be accommodated in 'designated greenfield areas' (undeveloped land within the urban boundary mostly in suburban areas) from the proposed 60 p+j/ha to at least 80 p+j/ha - the minimum density required to support frequent transit service (bus every 10 to 15 minutes). This is critical to avoid building more car-dependent suburban areas.	Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.
62.	March 8, 2022	I am absolutely in favour of NO urban boundary expansion and applaud council for it's decision. 80% infill in the built up area by building height where it's appropriate and middle density in current low density neighbourhoods is good planning. The DGAs should be planned for at least 80 ppl/jobs/ha to support transit. We don't want these areas be become any more car dependent.	Comments noted.  The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.
63.	March 8, 2022	We need to keep our urban boundary firm and the city needs to intensify within it. I am on board with 80% intensification in the built-up areas of Hamilton. Hight density for downtown, middle density in the nodes and corridors, and gentle infill or low density in the suburbs. We need to increase the people and jobs per hectare from 60 to 80 so that all can benefit from frequent and reliable public transit. We can accommodate this by utilizing the designated green fields within the urban boundary, plus we cannot build any more car-dependent suburbs.	Comments noted.  The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to

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#	Date:	Comment:	Staff Response / Action Required:
			develop at 70 pjh. Policy has been clarified to reflect this distinction.
64.	March 8, 2022	I believe in intensification. What I dislike is having a secondary plan, then the developer asks for a variance, the city tweaks a few things, and then it is passed. Vrancor on Queen St. for example. His buildings have too many stories. I hope the city can decrease the amount of stories on these developments. Keep the boundary between urban/rural. When we have filled all available land, then let's look at green fields.	Comment noted.
65.	March 8, 2022	Spread higher density in the majority of single family homes spread across the mountain. Better utilization of the existing city lands. And will help bring down the cost as multiple dwellings units are created. The downtown core will have natural growth.	Comment noted.
66.	March 8, 2022	I support a firm No Urban Boundary expansion policy. I believe Hamilton has a vast amount of unused and poorly used space within the urban boundaries as they are. Build more low rise (under 10 stories) housing, townhouses, and get grants for affordable housing. Explore co-operative housing run by churches and non-profits.	Comment noted.
67.	March 8, 2022	I'm really glad you've decided to freeze the urban boundary and are committing to 80% intensification in built up urban areas. I would like to see higher targets for the number of people and jobs per hectare in designated greenfield areas. At least 80 people/jobs per hectare is what is required to allow for adequate transit service. And transit accessibility is an important aspect of creating an equitable city.	Comments noted. The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.
68.	March 8, 2022	It is imperative that no urban boundary expansion occurs. Growth must achieve 80% intensification through the building of low, middle and high-density	Comments noted.

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#	Date:	Comment:	Staff Response / Action Required:
		neighbourhoods in the Downtown Hamilton Growth Centre, in nodes + corridors and with gentle infill in low-density urban neighbourhoods. The city must set targets of at least 80 p+j/ha in designated greenfield areas to properly support frequent transit service and avoid building still more car dependent suburban areas.	The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.
69.	March 8, 2022	The density target for remaining 'designated greenfield areas' within the urban boundary should be a MINIMUM of 80 people & jobs per hectare to support frequent transit service (bus service every 10 to 15 minutes)	Comments noted.  The DGA density target of 60 pjh is an average measured across the entire DGA. Much of the DGA is already developed or approved for development at a lower density. Undeveloped lands with no existing approvals will develop at higher densities, including the Fruitland Winona area, which is planned to develop at 70 pjh. Policy has been clarified to reflect this distinction.
70.	March 8, 2022	Ensure that growth occurs within the urban boundary; better use of transit within the core	Comment noted.
71.	March 8, 2022	I fully support no urban boundary expansion and hope many of our new jobs will be in green energy and in creating liveable, walkable neighbourhoods with many different types of housing, including public housing on a more human scale than the current ugly high rises.	Comment noted.

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Table 2 – Employment Topic Area

#	Date:	Comment:	Staff Response / Action Required:
1.	February 4, 2022	It is important to ensure that people have safe and relatively easy ways of accessing their employment through either public transit or safe, protected bike lanes. There should also be an increased focus on sustainable employment opportunities, ones are not based solely on fossil fuel burning heavy industry.	Comment noted.  Transportation policy updates include prioritizing transit investment for connections to Employment areas
2.	February 9, 2022	Overall promoting growth and jobs in Hamilton is the future. I do not understand the restrictions on office uses in employment areas Seems to me they should be encouraged	Major office uses are defined in the Growth Plan and are required to be located in strategic growth areas with access to frequent transit, like Hamilton’s Downtown Urban Growth Centre
3.	February 13, 2022	Reduce barriers to start and run small businesses. Allow businesses to operate in all neighbourhoods.	Comment noted.  Neighbourhoods designation permits commercial and retail.
4.	February 15, 2022	Housing should be encouraged in non-industrial employment areas to potentially reduce VMT, provided that the area of employment use is not reduced (e.g.: replace low-rise employment buildings with mixed-use medium density where the bottom floors remain employment oriented but the upper floors allow residential or small office uses).	Comment noted.  Residential uses are not permitted in employment areas through Provincial policy. City’s Business Park designation permits uses that could be incompatible with residential.
5.	February 15, 2022	Good progress has been made with attracting economic investment in the Whitebelt area of our city, such as the Red Hill Business Park, airport business park area and others, increasing the business tax base. To support this, and continue to attract more business investment, there should be more housing opportunities close to new employment lands. This would also be beneficial from an environmental perspective as it would reduce the need for longer commutes.	Comment noted



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#	Date:	Comment:	Staff Response / Action Required:
6.	March 1, 2022	No comment.	
7.	March 4, 2022	We should be aiming for higher employment area densities for certain areas. For example, the type of development and jobs that we want in the West Hamilton Innovation District is very different than the AEGD and the densities need to reflect this.	Employment densities by designation are specified in the proposed policies to account for different densities depending on use. See Chapter A – new Table A.3.
8.	March 4, 2022	I feel it is important to ensure that Employment Areas take a strong look at how they fit into existing areas where they meet up with residential areas, and to also strongly consider how traffic/goods flowing through those areas affect congestion, pollution, safety, and livability. Efficiency of movement within the supply chain is integral to ensuring costs remain reasonable, and the effects of inflation due to volatility in energy sectors are reasonable. Building sustainable networks for future generations should be a core goal.	Comment noted.  Employment policy updates include revised goal regarding access to major goods movement facilities and corridors to ensure efficiency
9.	March 4, 2022	Employment areas have to be maintained for high-quality jobs and have to be well-served by transit.	Comment noted.
10.	March 4, 2022	I support development that supports living, working and recreation in a neighbourhood. I support the employment land conversions to mixed use higher density commercial, retail where it makes sense. Transit again needs to support this change.	Comment noted.
11.	March 4, 2022	It's important to support existing industrial lands to ensure a strong manufacturing base in Hamilton. In addition, there should be more live/work/play developments that provide employment opportunities for people close to where they live.	Comment noted.
12.	March 4, 2022	The current model of urban development is to have separate zones for each type of development - commercial, industrial, residential. This model is out of date. We need MIXED ZONING: we need to allow a mix of residential, light industrial and commercial all in the same area. This would allow for shorter commutes since people can live work and shop all in the same "zone". It would help to foster a sense of community. It would help to mitigate urban sprawl.	Comment noted.  Staff reviewed opportunities for employment land conversion for non-employment uses through the Employment Land Review of the MCR.

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#	Date:	Comment:	Staff Response / Action Required:
		<p>Yes, there are places, such as near noisy airports, where mixed zoning would not work. But for many locations, it is the best way to create a healthy urban environment.</p> <p>Also, instead of having zones as huge swaths of land, in many locations we need to be site specific in zoning. For example, why can't zoning be done block by block, or even building by building?</p> <p>Furthermore, zoning rules must be strictly followed. it is a mockery of city planning to have developers break the rules intentionally because they can just appeal to the OLT.</p>	
13.	March 4, 2022	<ul style="list-style-type: none"> <li>- please address employment sprawl by planning for higher density (more jobs per hectare) in employment areas wherever possible in order to make more efficient use of employment lands and to ensure the protection of natural features found within employment lands.</li> <li>- I support more mixed use developments that enable people to live close to where they work.</li> <li>-I support employment land conversions to mixed use higher density/commercial/retail in locations where mixed use development makes more sense (e.g., around the new Confederation GO Station in east Hamilton which will have full GO Train service in the future)</li> <li>- I urge you to plan to ensure major employment areas are supported by frequent &amp; reliable transit service and good active transportation infrastructure.</li> </ul>	<p>Comment noted.</p> <p>Employment density targets by designation are specified in the proposed policy updates.</p>
14.	March 5, 2022	<p>Hamilton has lots of job opportunities. We need to utilize the infrastructure in place and repurpose old infrastructure for new ideas. For example, green energy production. Start reaching out and welcoming companies that build wind turbines and electric cars. We have lots of industrial waste and that can be repurposed. Also, clear wasteland unusable and reclaim waterfront where possible</p>	<p>Comment noted.</p>
15.	March 5, 2022	<p>- "employment sprawl" to be addressed by planning for higher density (more jobs per hectare) in employment areas wherever possible in order to make more efficient use of employment lands and to ensure the protection of natural features found within employment lands.</p>	<p>Comment noted.</p> <p>Employment density targets by designation are specified in the proposed policy updates.</p>

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#	Date:	Comment:	Staff Response / Action Required:
		<ul style="list-style-type: none"> <li>-Support more live/work/play (mixed use) developments that enable people to live close to where they work.</li> <li>-Support staff-proposed ‘employment land conversions’ to mixed use higher density/commercial/retail in locations where mixed use development makes more sense (e.g., around the new Confederation GO Station in east Hamilton which will have full GO Train service in the future)</li> <li>-plan to ensure major employment areas are supported by frequent &amp; reliable transit service and good active transportation infrastructure.</li> </ul>	
16.	March 5, 2022	<ul style="list-style-type: none"> <li>-Call for ‘employment sprawl’ to be addressed by urging the city to plan for higher density (more jobs per hectare) in employment areas wherever possible in order to make more efficient use of employment lands and to ensure the protection of natural features found within employment lands.</li> <li>-Support more live/work/play (mixed use) developments that enable people to live close to where they work.</li> <li>-Support staff-proposed ‘employment land conversions’ to mixed use higher density/commercial/retail in locations where mixed use development makes more sense (e.g., around the new Confederation GO Station in east Hamilton which will have full GO Train service in the future)</li> <li>-Urge the city to plan to ensure major employment areas are supported by frequent &amp; reliable transit service and good active transportation infrastructure.</li> </ul>	<p>Comment noted.</p> <p>Employment density targets by designation are specified in the proposed policy updates.</p> <p>Transportation policy updates include a goal to connect Employment areas with transit services.</p>
17.	March 5, 2022	I am very pleased with these policy updates.	Comment noted.
18.	March 5, 2022	Allocate more city funding to organizations and city teams like the RBG, Gage Park Greenhouse, and community gardens so that they can hire more summer students and seasonal staff. It is important to have a stream of new young people entering horticulture.	Comment noted.
19.	March 5, 2022	Seems to me if you put the right kind of buildings in like areas, the employment issue kind of takes care of itself.	Comment noted.
20.	March 5, 2022	Address employment sprawl by planning for higher density in employment lands where possible and ensure the protection of the natural features within those lands. Include more mixed-use developments that allow people to live close to	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
		<p>where they work. I support the staff-proposed 'employment land conversions' to mixed-use higher density/commercial/retail in locations where that makes sense. Please plan for support and access to good public transit and good active transportation infrastructure when planning major employment areas.</p>	<p>Employment density targets by designation are specified in the proposed policy updates.</p> <p>Transportation policy updates include a goal to connect Employment areas with transit services.</p>
21.	March 5, 2022	<p>I believe Hamilton Council should target areas for people and jobs in presently available undeveloped suburbs. The areas should be developed as areas of work, live and play...bike paths, parks, schools, small local stores...e.g., pharmacies, groceries, banks/ATMS.</p> <p>I also feel there should be a creative development of lands near urban transit, especially trains.</p>	<p>Comment noted.</p> <p>Undeveloped designated greenfield areas within the City will be expected to develop with community-related uses (residential, commercial, institutional) at a density of 70 people and jobs per hectare (measured across all designated greenfield areas).</p>
22.	March 5, 2022	<p>I support the Call for 'employment sprawl' to be addressed by urging the city to plan for higher density (more jobs per hectare) in employment areas wherever possible in order to make more efficient use of employment lands and to ensure the protection of natural features found within employment lands.</p> <ul style="list-style-type: none"> <li>-Support more live/work/play (mixed use) developments that enable people to live close to where they work.</li> <li>-Support staff-proposed 'employment land conversions' to mixed use higher density/commercial/retail in locations where mixed use development makes more sense (e.g., around the new Confederation GO Station in east Hamilton which will have full GO Train service in the future)</li> <li>-Urge the city to plan to ensure major employment areas are supported by frequent &amp; reliable transit service and good active transportation infrastructure.</li> </ul>	<p>Comment noted.</p> <p>Employment density targets by designation are specified in the proposed policy updates. Staff will be reporting back on Employment density targets through annual reporting.</p> <p>Transportation policy updates include a goal to connect Employment areas with transit services.</p>
23.	March 5, 2022	<p>As a resident of Hamilton, I ...</p> <ul style="list-style-type: none"> <li>-Call for 'employment sprawl' to be addressed by urging the city to plan for higher density (more jobs per hectare) in employment areas wherever possible in order</li> </ul>	<p>Comment noted.</p>

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#	Date:	Comment:	Staff Response / Action Required:
		<p>to make more efficient use of employment lands and to ensure the protection of natural features found within employment lands.</p> <p>-Support more live/work/play (mixed use) developments that enable people to live close to where they work.</p> <p>-Support staff-proposed ‘employment land conversions’ to mixed use higher density/commercial/retail in locations where mixed use development makes more sense (e.g., around the new Confederation GO Station in east Hamilton which will have full GO Train service in the future)</p> <p>-Urge the city to plan to ensure major employment areas are supported by frequent &amp; reliable transit service and good active transportation infrastructure.</p>	<p>Employment density targets by designation are specified in the proposed policy updates. Staff will be reporting back on Employment density targets through annual reporting.</p> <p>Transportation policy updates include a goal to connect Employment areas with transit services.</p>
24.	March 5, 2022	employment and nearby housing is also ecologically important and the urban planners are capable of balancing this	Comment noted.
25.	March 5, 2022	The city should encourage dual purpose expansion; dwellings that can be used for commerce as well as residential. Cities like Calgary, Vancouver are examples of places where people can run and work in their business, and also have living quarters.	<p>Comment noted.</p> <p>Mixed use development is currently permitted in multiple designations in the UHOP.</p>
26.	March 5, 2022	I accept the proposed policies from City Staff, and have long felt that sensitive industries should be located where citizens can keep an eye on them, recognizing that some industries present safety threats to nearby residents. It's always great to be able to walk to work, and more industrial developments should enable people to live close to where they work. I support higher industrial densities, which allow for efficient transit options.	<p>Comment noted.</p> <p>Employment densities by designation are proposed.</p> <p>Transportation policy updates include a goal to connect Employment areas with transit services.</p>
27.	March 6, 2022	In our neighbourhood, there are industrial areas with plenty of usable space to develop high density employment, and high density urban areas, which can be easily accessible by trains. Please push through zoning changes to allow for the greener way of doing business.	Comment noted.
28.	March 6, 2022	We can make sure that there are more jobs in areas (more jobs per hectare of land) where it is possible. We need to make neighbourhoods where people can	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
		work close to home and not have to commute as far. Let's protect natural features found within employment lands. We need a mix of live/work/play developments that enable people to live close to where they work. These areas need to be supported by frequent & reliable transit service and good active transportation infrastructure.	Transportation policy updates include a goal to connect Employment areas with transit services.
29.	March 6, 2022	I support all policy changes and encourage the city to consider increasing the density targets for number of jobs per hectare wherever possible.	Comment noted.
30.	March 6, 2022	I support having more jobs located in high density areas	Comment noted.
31.	March 6, 2022	<p>To address "employment sprawl", the city needs to plan for more jobs per hectare in employment areas wherever possible in order to make more efficient use of employment lands and to ensure the protection of natural features found within employment lands.</p> <p>Of course, the city should plan for more live/work/play (mixed use) developments that enable people to live close to where they work.</p> <p>Of course, the city needs to adopt the staff-proposed 'employment land conversions' to mixed use higher density/commercial/retail in locations where mixed use development makes more sense (e.g., around the new Confederation GO Station in east Hamilton which will have full GO Train service in the future)</p> <p>Finally, I urge the city to ensure major employment areas are supported by frequent &amp; reliable transit service and good active transportation infrastructure.</p>	<p>Comment noted.</p> <p>Employment density targets by designation are specified in the proposed policy updates. Staff will be reporting back on Employment density targets through annual reporting.</p> <p>Transportation policy updates include a goal to connect Employment areas with transit services.</p>
32.	March 6, 2022	N/A	
33.	March 6, 2022	<p>I Call for 'employment sprawl' to be addressed by urging the city to plan for higher density (more jobs per hectare) in employment areas wherever possible in order to make more efficient use of employment lands and to ensure the protection of natural features found within employment lands.</p> <p>I Support more live/work/play (mixed use) developments that enable people to live close to where they work.</p> <p>I Support staff-proposed 'employment land conversions' to mixed use higher density/commercial/retail in locations where mixed use development makes more</p>	Employment density targets by designation are specified in the proposed policy updates. Staff will be reporting back on Employment density targets through annual reporting.

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#	Date:	Comment:	Staff Response / Action Required:
		sense (e.g., around the new Confederation GO Station in east Hamilton which will have full GO Train service in the future) I Urge the city to plan to ensure major employment areas are supported by frequent & reliable transit service and good active transportation infrastructure	Transportation policy updates include a goal to connect Employment areas with transit services.
34.	March 6, 2022	As above, a period of high unemployment and stagflation is just beginning which will undermine economic projections....	Comment noted.
35.	March 6, 2022	Prioritize employment density and a variety of employment types.	Comment noted.
36.	March 6, 2022	<p>I call for 'employment sprawl' to be addressed by urging the city to plan for higher density (more jobs per hectare) in employment areas wherever possible in order to make more efficient use of employment lands and to ensure the protection of natural features found within employment lands.</p> <p>I support more live/work/play (mixed use) developments that enable people to live close to where they work.</p> <p>I support staff-proposed 'employment land conversions' to mixed use higher density/commercial/retail in locations where mixed use development makes more sense (e.g., around the new Confederation GO Station in east Hamilton which will have full GO Train service in the future)</p> <p>I urge the city to plan to ensure major employment areas are supported by frequent &amp; reliable transit service and good active transportation infrastructure.</p>	<p>Employment density targets by designation are specified in the proposed policy updates. Staff will be reporting back on Employment density targets through annual reporting.</p> <p>Transportation policy updates include a goal to connect Employment areas with transit services.</p>
37.	March 6, 2022	I would like to see stronger targets to avoid employment sprawl and protection of green areas.	Employment density targets by designation are specified in the proposed policy updates.
38.	March 6, 2022	<p>I urge the city to address the problem of 'employment sprawl' by planning for higher density (more jobs per hectare) in employment areas wherever possible. This would make more efficient use of employment lands and ensure protection of natural features found within employment lands.</p> <p>I support more live/work/play (mixed use) developments enabling people to live close to where they work. I also support staff-proposed 'employment land conversions' to mixed use higher density/commercial/retail in locations where</p>	Employment density targets by designation are specified in the proposed policy updates. Staff will be reporting back on Employment density targets through annual reporting.



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#	Date:	Comment:	Staff Response / Action Required:
		<p>mixed use development makes more sense --- such as around the new Confederation GO Station in east Hamilton.</p> <p>It's also important for the city to plan to ensure major employment areas are supported by frequent, reliable transit service and good transportation infrastructure.</p>	<p>Transportation policy updates include a goal to connect Employment areas with transit services.</p>
39.	March 6, 2022	<p>Like the idea of more employment density, especially around transportation nodes.</p>	<p>Comment noted.</p>
40.	March 6, 2022	<p>more live/work/play (mixed use) developments that enable people to live close to where they work. I hear there is mixed building planned for Wilson St. in Ancaster near Blackbird Restaurant. Like 3 level building - lower level commercial then 2 storeys of living apartments = perfect! More like this!</p>	<p>Comment noted.</p>
41.	March 7, 2022	<p>-Call for 'employment sprawl' to be addressed by urging the city to plan for higher density (more jobs per hectare) in employment areas wherever possible in order to make more efficient use of employment lands and to ensure the protection of natural features found within employment lands.</p> <p>-Support more live/work/play (mixed use) developments that enable people to live close to where they work. -Support staff-proposed 'employment land conversions' to mixed use higher density/commercial/retail in locations where mixed use development makes more sense (e.g., around the new Confederation GO Station in east Hamilton which will have full GO Train service in the future) -Urge the city to plan to ensure major employment areas are supported by frequent &amp; reliable transit service and good active transportation infrastructure.</p>	<p>Employment density targets by designation are specified in the proposed policy updates. Staff will be reporting back on Employment density targets through annual reporting.</p> <p>Transportation policy updates include a goal to connect Employment areas with transit services.</p>
42.	March 7, 2022	<p>More live/work/play (mixed use) developments that enable people to live close to where they work.</p> <p>Frequent &amp; reliable transit service and good active transportation infrastructure.</p>	<p>Mixed use development is currently permitted in multiple designations in the UHOP outside of most designated employment areas.</p> <p>Transportation policy updates include a goal to connect Employment areas with transit services.</p>



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#	Date:	Comment:	Staff Response / Action Required:
43.	March 7, 2022	I support the proposed "employment land conversions" in areas like Go stations. With rising climate vulnerability and transportation costs, I urge the City to create live/work/play neighbourhoods throughout the city.	Comment noted.
44.	March 7, 2022	Please look for creative ways to develop new urban communities where the live/work/play concept can be totally implemented. This would be particularly beneficial for those areas in the downtown core where transportation routes, bike lanes, etc. are already part of the infrastructure. When intensification for affordable/deeply affordable housing can be created close to work places and parks, you check so many boxes on the list: climate impact, urban structure/zoning by-laws, infrastructure and transportation. Surely, this should be a priority to address. When you bring good-paying jobs to a neighbourhood, you accomplish all these objectives. Each of these small 'communities' will need grocery stores, pet stores, office supplies and will negate the need for car ownership to drive to the outskirts of Hamilton to find big, box stores and Walmarts.	Downtown Hamilton Secondary Plan permits mixed use development.  Affordable housing related policy and potential for inclusionary zoning will be reviewed in later phases of the MCR (Phases 3 & 4)
45.	March 7, 2022	I call for 'employment sprawl' to be addressed and urge the city to plan for higher density (more jobs per hectare) in employment areas wherever possible in order to make more efficient use of employment lands and to ensure the protection of natural features found within employment lands. I support more live/work/play (mixed use) developments that enable people to live close to where they work. I support staff-proposed 'employment land conversions' to mixed use higher density/commercial/retail in locations where mixed use development makes more sense (e.g., around the new Confederation GO Station in east Hamilton which will have full GO Train service in the future) I urge the city to plan to ensure major employment areas are supported by frequent & reliable transit service and good active transportation infrastructure.	Employment density targets by designation are specified in the proposed policy updates. Staff will be reporting back on Employment density targets through annual reporting.  Transportation policy updates include a goal to connect Employment areas with transit services.
46.	March 7, 2022	Diversification of employment needed, accessible transit and bike ways, and pedestrian walk ways.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
		<p>Not sure why it takes decades to fill in employment lands. Example MIP is still not full. The Upper James lands south of Twenty Rd has been serviced for decades and are still idle.</p> <p>Barton street has numerous empty 2 story buildings.</p> <p>This can be developed into a live-work community...thinking 4 or 5 story buildings with shops, offices and tenants above.</p> <p>Stop building power centers! 1. They're ugly. 2. They're inefficient use of space (build apartments above these shops! Voila instant demand and you don't have to drive! 3. They don't promote community, only division of people. Same goes for strip malls...inefficient of space.</p>	<p>Development of mixed use buildings is encouraged broadly throughout the urban area through existing policy.</p>
47.	March 7, 2022	<p>On behalf of Greenhorizons Holdings Inc. and The Greenhorizons Group of Farms Ltd., Stovel and Associates Inc. requests that 8474 English Church Road, 2907 Highway 6, 3065 Upper James and 3005 Upper James Street be considered as part of a special study area for future Employment Lands. The locational attributes of these parcels (proximity to the Airport/Amazon Center and existing municipal services) and the size of the lands make it more efficient and cost effective to assemble for future development.</p>	<p>The City's Land Needs Assessment has identified that the City's employment land supply and demand is in balance. No additional employment land is needed over the planning horizon.</p> <p>Employment area lands will be reassessed through future Municipal Comprehensive Reviews.</p>
48.	March 7, 2022	<p>We call for 'employment sprawl' to be addressed by urging the city to plan for higher density (more jobs per hectare) in employment areas wherever possible in order to make more efficient use of employment lands and to ensure the protection of natural features found within employment lands. We support more live/work/play (mixed use) developments that enable people to live close to where they work. We support staff-proposed 'employment land conversions' to mixed use higher density/commercial/retail in locations where mixed use development makes more sense (e.g., around the new Confederation GO Station in east Hamilton which will have full GO Train service in the future). We urge the city to plan to ensure major employment areas are supported by frequent &amp; reliable transit service and good active transportation infrastructure.</p>	<p>Employment density targets by designation are specified in the proposed policy updates. Staff will be reporting back on Employment density targets through annual reporting.</p> <p>Transportation policy updates include a goal to connect Employment areas with transit services.</p>

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#	Date:	Comment:	Staff Response / Action Required:
49.	March 7, 2022	Employment zones should be developed to include suitable affordable housing, reliable and adequate transit, adoption of a living wage, and integration of services for all residents. Far less emphasis should be given to waste management, and recycling operations. Rather than bringing all scrap materials to Hamilton, industries should be providing sorting/ shredding/ compacting services through mobile teams sent to each municipality in Southern Ontario. Brown field redevelopment should be accelerated, and additional parks and green spaces developed.	<p>Comment noted.</p> <p>Designated Employment Areas are locations for industry and uses that may not be compatible with residential development.</p> <p>Mixed use development is encouraged broadly throughout other land use designation of the Urban area.</p>
50.	March 8, 2022	I support staff-proposed ‘employment land conversions’ to mixed use higher density/commercial/retail in locations, such as near existing and planned GO stations and along the LRT corridor	Comment noted.
51.	March 8, 2022	I support more live/work/play developments in the downtown area, and suggest that commercial spaces in residential buildings be required to show flexibility of use and size to permit small local businesses that contribute to a lively streetscape and employment opportunities in residential areas.	<p>Downtown Hamilton Secondary Plan permits mixed use development.</p> <p>Specific uses and floor area requirements in mixed use buildings are regulated by the Zoning By-law.</p>
52.	March 8, 2022	- 2. Efforts be made to increase employment opportunities in vicinity of population dense areas	Comment noted.
53.	March 8, 2022	Yes, intensification within the boundary, and with transit in mind, will benefit employees.	Comment noted.
54.	March 8, 2022	<p>-Call for ‘employment sprawl’ to be addressed by urging the city to plan for higher density (more jobs per hectare) in employment areas wherever possible in order to make more efficient use of employment lands and to ensure the protection of natural features found within employment lands.</p> <p>-Support more live/work/play (mixed use) developments that enable people to live close to where they work.</p> <p>-Support staff-proposed ‘employment land conversions’ to mixed use higher density/commercial/retail in locations where mixed use development makes more</p>	Employment density targets by designation are specified in the proposed policy updates. Staff will be reporting back on Employment density targets through annual reporting.

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#	Date:	Comment:	Staff Response / Action Required:
		sense (e.g., around the new Confederation GO Station in east Hamilton which will have full GO Train service in the future) -Urge the city to plan to ensure major employment areas are supported by frequent & reliable transit service and good active transportation infrastructure.	Transportation policy updates include a goal to connect Employment areas with transit services.
55.	March 8, 2022	The creation of the AEGD was a big mistake and I believe warehousing should be accommodated in the Portlands which has vacant and already destroyed land. Current development proposals in the AEGD are the usual sprawling single story warehouses with masses of surface parking, no green roofs, no underground parking, the bare minimum of environmental protection for the natural heritage in the AEGD, no pervious surfaces. It is a disgrace and warehouses should be near the port, railway, and highways, as the Portlands is. There is a surplus of emp land so definitely convert what is planned to be mixed use. Create more communities where people live and work in the same neighbourhood.	Comment noted.  Employment land supply was reviewed through the Land Needs Assessment, which determined that the supply and demand of employment land is roughly in balance.
56.	March 8, 2022	The city needs to plan for higher density, that is jobs per hectare in the employment lands. There needs to be a more efficient use of the land so that we can preserve the natural features contained within them. New developments need to provide residents with the ability to live, work and play close to home. Allow Employment Land Conversions to mixed-use higher density including commercial/retail in areas close to Go stations. Reliable public transportation in these areas is required to assist in creating communities that are not car-dependent.	Comment noted  Employment density targets by designation are specified in the proposed policy updates. Staff will be reporting back on Employment density targets through annual reporting.  Transportation policy updates include a goal to connect Employment areas with transit services.
57.	March 8, 2022	Garner Rd. marsh is at stake. We have land to develop. Tell the developer to figure out another place to build. We cannot afford to pave over sensitive environments. I also do not like the idea that Ferguson proposed. Building a new marsh somewhere else.	Comment noted.
58.	March 8, 2022	Focus on job creation of high value jobs in the new economy. As we have seen with Health Care centres' of excellence. And embrace manufacturing centres of excellence.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
59.	March 8, 2022	The natural environment must never be sacrificed for "employment". Warehouses do not need to be built on wetlands. Roads and highways do not need to run across farmland. We have lots of brown space in the city. Use that for employment. Also new employers should be encouraged to build along transit routes.	Comment noted.
60.	March 8, 2022	I would appreciate a higher jobs per hectare goal to avoid employment sprawl, as well as mixed use development that would allow for people to live close to where they work. This mixed use development should be high density in order to facilitate walkability for as many people as possible, especially surrounding transit hubs like the GO transit stations. We also need to ensure that major employment locations are serviced by frequent and reliable transit to enable active and sustainable transportation.	Employment density targets by designation are specified in the proposed policy updates. Staff will be reporting back on Employment density targets through annual reporting.  Transportation policy updates include a goal to connect Employment areas with transit services.
61.	March 8, 2022	Address employment sprawl by planning for higher density in employment lands where possible and ensure the protection of the natural features within those lands. Include more mixed-use developments that allow people to live close to where they work. I support the staff-proposed 'employment land conversions' to mixed-use higher density/commercial/retail in locations where that makes sense. Please plan for support and access to good public transit and good active transportation infrastructure when planning major employment areas.	Employment density targets by designation are specified in the proposed policy updates. Staff will be reporting back on Employment density targets through annual reporting.  Transportation policy updates include a goal to connect Employment areas with transit services.
62.	March 8, 2022	The density target for remaining 'designated greenfield areas' within the urban boundary should be a MINIMUM of 80 people & jobs per hectare to support frequent transit service (bus service every 10 to 15 minutes)	Density in Designated Greenfield Areas does not include Employment Area lands.
63.	March 8, 2022	Use hiring practices that support applicants from marginalized communities as well as other worthy candidates.	Comment noted.
64.	March 8, 2022	I want Hamilton to provide well paying jobs that give people more security than workers have now, jobs that are meaningful. It makes me sad to see so many young people stuck in security guard jobs when they could be engaged in socially beneficial occupations such as increasing the availability of home-care for	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
		seniors. True security comes from all citizens having a decent standard of living. I support some form of UBI. I totally oppose paving over precious wetlands with warehouses and the like. Green energy and transit jobs assure that our citizens' livelihoods support our survival and that of other animals with whom we share the dish with one spoon.	

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**Table 3 – Cultural Heritage Topic Area**

#	Date:	Comment:	Staff Response / Action Required:
1.	February 4, 2022	It is important for the City of Hamilton to always recognize that we are on borrowed land that was not 'given' to settlers but rather agreed to be shared and then was taken over by settlers. Those of us who are settlers have a great debt to our indigenous communities and it is important that we recognize this regularly and work to build better and stronger relationships that involve partnership with and leadership of indigenous peoples.	Comment noted.  Land acknowledgement is included in policy updates.
2.	February 9, 2022	No comments or concerns	Comment noted.
3.	March 4, 2022	Acknowledgement and understanding of indigenous peoples is critical to our growth forward as a society. Their input should also be gathered when considering land development and industry/residential growth.	Comment noted.  Land acknowledgement and requirement for indigenous consultation is included in policy updates.
4.	March 4, 2022	Another reason it's important to maintain a firm urban boundary instead of paving everything over.	Comment noted.
5.	March 4, 2022	I support policy that ensures the respect and acknowledgement and inclusion of First Nations people in our city, and that allows for the preservation of significant historical properties.	Comment noted.
6.	March 4, 2022	I support policies that will acknowledge the contribution of First Nations to the city and to preserve heritage properties.	Comment noted.
7.	March 4, 2022	- I support acknowledgement and respect for First Nations, First Nations history in our city, and the commitment to meaningful engagement with Indigenous communities. -I support policies that commit the city to the proper preservation of heritage properties in Hamilton.	Comment noted.
8.	March 5, 2022	All great ideas and part of the balance of our communities. We need to remember history so that it doesn't repeat itself. Destroying statues is erasing it. Telling the whole story educates the future generations	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
9.	March 5, 2022	-Support acknowledgement and respect for First Nations, First Nations history in our city, and the commitment to meaningful engagement with Indigenous communities. -Support policies that commit the city to the proper preservation of heritage properties in Hamilton.	Comment noted.
10.	March 5, 2022	-Support acknowledgement and respect for First Nations, First Nations history in our city, and the commitment to meaningful engagement with Indigenous communities. -Support policies that commit the city to the proper preservation of heritage properties in Hamilton.	Comment noted.
11.	March 5, 2022	There's not enough attention to education on indigenous history to help people get through their prejudices. the racist situation in Hamilton is appalling.	Comment noted.
12.	March 5, 2022	Mandatory approval from Indigenous communities should be required for any development of ecologically or culturally significant land.	Requirement for indigenous consultation on land use planning matters is included in policy updates.
13.	March 5, 2022	We must acknowledge the Indigenous communities and their links to their land. We must embrace their Heritage.	Land acknowledgement is included in policy updates.
14.	March 5, 2022	Development policy must acknowledgement and respect for First Nations people and history in our city and ask that Indigenous communities be meaningfully engaged in conversations about the future of our city. Set policies that support the commitment to preserve heritage properties.	Land acknowledgement and requirement for indigenous consultation is included in policy updates. Policies on heritage preservation are already present in the Official Plans.
15.	March 5, 2022	I support the proposed. However, I wish to add: that houses, buildings of architectural or historic interest be designated and plaques mounted on them. Again, a way of preserving or heritage for future generations.	Policies on heritage preservation are already present in the Official Plans.
16.	March 5, 2022	I Support policies that commit the city to the proper preservation of heritage properties in Hamilton. stop taking down heritage buildings and put money to restoration to save a piece of our past.	Comment noted.
17.	March 5, 2022	As a resident of Hamilton, I -Support acknowledgement and respect for First Nations, First Nations history in our city, and the commitment to meaningful engagement with Indigenous communities.	Comment noted.



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#	Date:	Comment:	Staff Response / Action Required:
		-Support policies that commit the city to the proper preservation of heritage properties in Hamilton.	
18.	March 5, 2022	Urban design should use designers of various cultures, especially indigenous to have buildings it into the land around.	Comment noted.
19.	March 5, 2022	Land acknowledgement could occur in the form of parks, green spaces, with the engagement of indigenous communities. Also, Hamilton is a vibrant multicultural community. Communities should be involved in the design of land use, parks, green spaces. Also, multi-generational family dwellings should be encouraged and supported.	Comment noted.  Considered through implementation work on the Urban Indigenous Strategy.
20.	March 5, 2022	The Cultural Heritage of Hamilton requires preservation, not only that of the European settlers, but also that of the Indigenous peoples, who were much better stewards of the natural environment. We must learn from them how to live within the constraints of the natural world.	Comment noted.
21.	March 6, 2022	We borrow the earth from our grandchildren. How far would you go to protect their world? The cultural heritage of the lands we occupy conveys this message at every turn. Need I say more.	Comment noted.
22.	March 6, 2022	We need to support and respect our First Nations people and their history in our city. As a city we need to commit to meaningful engagement with Indigenous communities. It also is vital that we commit as a city to the proper preservation of our heritage properties so future generations can enjoy and learn from them.	Requirement for indigenous consultation is included in policy updates.
23.	March 6, 2022	I support all policy changes that acknowledge and respect First Nations.	Comment noted.
24.	March 6, 2022	I support your updates. It important to do our part with Truth and Reconciliation.	Comment noted.
25.	March 6, 2022	There needs to be more visible and concrete proof that we acknowledge and respect indigenous history in Hamilton.	Considered through implementation work on the Urban Indigenous Strategy.
26.	March 6, 2022	The city needs to acknowledge and respect First Nations history in our city, and commit to meaningful engagement with Indigenous communities. In addition, the needs to commit to the proper preservation of heritage properties in Hamilton.	Requirement for indigenous consultation is included in policy updates.

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#	Date:	Comment:	Staff Response / Action Required:
27.	March 6, 2022	While these are essential goals, what about issues like saving Hamilton's historic buildings? Unlike Toronto Hamilton still has a lot of them and its vital to make sure they are retained.	Policies on heritage preservation are already present in the Official Plans.
28.	March 6, 2022	I Support acknowledgement and respect for First Nations, First Nations history in our city, and the commitment to meaningful engagement with Indigenous communities. I Support policies that commit the city to the proper preservation of heritage properties in Hamilton	Comment noted.
29.	March 6, 2022	I agree we need to learn much more about the meaning that natives attribute to the land, how is this (or they) to influence planning? Will the city be asking native groups to become engaged with the city to assist with planning taking into consideration their views and expectations? How will this work? Further, more resources should be added to the inventorying and designating of heritage buildings in the city, the waiting list for heritage buildings to be inventoried and assessed extends well into the 2050s.	Requirement for indigenous consultation is included in policy updates. Policies on heritage preservation are already present in the Official Plans.
30.	March 6, 2022	Consider cultural heritage in policy updated where compatible with environmental protection.	Comment noted.
31.	March 6, 2022	I support acknowledgement and respect for First Nations, First Nations history in our city, and the commitment to meaningful engagement with Indigenous communities. I support policies that commit the city to the proper preservation of heritage properties in Hamilton.	Comment noted.
32.	March 6, 2022	The city is making good progress in acknowledging and engaging with First Nations communities. I urge the city to support policies that commit Hamilton to the proper preservation of heritage properties. This is an area where we have sometimes fallen short in terms of losing properties in Ancaster for example, or failing to find viable solutions for Auchmar, for instance.	Comment noted.
33.	March 6, 2022	Very pleased to see the respect that will be given to first nations and the need to involve them in our decision process. We definitely need to preserve our cultural heritage every step of the way.	Comment noted.
34.	March 6, 2022	If we truly believe in striving for reconciliation, then we should follow the voices of our indigenous neighbours and do what they suggest. (period)	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
35.	March 7, 2022	-Support acknowledgement and respect for First Nations, First Nations history in our city, and the commitment to meaningful engagement with Indigenous communities. -Support policies that commit the city to the proper preservation of heritage properties in Hamilton.	Comment noted.
36.	March 7, 2022	Respect Indigenous sovereignty	Comment noted.
37.	March 7, 2022	We must work harder to engage our Indigenous communities' in meaningful consultations as we develop the City.	Requirement for indigenous consultation is included in policy updates.
38.	March 7, 2022	The Cultural Heritage of our Indigenous Peoples has been so disrespected and denied, that we need to make amends. We need to acknowledge their cultural spaces and their heritage. While archaeological assessments are often required, the results are ignored. There may be more than 8,000 artefacts discovered in an area less than a block in size and it is determined that the area is insignificant and bulldozing can begin. This is not the way to show respect; it is an insult. Please, when major camps, artefacts, historically significant events are documented, please retain these areas as parks, as dedicated Memorials to the original keepers of this land. These are not the spaces where developers can erect condo towers.	Comment noted.
39.	March 7, 2022	I support acknowledgement and respect for First Nations, First Nations history in our city, and the commitment to meaningful engagement with Indigenous communities. I support policies that commit the city to the proper preservation of heritage properties in Hamilton.	Comment noted.
40.	March 7, 2022	Protect our cultural heritage, physical buildings need to be protected and not torn down	Comment noted.
41.	March 7, 2022	I support policies that respect First Nation and their history in Hamilton and the need for meaningful engagement with Indigenous communities. Our heritage properties require a commitment to properly preserve them.	Comment noted.
42.	March 7, 2022	We support acknowledgement and respect for First Nations, First Nations history in our city, and the commitment to meaningful engagement with Indigenous	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
		communities. We support policies that commit the city to the proper preservation of heritage properties in Hamilton.	
43.	March 7, 2022	Since my children and grandchildren have Indigenous heritage, I find the phrasing of this section offensive and will not comment	Comment noted.
44.	March 8, 2022	Engagement with indigenous communities is critical to understanding land use. For much too long we have overlooked indigenous land rights	Comment noted.
45.	March 8, 2022	-3. Architectural heritage be respected and heritage buildings be listed urgently (to prevent what happened e.g. in Ancaster on Wilson and Rousseau)	Policies on heritage preservation are already present in the Official Plans.
46.	March 8, 2022	Absolutely, respecting the recommendations made in the urban strategy report for indigenous peoples in Hamilton is very important.	Comment noted.
47.	March 8, 2022	Support acknowledgement and respect for First Nations, First Nations history in our city, and the commitment to meaningful engagement with Indigenous communities. -Support policies that commit the city to the proper preservation of heritage properties in Hamilton.	Comment noted.
48.	March 8, 2022	Be very clear about which indigenous groups were consulted and what they say about the draft plan.	Information on indigenous consultation is included in the staff report.
49.	March 8, 2022	We need to respect the First Nations and their history in our community. We need to consult and engage with the Indigenous community in decision-making. We need to strive to preserve our city's heritage properties.	Requirement for indigenous consultation is included in policy updates. Policies on heritage preservation are already present in the Official Plans.
50.	March 8, 2022	I like how Hamilton how celebrated our colonizers, but I can't think of any specific museum or area where I would be able to learn about First Nations, except for a plaque at Princess Point. We need to do better in this area.	Considered through implementation work on the Urban Indigenous Strategy.
51.	March 8, 2022	Old Montreal is a great example of modernizing heritage neighbourhood into a vibrant commercial success. Hamilton needs to incorporate heritage designs if not elements into new growth.	Policies on heritage preservation are already present in the Official Plans.
52.	March 8, 2022	I think the changes are good. Acknowledging and respecting Indigenous Cultural heritage is vital to the process of reconciliation.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
53.	March 8, 2022	I support the city in its efforts to respect and engage with the indigenous communities that currently call this land home as well as those who have historically called it home. I urge that this engagement and respect should be practical and real and not just lip service	Comment noted.
54.	March 8, 2022	Development policy must acknowledgement and respect for First Nations people and history in our city and ask that Indigenous communities be meaningfully engaged in conversations about the future of our city. Set policies that support the commitment to preserve heritage properties.	Requirement for indigenous consultation is included in policy updates. Policies on heritage preservation are already present in the Official Plans.
55.	March 8, 2022	<p>Indigenous knowledge has not been followed respectfully enough concerning our waterways! When Indigenous folks speak of their knowledge, it's real and you should take off your blinders and look and listen. I am tired of seeing tampons and other debris around the waterfront; it's time to commit to rebuilding Hamilton's water infrastructure before we have deaths, and you have more lawsuits. And no more coverups, please!</p> <p>When you are planning HOW to rebuild the water system is the time to listen to Indigenous knowledge keepers; don't make the same mistakes again.</p> <p>And don't even think about repairing and bringing back the John A. M. statue! The Indigenous community pleaded with you to take it down, and most of you - shamefully - refused. The community has spoken!</p> <p>The cannons, symbols of state violence, considering who used to stand in between them, should be removed and melted down for an Indigenous artist to make a land defender warrior statue or some such fitting conversion.</p> <p>You should all take the Indigenous Canada course from the U of A on course. Some of the councillors comments during the statue debate were embarrassingly ignorant and extremely hurtful!</p> <p>Ryerson and Kitchener are among the names we should no longer glorify; they should be changed.</p>	Comment noted.

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**Table 4 – Provincial Plans Topic Area**

#	Date:	Comment:	Staff Response / Action Required:
1.	February 9, 2022	These are required. No comments	Comment noted.
2.	February 14, 2022	Protect the greenbelt and increase density within existing built up areas.	Proposed policy revisions plan for increased densities.
3.	February 15, 2022	It is unclear how the provincial plan/policies with regards to affordable housing with a variety of options will be met by the city within the current urban boundary. It appears that there is very limited space for the expected population growth as was pointed out in the City Planning staff recommendations.	Future OP Review phases will provide opportunity to address affordable housing and housing options. In addition, the City is currently consulting on Family Friendly Housing options.
4.	March 1, 2022	I have never seen any public engagement regarding the provincial plan. Would have been nice to have a voice in that.	The Province consulted on the Co-ordinated Provincial Plan Review in 2015.
5.	March 4, 2022	Ford has a lot of nerve ignoring Hamilton citizens' desires for high density housing. He is helping his construction buddies make lots of money at the expense of our future. The way the world is going, we need more farmland, not less, and people can't afford houses. Condos with greenspace are better.	Comment noted.
6.	March 4, 2022	Provincial government should leave local planning in local hands as much as possible while regulating NIMBYism.	Comment noted.
7.	March 4, 2022	I understand the necessity to bring the OP and AB into conformity with the Provincial Plans, unless the Provincial Plan policy changes are regressive and would set us back in our goals for our city.	Comment noted.
8.	March 4, 2022	I support changes to bring municipal plans into conformity with provincial plans.	Comment noted.
9.	March 4, 2022	Municipalities should seek to abolish the OLT, should seek to change the Municipal Act to give cities the power to set all land use policies with no appeal to a higher level of government for land developers.	Comment noted.
10.	March 5, 2022	The whole point of the Growth Plan was to allow for reasonable expansion of urban areas to accommodate the growth that areas such as Hamilton will experience. It is vital to provide a full range of housing opportunities for proper growth to occur. The concept of stuffing all the growth into the existing urban area,	The policy revisions are implementing the Council direction for a No Urban Boundary Expansion growth scenario.

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#	Date:	Comment:	Staff Response / Action Required:
		as adopted by Council, will not do this, and will stultify the dream of people to live in something other than an apartment, since it will drive up the prices of other forms of housing.	
11.	March 5, 2022	The provincial plan to abandon all of the checks and balances in building restrictions, zoning, and the city have any day in what or how big things are built is dangerous. I live in a quiet street and the province has green lighted a 20 story apartment building on the corner of west 5th and stonechurch. The infrastructure cannot withstand this kind of density. West 5th is a narrow two lanes and stonechurch is congested already. If you can't widen the road you shouldn't increase population density. Stonechurch will be gridlock and dangerous.	Comment noted.
12.	March 5, 2022	Municipalities must bring their plans into conformity with provincial plans. There have been changes made to some provincial policies and these must be reflected in the city's official plans.	Comment noted.
13.	March 5, 2022	-Municipalities must bring their plans into conformity with provincial plans. There have been changes made to some provincial policies and these must be reflected in the city's official plans.	Comment noted.
14.	March 5, 2022	The policy sounds good, but in my own experience, staff at bylaw allowed diverting of flood waters by a neighbour onto my yard killing trees and creating a standing water problem. several complaints with no results. so I'm totally skeptical about these goals actually being implemented.	Comment noted.
15.	March 5, 2022	No urban boundary expansion. No development of rural, natural, or ecologically significant land. This includes wetlands, tall grass meadows, the escarpment, etc. Hamilton needs housing in its core.	Comment noted.
16.	March 5, 2022	The provincial plans laid out are so confusing; does anyone even try to read the changes planned? The escarpment should be preserved. End of story	Comment noted.
17.	March 5, 2022	Provincial policies must be reflected within the City of Hamilton official plan.	Comment noted.
18.	March 5, 2022	I feel that the Province has no right to interfere in the “bedroom” of our community! Council and all councillors are elected to represent their constituents' interests	Comment noted.
19.	March 5, 2022	I support Municipalities must bring their plans into conformity with provincial plans. There have been changes made to some provincial policies and these must be reflected in the city's official plans.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
20.	March 5, 2022	As a resident of Hamilton, I feel it is imperative that municipalities must bring their plans into conformity with provincial plans. There have been changes made to some provincial policies and these must be reflected in the city's official plans.	Comment noted.
21.	March 5, 2022	I realize the province has obscene control over what we can do. It is imperative we are involved in the soon provincial election and make city plans a topic of discussion.	Comment noted.
22.	March 5, 2022	Hamilton needs to stand firm against provincial pressures to expand urban boundaries. Yes, other municipalities around us also face pressures, but Hamilton should not bear the brunt of the need for expansion.	Comment noted.
23.	March 5, 2022	Hamilton is required to show how it will house the projected growth of the Provincial Plans.	Comment noted.
24.	March 6, 2022	Keeping the Niagara greenbelt intact with room above and below for diversification of wildlife is paramount to providing a wildlife highway, and a human refuge from the pressure of urban density. In turn the fields below are prime fruit belt lands which are so rare in Canada. Left intact these same fields bring pollinators to our food, and provide another highway for them to travel on.	Comment noted.
25.	March 6, 2022	-Municipalities have to ensure they bring their plans into conformity with provincial plans. There have been changes made to some provincial policies and these must be reflected in the city's official plans.	Comment noted.
26.	March 6, 2022	I support all policy changes.	Comment noted.
27.	March 6, 2022	Yes we have to work in tandem with our provincial partners	Comment noted.
28.	March 6, 2022	There have been changes made to some provincial policies and these must be reflected in the city's official plans.	Comment noted.
29.	March 6, 2022	The proposal to allow 4 storey/4unit buildings in all residential areas is a recipe for disaster. It will actually raise land prices and allow for blockbusting of liveable residential neighbourhoods. Hamilton is to be commended on restricting urban sprawl - hang tight on that!	Staff are not aware of evidence to suggest that land prices will increase.



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#	Date:	Comment:	Staff Response / Action Required:
30.	March 6, 2022	Municipalities must bring their plans into conformity with provincial plans. There have been changes made to some provincial policies and these must be reflected in the city’s official plans.	Comment noted.
31.	March 6, 2022	Intensification is a positive, but at levels which do not change neighbourhoods and create intolerable traffic. Residents of neighbourhoods should be able to participate - and be heard - in the planning process for new buildings and infrastructure in their neighbourhoods.	Residents are invited to participate in Official Plan and Zoning amendment applications in their neighbourhoods.
32.	March 6, 2022	Again, accommodate growth via good planning within existing urban boundaries since remaining land surrounding these boundaries is part of Canada’s prime and limited arable regions. This must be protected to secure our collective future. The Niagara escarpment should be treated as sacred.	Comment noted.
33.	March 6, 2022	The province should NOT interfere with Hamilton’s growth plan as decided by City Council. Tell the Province to go whistle and to look forward not backward to unsustainable solutions such as urban sprawl.	Comment noted.
34.	March 6, 2022	Municipalities must bring their plans into conformity with provincial plans. There have been changes made to some provincial policies and these must be reflected in the city’s official plans.	Comment noted.
35.	March 6, 2022	I'm opposed to much of the Growth Plan measures that are being promoted by the current provincial government as they encourage suburban sprawl, involve proposed construction of costly and unnecessary major highways like Highway 413 and the Bradford Bypass, and do not ensure robust protection for the Niagara Escarpment and the Greenbelt --- among other concerns that I and a growing number of conservation and environmental organizations have. I will not vote for the current government in the June election and I'm hoping for a new government after the provincial election. I hope our city council will continue to speak up against many of the controversial planning directives coming from Queen's Park at this time.	Comment noted.
36.	March 6, 2022	Doug Ford and the Provincial Conservatives are idiots who are ****ing up Ontario.GET THE **** OUT! I HATE YOU!	Comment noted.
37.	March 7, 2022	Provincial policies must be reflected in the city’s official plans	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
38.	March 7, 2022	Although we must conform to the plans as set out by the Province, I urge the City to continue to educate about and advocate for, the visions of community members who are concerned to preserve the environment, create livable cities and plan for a future that cannot depend on suburban sprawl.	Comment noted.
39.	March 7, 2022	Municipalities must bring their plans into conformity with provincial plans. There have been changes made to some provincial policies and these must be reflected in the city's official plans.	Comment noted.
40.	March 7, 2022	We understand that municipalities must bring their plans into conformity with provincial plans. We understand there have been changes made to some provincial policies and these must be reflected in the city's official plans.	Comment noted.
41.	March 7, 2022	With a provincial election scheduled for June 2022 it would be premature to comment and I think it's important to consider what might happen at the federal level next year.	Comment noted.
42.	March 8, 2022	I hope the city can find ways to preserve the character of Hamilton's downtown family oriented neighbourhoods while meeting the provincial expectations.	Comment noted.
43.	March 8, 2022	-4. Agreeing with the Provincial Government the necessity to adapt for population growth while protection of farmland, natural areas and parks be strongly advocated	Comment noted.
44.	March 8, 2022	Since Hamilton is required to fall in line with provincial plans, the policy changes proposed by city staff should be heeded.	Comment noted.
45.	March 8, 2022	-Municipalities must bring their plans into conformity with provincial plans. There have been changes made to some provincial policies and these must be reflected in the city's official plans.	Comment noted.
46.	March 8, 2022	The City's plans need to conform with provincial plans and changes made to provincial policies need to be reflected in the city's official plans.	Comment noted.
47.	March 8, 2022	Whenever possible please disregard anything that comes from Ford's government. His thinking is obsolete and his reminds me of a used car salesman trying to sell more roads and destroying habitats. This is not 1965!	Comment noted.
48.	March 8, 2022	Province needs to let citizens input be a weighted part of planning decisions. Decision makers who do not know cities or neighbourhoods have no place in planning other than higher level integration of planning policy. Current build big growth policy fuels price escalation that will devastate cities.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
49.	March 8, 2022	The definition of affordable housing must be limited to the first one listed. (cost of housing expenses being no more than 30% of income). 10% less than the average house price would mean homes selling 800-900,000 are affordable. Obviously they are not. Also the section that mention protecting land, air and water should add or include wetlands.	The definition is consistent with the Provincial Policy Statement.  The existing policies of Section C.2.0 – Natural Heritage System provide protection for Core Areas including wetlands.
50.	March 8, 2022	Provincial policies must be reflected within the City of Hamilton official plan.	Comment noted.
51.	March 8, 2022	Protect our wetlands from development, and other sensitive areas.	The existing policies of Section C.2.0 – Natural Heritage System provide protection for Core Areas including wetlands.
52.	March 8, 2022	Places like the Holland Marsh should be designated as inviolate, so no one like Ford can ever threaten it again. Ontario relies on it for vegetable production. We don't need more highways, we need more wetlands and more transit! We should revise terms such as the Golden Horseshoe to reflect what I would hope is a new relationship with the land, one that is more Indigenous. Areas should be defined by their wetlands to reflect this new understanding “of what life is really for”, to quote Bob Marley.  The Ring of Fire, though further away, is an example of how important names are. If the plans by Rio Tinto to mine the north and crisscross it with highways are allowed, the carbon released by the peat bogs in the process would be disastrous for Ontario's carbon budget and bring irrevocable harm to the many Indigenous communities in the North.	Comment noted.

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**Table 5 – Housing Topic Area**

#	Date:	Comment:	Staff Response / Action Required:
1.	February 4, 2022	Hamilton has a duty to its people to ensure they are safely housed. All of the new developments in Hamilton should have a percentage dedicated to affordable housing to try and help to offset the housing crisis. There needs to be a huge amount of affordable housing created and maintained in these times of housing market price explosions to ensure that no more people lose their housing, and that more affordable housing is always being created. To simply ensure that multiple unit dwellings are providing a mix of unit sizes but not ensure that any units can actually be afforded by individuals in the community is not a good way forward. An increase in supportive housing for those living with mental illness and/or addiction who may have many struggles maintaining housing without support is important as well.	<p>The City will be looking at options for Inclusionary Zoning policies and by-laws to provide additional opportunities for affordable housing in Phase 4 of the MCR, Q2 2023.</p> <p>Housing with supports is permitted in Institutional, Neighbourhoods, Commercial and Mixed Use designations in the UHOP.</p>
2.	February 9, 2022	To achieve the intensification planned the residential intensification policies need to be more flexible	Comment noted.
3.	February 10, 2022	<p>Additional Dwelling Units, ancillary to the primary dwelling unit SHOULD be permitted in Rural Zones.</p> <p>Adding an additional dwelling unit in a rural zone is a great way for families to age in place, and build multi-generational housing opportunities in rural Hamilton. Please feel free to reach out to me #####. As part of my Masters in Rural Planning and Development, I researched best-practices in Rural ADU policy, and drafted Bruce County ADU bylaw. I am happy to help contribute my expertise. Bruce County has since adopted (with minor edits) my recommendations, and ADU's (primary, second unit in primary, and third unit accessory to the primary) is permitted in rural zones across Bruce County with the exemption of a few zones (like rural recreational). We account of severance risk etc. Please reach out. <a href="https://www.thestar.com/news/canada/2021/05/03/changes-to-bruce-countys-official-plan-would-create-additional-housing-opportunities-on-existing-properties.html">https://www.thestar.com/news/canada/2021/05/03/changes-to-bruce-countys-official-plan-would-create-additional-housing-opportunities-on-existing-properties.html</a></p>	Policies for internal secondary dwelling units have been established for the Rural area. The City is currently investigating the possibility of detached Secondary Dwelling Units for the Rural area.

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#	Date:	Comment:	Staff Response / Action Required:
4.	February 13, 2022	Increase density and allow at least 5 units of housing on every lot in the city. Remove all barriers towards increasing housing supply so that we can house everyone who wants to live in Hamilton at a price point they can afford.	Proposed policy updates include allowance for 6 units in Neighbourhoods in low density areas near collector or arterial roads.
5.	February 15, 2022	Incentives for homeowners to renovate existing single unit properties into the proposed permitted low-density neighbourhood uses, either through tax-breaks or waived development/permit fees. This would have the effect of encouraging long-term residents to add density and slow the market by reducing the number of transactions when density is added (i.e.: owner retains property and adds rental units vs. owner sells, property redeveloped, property sold again to future owners - 0 sales vs 2). As per the recent provincial housing taskforce report the increased permitted uses should be by-right and limit the need for city and community approvals to limit the ability for NIMBYs to restrict the implementation of density goals. Remember that while community consultation is important, NIMBYs are not representative and are inherently self-serving, and that the future residents a development might add don't get a voice during these consultations.	Comment noted. No new incentives are being proposed at this time.  Proposed policy updates include allowance for up to 6 units in Neighbourhoods in low density areas near collector or arterial roads.
6.	March 1, 2022	Love the idea of vacancy tax after a certain time period.	Comment noted.
7.	March 4, 2022	Addressing the issues of homelessness are key to moving forward as a community. We know that it is a multi layered issue, so a multi layered response to address needs is necessary.	Comment noted.  Housing policies have been, and will continue to be, updated in accordance with the City's Housing and Homelessness Action Plan.
8.	March 4, 2022	We have as-of-right SDUs and should also remove zoning that calls for single-family (protected) use. For example, south of Aberdeen in the Durand neighbourhood, there are many large homes that would be very suitable as multi-unit dwellings. I'm not a fan of wasteful demolition if it can be avoided -- I think the population of that area could easily double or triple in the next 100 years without	Proposed policy updates include allowance for fourplex units in low density areas of the Neighbourhoods designation, and multiple dwellings up to 6 units near collector or arterial roads.

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#	Date:	Comment:	Staff Response / Action Required:
		demolishing one house if the zoning is changed to allow multi-unit. This would also maintain tree canopy cover in that area, which is extensive.	
9.	March 4, 2022	Increasing housing density and diversity is a must with specific care to provide alternatives that are accessible to the poor and otherwise challenged people who struggle with housing. Tiny house communities should be an option in this modern age. Not just more housing, but livable housing with family friendly spaces.	Comment noted.
10.	March 4, 2022	I support policies to create greater affordable housing and social housing in Hamilton. Specifically, inclusionary zoning around transit stations, community benefits charges to require developers to build affordable housing, additional family friendly housing in the downtown and residential intensification.	<p>The City will be looking at options for Inclusionary Zoning policies and by-laws to provide additional opportunities for affordable housing in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.</p>
11.	March 4, 2022	Instead of mega tall towers, we need a lot of mid-rise buildings (6 to 8 storeys). This is much more social and less isolating for residents. The proposed huge tower on the waterfront at Pier 8 is just an ego-trip for Kurabawa Architects. It is not needed and will just set a precedent - soon we will have a wall of highrise towers blocking off the waterfront, just like Toronto's ugly waterfront.	Comment noted.
12.	March 4, 2022	<p>- I support the city's commitment to ensure that it fulfills its housing strategy targets as set out in its Housing Action Plan, and urge the city to take every opportunity to do everything it can to provide more affordable + deeply affordable housing in Hamilton. This should include an ambitious 'inclusionary zoning' policy around all 'major transit station areas' (future LRT stations, existing GO Stations), and a 'community benefits charges' policy that includes affordable housing as an eligible charge.</p> <p>- I urge the city to adopt policies that require 'family friendly' housing in higher density areas like Downtown Hamilton, and in higher density buildings.</p>	<p>Housing policies have been, and will continue to be, updated in accordance with the City's Housing and Homelessness Action Plan.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p>

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#	Date:	Comment:	Staff Response / Action Required:
		<ul style="list-style-type: none"> <li>- I support the proposed residential intensification policies as an important way to provide more housing options and options that span a range of affordability.</li> <li>- I support official plan criteria designed to balance the need for more housing with the importance of building liveable communities (including policies related to green development)</li> </ul>	The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.
13.	March 5, 2022	Balance is key. It is important to infill communities considering the socioeconomica. For our city public Housing and cheaper units need to infill Ancaster, binbrook, Dundas and water down. More expensive units need to go in lower income areas like downtown and areas with a lot of townhomes. Balance allows for schools that can provide quality education, and allows social services and police to help effectively please add me to the community housing committee.	<p>Comment noted.</p> <p>Proposed policy updates continue to align with provincial policies to develop complete communities, with a range of housing options.</p>
14.	March 5, 2022	<ul style="list-style-type: none"> <li>-Support the city’s commitment to ensure that it fulfills its housing strategy targets as set out in its Housing Action Plan, and urge the city to take every opportunity to do everything it can to provide more affordable + deeply affordable housing in Hamilton. This should include an ambitious ‘inclusionary zoning’ policy around all ‘major transit station areas’ (future LRT stations, existing GO Stations), and a ‘community benefits charges’ policy that includes affordable housing as an eligible charge.</li> <li>-Urge the city to adopt policies that require ‘family friendly’ housing in higher density areas like Downtown Hamilton, and in higher density buildings.</li> <li>-Support the proposed residential intensification policies as an important way to provide more housing options and options that span a range of affordability.</li> <li>-Support official plan criteria designed to balance the need for more housing with the importance of building liveable communities (including policies related to green development).</li> </ul>	<p>Housing policies updates are in accordance with the City’s Housing and Homelessness Action Plan.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.</p>
15.	March 5, 2022	<ul style="list-style-type: none"> <li>-Support the city’s commitment to ensure that it fulfills its housing strategy targets as set out in its Housing Action Plan, and urge the city to take every opportunity to do everything it can to provide more affordable + deeply affordable housing in Hamilton. This should include an ambitious ‘inclusionary zoning’ policy around all ‘major transit station areas’ (future LRT stations, existing GO Stations), and a</li> </ul>	Housing policies updates are in accordance with the City’s Housing and Homelessness Action Plan.

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#	Date:	Comment:	Staff Response / Action Required:
		<p>'community benefits charges' policy that includes affordable housing as an eligible charge.</p> <p>-Urge the city to adopt policies that require 'family friendly' housing in higher density areas like Downtown Hamilton, and in higher density buildings.</p> <p>-Support the proposed residential intensification policies as an important way to provide more housing options and options that span a range of affordability.</p> <p>-Support official plan criteria designed to balance the need for more housing with the importance of building liveable communities (including policies related to green development).</p>	<p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.</p>
16.	March 5, 2022	Sounds fine, but is it just words on paper, or pixels? tiny homes as temporary solutions for the homeless, why not?	Comment noted.
17.	March 5, 2022	Hamilton needs more affordable housing, and subsidized housing for lower income individuals and families. The city should be trialing temporary housing, where unhoused people can have more autonomy than in a shelter and prepare for independent life.	Temporary housing, such as modular tiny homes would be considered an emergency shelter and is permitted in various zones, with consideration given to how they would be serviced (water, sewage, power) and designed for safety of occupants.
18.	March 5, 2022	Again, utilize unused areas in current dwelling areas first with a definite mix of unit sizes and types of dwellings to address multiple needs.	Comment noted.
19.	March 5, 2022	<p>Take every opportunity to leverage every city mechanism to ensure more affordable and deeply affordable housing and fulfill the strategic targets set out in the Housing Action Plan. Set out an ambitious inclusionary zoning policy around all major transit station areas and set a community benefits charge policy that includes affordable housing as an eligible charge.</p> <p>Adopt policies that require family-friendly housing in higher density areas and higher density buildings.</p> <p>The proposed residential intensification policies are an important way to provide more housing options and a range of affordability options that must be supported.</p>	<p>Housing policies updates are in accordance with the City's Housing and Homelessness Action Plan.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law</p>



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#	Date:	Comment:	Staff Response / Action Required:
		Official plan criteria must support the balance between the need for more housing with the building of liveable communities including policies related to green development.	with a goal of final Council approval in Summer 2022.
20.	March 5, 2022	<p>Housing should not be a luxury! I Support the city’s commitment to ensure that it fulfills its housing strategy targets as set out in its Housing Action Plan, and urge the city to take every opportunity to do everything it can to provide more affordable + deeply affordable housing in Hamilton. This should include an ambitious ‘inclusionary zoning’ policy around all ‘major transit station areas’ (future LRT stations, existing GO Stations), and a ‘community benefits charges’ policy that includes affordable housing as an eligible charge.</p> <p>-Urge the city to adopt policies that require ‘family friendly’ housing in higher density areas like Downtown Hamilton, and in higher density buildings.</p> <p>-Support the proposed residential intensification policies as an important way to provide more housing options and options that span a range of affordability.</p> <p>-Support official plan criteria designed to balance the need for more housing with the importance of building liveable communities (including policies related to green development).</p>	<p>Housing policies updates are in accordance with the City’s Housing and Homelessness Action Plan.</p> <p>The City’s Family friendly housing project will be undertaking community engagement in March 2022.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.</p>
21.	March 5, 2022	<p>‘As a resident of Hamilton, I</p> <p>-Support the city’s commitment to ensure that it fulfills its housing strategy targets as set out in its Housing Action Plan, and urge the city to take every opportunity to do everything it can to provide more affordable + deeply affordable housing in Hamilton. This should include an ambitious ‘inclusionary zoning’ policy around all ‘major transit station areas’ (future LRT stations, existing GO Stations), and a ‘community benefits charges’ policy that includes affordable housing as an eligible charge.</p> <p>-Urge the city to adopt policies that require ‘family friendly’ housing in higher density areas like Downtown Hamilton, and in higher density buildings.</p>	<p>Housing policies updates are in accordance with the City’s Housing and Homelessness Action Plan.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.</p>

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#	Date:	Comment:	Staff Response / Action Required:
		<p>-Support the proposed residential intensification policies as an important way to provide more housing options and options that span a range of affordability.</p> <p>-Support official plan criteria designed to balance the need for more housing with the importance of building liveable communities (including policies related to green development).</p>	
22.	March 5, 2022	<p>Mixed use of high risers can include subsidized housing, child care, and education as well as businesses. Tiny houses designed for the homeless is NB in areas appropriate for them. Tiny houses are also NB for intensification for others, as well as the other types of multiple dwellings.</p>	<p>Comment noted.</p> <p>Temporary housing, such as modular tiny homes would be considered an emergency shelter and is permitted in various zones, with consideration given to how they would be serviced (water, sewage, power) and designed for safety of occupants.</p> <p>Detached SDUs are also permitted across the City to add additional rental units to the housing supply.</p>
23.	March 5, 2022	<p>City Housing needs a rework. I live across from a Hamilton Housing Complex. There is a unit that has been empty for a year!! During an affordable housing crisis. Just building more units will not solve the issue. Needs a systemic approach, which includes how City Housing is managed, evaluated, and engages community.</p>	<p>Comment noted.</p>
24.	March 5, 2022	<p>I support the housing related policies of the City Staff. I particularly would like to see affordable housing provided near transit hubs and dwellings with a mix of unit sizes, which would provide a range of affordability, everywhere within the City limits. I also support the official plan criteria designed to balance the need for more housing with the importance of building livable communities (including policies related to green development).</p>	<p>The City will be looking at options for Inclusionary Zoning policies for Protected Major Transit Station Areas in Phase 4 of the MCR, Q2 2023.</p>

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#	Date:	Comment:	Staff Response / Action Required:
25.	March 5, 2022	Concerns remain about rental prices: newbuilds with 20% below market rent means a single person with income of #37,000 paying 30% on rent can still not afford this proposed rent. So who are you targeting and who are you leaving behind in this new vision of Hamilton?	Comment noted.  Housing policies updates are in accordance with the City’s Housing and Homelessness Action Plan. Future updates will be made in accordance with changes with Housing and Homelessness Action Plan.
26.	March 6, 2022	Providing safe havens is paramount to the growing separation of haves and have nots, especially as our affordable housing crisis looms. Often this will include recently out-on-their-own individuals who need a leg up. Safety is a major concern for the homeless, as is available spaces and reliable sources of support.  I think high density urban neighbourhoods are how best to integrate homeless people while spreading them out into safer areas. As well as providing easily accessible forested lots for escaping from pressures.	Comment noted.
27.	March 6, 2022	I support the city’s housing strategy targets as set out in the Housing Acton Plan, I urge the city to take every opportunity to do everything it can to make more affordable + deeply affordable housing in Hamilton. This should include an ambitious ‘inclusionary zoning’ policy around all ‘major transit station areas’ (future LRT stations, existing GO Stations), and a ‘community benefits charges’ policy that includes affordable housing as an eligible charge. We need family friendly neighbourhoods in our high density areas like downtown. We need livable communities with green spaces that allow families to thrive.	The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.  The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.
28.	March 6, 2022	I support all policy changes and encourage the city to take every action possible to increase the availability of affordable housing, especially along transportation corridors.	The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.
29.	March 6, 2022	Who can afford to rent space or be housed in unaffordable million dollar houses or properties? Will landlords who offer affordable rents be subsidized in order to pay monthly expenses on the property?	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
30.	March 6, 2022	<p>The city needs to fulfill its housing strategy targets as set out in its Housing Action Plan. We have to take every opportunity to do everything it can to provide more affordable + deeply affordable housing in Hamilton. This should include an ambitious ‘inclusionary zoning’ policy around all ‘major transit station areas’ , and a ‘community benefits charges’ policy that includes affordable housing as an eligible charge.</p> <p>The city needs policies that require ‘family friendly’ housing in higher density areas like Downtown Hamilton, and in higher density buildings.</p> <p>I support the proposed residential intensification policies as an important way to provide more housing options and options that span a range of affordability.</p> <p>We also need official plan criteria designed to balance the need for more housing with the importance of building liveable communities (including policies related to green development).</p>	<p>Housing policies updates are in accordance with the City’s Housing and Homelessness Action Plan.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.</p>
31.	March 6, 2022	We need more affordable housing. This should be a priority. Multiple dwellings per unit should be flexible as long as safety can be maintained.	Comment noted.
32.	March 6, 2022	Full speed ahead on providing apartments for homeless people.	Comment noted.
33.	March 6, 2022	<p>I Support the city’s commitment to ensure that it fulfills its housing strategy targets as set out in its Housing Action Plan, and urge the city to take every opportunity to do everything it can to provide more affordable + deeply affordable housing in Hamilton. This should include an ambitious ‘inclusionary zoning’ policy around all ‘major transit station areas’ (future LRT stations, existing GO Stations), and a ‘community benefits charges’ policy that includes affordable housing as an eligible charge.</p> <p>I Urge the city to adopt policies that require ‘family friendly’ housing in higher density areas like Downtown Hamilton, and in higher density buildings.</p> <p>I Support the proposed residential intensification policies as an important way to provide more housing options and options that span a range of affordability.</p> <p>I Support official plan criteria designed to balance the need for more housing with the importance of building liveable communities (including policies related to green development)</p>	<p>Housing policies updates are in accordance with the City’s Housing and Homelessness Action Plan.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.</p>

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#	Date:	Comment:	Staff Response / Action Required:
34.	March 6, 2022	Secondary Plans should not be changed, especially: 1) where cultural heritage landscapes or heritage-designated areas are concerned; and 2) where entire communities have participated and dedicated resources of time to the development of Secondary Plans. Bureaucratic imposition of new limits on, for example, height and massing, setbacks, number of dwellings on a lot, etc. is not legitimate in a democracy, and will meet with resistance from neighbourhoods and communities. These comprise the daily living conditions of people, and it is vital that they have input into decisions. Councillors are elected to represent their constituents, not to make autonomous decisions until the next election, they need to be responsive to their electorate.	<p>Comment noted.</p> <p>Changes to Secondary Plans are not proposed as part of this amendment with the exception of updates to implement the City's Employment Land Review.</p>
35.	March 6, 2022	Agree with plan.	Comment noted.
36.	March 6, 2022	Please listen to housing advocates for new ideas! Tiny houses on the SJAM site is brave and forward thinking.	Temporary housing, such as modular tiny homes would be considered an emergency shelter and is permitted in various zones, with consideration given to how they would be serviced (water, sewage, power) and designed for safety of occupants.
37.	March 6, 2022	<p>I support the city's commitment to ensure that it fulfills its housing strategy targets as set out in its Housing Action Plan, and urge the city to take every opportunity to do everything it can to provide more affordable + deeply affordable housing in Hamilton. This should include an ambitious 'inclusionary zoning' policy around all 'major transit station areas' (future LRT stations, existing GO Stations), and a 'community benefits charges' policy that includes affordable housing as an eligible charge.</p> <p>I urge the city to adopt policies that require 'family friendly' housing in higher density areas like Downtown Hamilton, and in higher density buildings.</p> <p>I support the proposed residential intensification policies as an important way to provide more housing options and options that span a range of affordability.</p> <p>I support official plan criteria designed to balance the need for more housing with</p>	<p>Housing policies updates are in accordance with the City's Housing and Homelessness Action Plan.</p> <p>The City's Family friendly housing project will be undertaking community engagement in March 2022.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p>

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#	Date:	Comment:	Staff Response / Action Required:
		the importance of building liveable communities (including policies related to green development)	The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.
38.	March 6, 2022	<p>I support the city's commitment to ensure that it fulfills its housing strategy targets as set out in its Housing Action Plan and urge the city to do everything it can to provide not only more affordable, but also social housing where the definition of "affordability" is now beyond the means of many economically-pressed people. In addition to a new emphasis on discussing investment in social housing (a good topic in an election year, in my view), the city can move forward now with steps such as an ambitious 'inclusionary zoning" policy around all major transit station areas and a 'community benefits charges' policy that includes affordable housing as an eligible charge.</p> <p>I also urge the city to require 'family friendly' housing in higher density areas like Downtown Hamilton, and in higher density buildings. I support the proposed residential intensification policies as an important way to provide more housing options and options that span a range of affordability. Similarly, I also support official plan criteria to balance the need for more housing with the importance of building liveable communities (including policies related to green development).</p>	<p>Housing policies updates are in accordance with the City's Housing and Homelessness Action Plan.</p> <p>The City's Family friendly housing project will be undertaking community engagement in March 2022.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.</p>
39.	March 6, 2022	We definitely need some larger units for families and affordable housing. We need to make our city more liveable with more green spaces. Agree that we need to make it easier for houses to be turned into multi-home residences.	<p>Comment noted.</p> <p>Family friendly housing project by the City will be starting in March 2022.</p>
40.	March 6, 2022	Create new laws that demand houses be built out of materials and finishes that will last at least 10 years. My husband owns a carpentry business and he tells me horror stories of how he is hired to repair aspects of houses less than 2 years old. That is ridiculous from an environmental point of view. We owe our planet better.	Comment noted.
41.	March 7, 2022	-Support the city's commitment to ensure that it fulfills its housing strategy targets as set out in its Housing Action Plan, and urge the city to take every opportunity to do everything it can to provide more affordable + deeply affordable housing in	Housing policies updates are in accordance with the City's Housing and Homelessness Action Plan.

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#	Date:	Comment:	Staff Response / Action Required:
		<p>Hamilton. This should include an ambitious ‘inclusionary zoning’ policy around all ‘major transit station areas’ (future LRT stations, existing GO Stations), and a ‘community benefits charges’ policy that includes affordable housing as an eligible charge. -Urge the city to adopt policies that require ‘family friendly’ housing in higher density areas like Downtown Hamilton, and in higher density buildings. - Support the proposed residential intensification policies as an important way to provide more housing options and options that span a range of affordability. - Support official plan criteria designed to balance the need for more housing with the importance of building liveable communities (including policies related to green development).</p>	<p>The City’s Family friendly housing project will be undertaking community engagement in March 2022.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.</p>
42.	March 7, 2022	<p>Hamilton needs to prioritize housing people NOW before more people die. Take every opportunity to do everything you can to provide more affordable + deeply affordable housing in Hamilton.</p>	<p>Housing policies updates are in accordance with the City’s Housing and Homelessness Action Plan (HHAP) and may be updated if there are changes made to the HHAP.</p>
43.	March 7, 2022	<p>The need for more affordable and subsidized housing is clearly a priority for city planners. I would like to see family friendly housing in downtown Hamilton; (i.e., 600 square feet apartments are not family friendly!) I am also in favour of zoning changes that support the incorporation of laneway housing, duplexes and four-six and eight-plex’s in residential neighbourhoods. This is a gentle way to urbanize our neighbourhoods.</p>	<p>The City’s Family friendly housing project will be undertaking community engagement in March 2022.</p> <p>Proposed policy updates include allowance for fourplex units in low density areas of the Neighbourhoods designation, and multiple dwellings up to 6 units near collector or arterial roads.</p>
44.	March 7, 2022	<p>Housing remains one of Hamilton’s most critical requirements as costs skyrocket and affordable housing (either rent or own) has become unattainable. Please support the Housing Action Plan and implement the ‘inclusionary zoning’ policy,</p>	<p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p>



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#	Date:	Comment:	Staff Response / Action Required:
		especially around new and existing major transit stations. By strategically placing the right mix of housing along transportation routes, you can once again meet many of the requirements of the No Urban Boundary Expansion Plan: climate mitigation, easy-access transportation, and affordable housing in a mix of family friendly housing and in higher density buildings.	
45.	March 7, 2022	<p>I support the city’s commitment to ensure that it fulfills its housing strategy targets as set out in its Housing Action Plan, and urge the city to take every opportunity to do everything it can to provide more affordable + deeply affordable housing in Hamilton. This should include an ambitious ‘inclusionary zoning’ policy around all ‘major transit station areas’ (future LRT stations, existing GO Stations), and a ‘community benefits charges’ policy that includes affordable housing as an eligible charge.</p> <p>I urge the city to adopt policies that require ‘family friendly’ housing in higher density areas like Downtown Hamilton, and in higher density buildings.</p> <p>I support the proposed residential intensification policies as an important way to provide more housing options and options that span a range of affordability.</p> <p>I support official plan criteria designed to balance the need for more housing with the importance of building liveable communities (including policies related to green development).</p>	<p>Housing policies updates are in accordance with the City’s Housing and Homelessness Action Plan.</p> <p>The City’s Family friendly housing project will be undertaking community engagement in March 2022.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.</p>
46.	March 7, 2022	Enforce rules that developers must incorporate a percentage of apartments or even condos that are affordable. We cannot as a community segregate people. You just create more division when you separate people. We need to create a more empathetic city.	The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.
47.	March 7, 2022	Support more affordable and deeply affordable housing close to all major transportation areas. Ensure policies that require family friendly housing in higher density areas, support more housing options and provide liveable communities including important green development.	The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.



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#	Date:	Comment:	Staff Response / Action Required:
			The City’s Family friendly housing project will be undertaking community engagement in March 2022.
48.	March 7, 2022	<p>We support the city’s commitment to ensure that it fulfills its housing strategy targets as set out in its Housing Action Plan, and we urge the city to take every opportunity to do everything it can to provide more affordable and deeply affordable housing in Hamilton. This should include an ambitious ‘inclusionary zoning’ policy around all ‘major transit station areas’ (future LRT stations, existing GO Stations), and a ‘community benefits charges’ policy that includes affordable housing as an eligible charge.</p> <p>We urge the city to adopt policies that require ‘family friendly’ housing in higher density areas like Downtown Hamilton, and in higher density buildings.</p> <p>We support the proposed residential intensification policies as an important way to provide more housing options and options that span a range of affordability.</p> <p>We support official plan criteria designed to balance the need for more housing with the importance of building liveable communities (including policies related to green development).</p>	<p>Housing policies updates are in accordance with the City’s Housing and Homelessness Action Plan.</p> <p>The City’s Family friendly housing project will be undertaking community engagement in March 2022.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.</p>
49.	March 7, 2022	Until the federal government comes up with a cohesive set of strategies to replace the patchwork of policies implemented over the past 20 years municipalities will continue to flounder. Hamilton as a municipality with a historic union presence could lead the way by supporting community based non-market housing.	Comment noted.
50.	March 8, 2022	Develop mixed housing opportunities along future high density corridors, including along the LRT line.	<p>Transit Oriented Corridors zoning in place along the LRT corridor.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p>

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#	Date:	Comment:	Staff Response / Action Required:
51.	March 8, 2022	The city must find ways to require family friendly housing to be incorporated into high density developments. All high density developments must also provide affordable units in a variety of sizes.	The City’s Family friendly housing project will be undertaking community engagement in March 2022.
52.	March 8, 2022	- 5. Intensification of existing build up areas as well as increased population density in City ‘green areas’ (areas designated for building) be realized as planned; also that creation an increased percentage of affordable multi-person household housing, including rental be realized.	Designated Greenfield Areas are planned to achieve an overall density of 60 people and jobs / hectare, with newer developments anticipated to achieve higher densities.
53.	March 8, 2022	We like the proposed policy changes that make intensification and infilling easier. Also, there must be requirements for more affordable housing, which belongs within the urban boundary to help those without cars.	The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.
54.	March 8, 2022	<p>-STOP developers from going to OLT if the city and residents said NO to building in older neighbourhoods.</p> <p>-Support the city’s commitment to ensure that it fulfills its housing strategy targets as set out in its Housing Action Plan, and urge the city to take every opportunity to do everything it can to provide more affordable + deeply affordable housing in Hamilton. This should include an ambitious ‘inclusionary zoning’ policy around all ‘major transit station areas’ (future LRT stations, existing GO Stations), and a ‘community benefits charges’ policy that includes affordable housing as an eligible charge.</p> <p>-Urge the city to adopt policies that require ‘family friendly’ housing in higher density areas like Downtown Hamilton, and in higher density buildings.</p> <p>-Support the proposed residential intensification policies as an important way to provide more housing options and options that span a range of affordability.</p> <p>-Support official plan criteria designed to balance the need for more housing with the importance of building liveable communities (including policies related to green development).</p>	<p>Comment noted.</p> <p>Housing policies updates implement the City’s Housing and Homelessness Action Plan.</p> <p>The City’s Family friendly housing project will be undertaking community engagement in March 2022.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.</p>

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#	Date:	Comment:	Staff Response / Action Required:
55.	March 8, 2022	We NEED affordable and deeply affordable housing. If developers won't build it then we must MANDATE it or the city needs to build it. No more single bed luxury condos for the rich. Regular people need homes. Families need homes. Require 3 bed family homes to be built in rentals and condos for sale. We need inclusionary zoning and much more infill around transportation hubs.	<p>The City's Family friendly housing project will be undertaking community engagement in March 2022.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p>
56.	March 8, 2022	We need to provide affordable and deeply affordable housing in Hamilton so that every citizen can have a home. These should be situated close to public transit including the LRT and Go stations. The higher density areas must include family-friendly units and not just one-bedroom high-end condos. Intensification within the urban boundary should include a mix of housing types to provide e a variety of affordable pricing creating livable communities with minimal effects on the climate.	<p>Inclusionary Zoning will be reviewed with the planning of Major Transit Station Areas in Phase 4 of the MCR.</p> <p>Updates to policies for Low Density areas of Neighbourhoods introduces opportunity for more dwelling units.</p>
57.	March 8, 2022	I agree with allowing homeowners to build tiny houses, or use their garages for housing. I think that housing in urban areas can accommodate 3 story or 4 story housing.	Comment noted.
58.	March 8, 2022	Need full range of housing choices from rooming houses through missing middle multiple family triplexes to mid rise apartment towers. High density does not carry well through from family to elderly.	Comment noted.
59.	March 8, 2022	Bylaws need to change to allow laneway housing and granny suites on existing properties. These changes must be such that making such changes is without undue red tape and expenses. In the downtown area all I see are high rises of 20 stories or higher blighting the skyline for those of us who are residents. The city needs to mandate or incentivize the building of sixplexes, triplexes, 5-6 storey apartments in already built areas with good transit, such as most of the mountain and lower Stoney Creek and west Hamilton.	<p>Internal and Detached Secondary Dwelling Units are permitted throughout the residential areas of the City.</p> <p>Policy amendments to allow up to 6 unit multiple dwellings in low density areas is proposed.</p>
60.	March 8, 2022	I'd like to see as much affordable and deeply affordable housing as possible including family friendly options which are near major transit hubs. This housing should be build in livable, walkable neighbourhoods	Inclusionary Zoning will be reviewed with the planning of Major Transit Station Areas in Phase 4 of the MCR.

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#	Date:	Comment:	Staff Response / Action Required:
61.	March 8, 2022	<p>Take every opportunity to leverage every city mechanism to ensure more affordable and deeply affordable housing and fulfill the strategic targets set out in the Housing Action Plan. Set out an ambitious inclusionary zoning policy around all major transit station areas and set a community benefits charge policy that includes affordable housing as an eligible charge.</p> <p>Adopt policies that require family-friendly housing in higher density areas and higher density buildings.</p> <p>The proposed residential intensification policies are an important way to provide more housing options and a range of affordability options that must be supported. Official plan criteria must support the balance between the need for more housing with the building of liveable communities including policies related to green development.</p>	<p>Housing policies updates implement the City's Housing and Homelessness Action Plan.</p> <p>The City's Family friendly housing project will be undertaking community engagement in March 2022.</p> <p>The City will be looking at options for Inclusionary Zoning policies in Phase 4 of the MCR, Q2 2023.</p> <p>The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.</p>
62.	March 8, 2022	<p>Council declared a climate emergency in 2019 and has done next to nothing. There is an opportunity to establish requirements for any new housing to be powered by renewable energy only. We also need to have incentives and requirements - over the medium term (5yrs) - for renovations to comply with low-energy and GHG-free energy systems</p>	<p>City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023).</p>
63.	March 8, 2022	<p>Ask that developers set aside part of new builds for geared to income units. Give permits for buildings within the urban boundary. Consider the cost to the environment if people need to commute by car.</p>	<p>Comment noted.</p>
64.	March 8, 2022	<p>Housing for All            Geared to Income lists are appallingly long and must be addressed by people friendly intensification            No more destroying tent cities!</p>	<p>Comment noted.</p>

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**Table 6 – Climate Related Topic Area**

#	Date:	Comment:	Staff Response / Action Required:
1.	February 4, 2022	The city of Hamilton has declared a climate emergency and it is important they act accordingly. To assess what we already have and figure out how best to improve its efficiency and conservation ability as well as to decrease the vulnerabilities is very important. To ensure that all buildings being constructed or renovated within the City are also doing so with the greatest conservation and efficiency in mind is also very important. Make sure that water isn't being wasted, that sewage isn't entering waterways without proper treatment, that greenhouse gasses are reduced during every. single. step. We need to protect this earth that we live on, the living plants and animals on it, including the people, especially the most vulnerable who potentially are unable to protect themselves without assistance from their community.	Comment noted.
2.	February 9, 2022	Cannot Follow the policies Are green building standards planned to be mandatory And if so how does this work with the affordable housing policies of the plan as green building standards result in significant increases to the cost of construction	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023).
3.	February 13, 2022	Prioritize transit oriented development, walkable neighbourhoods and bike lanes.	Comment noted.
4.	February 15, 2022	Consider a tax-break or other incentive for front lawns and gardens to be converted to native species rain gardens. Consider alternative slow clearing methods to limit the usage of road salt, which is catastrophic to the local environment but who's effects are not immediate. Consider all externalized costs. Consider more incentives to creating community food gardens on existing public land (e.g.: reduce the size of the chedoke golf course, convert some area to more inclusive uses like community gardens and a city park with a focus on native species).	Comment noted.  Suggested incentives are outside the purview of the Official Plan.
5.	March 4, 2022	These are all key focus issues as we move forward in general as a population. Green space, and the access to it for everyone, are directly related to our overall	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
		health and well being. It is important that we keep it top of mind in all future development, and to also loop in discussion with experts in the field. Businesses should not drive climate related policy. This should absolutely come from communities, experts, and indigenous peoples.	
6.	March 4, 2022	We need green building standards for all new development.	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023).
7.	March 4, 2022	Climate impacts must be minimized through the policies of the OP. Ensure the completion of the Community Energy and Emissions plan and the Urban Forest Strategy. Climate impacts must be considered in ALL development decisions.	The Community Energy and Emissions Plan (CEEP) will be forthcoming for consultation in Summer 2022. Work on the Urban Forest Strategy is ongoing.
8.	March 4, 2022	These policies must reflect a climate lens and, specifically, the CEEP and Urban Forest Strategy should be included in Hamilton's official plan. As well, new developments must discourage parking and car use and encourage active transportation and renewable energy options such as solar panels and passive house standards.	The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved.
9.	March 5, 2022	Get the water run off system and storm sewers fixed so no more waste water is dumped into Cootes Paradise	Comment noted.
10.	March 5, 2022	Green energy. Conserving greenbelt. Recreate hard line. The city can designate land so province cannot pave over. Invite green companies to build in hamilton and export worldwide	Comment noted.
11.	March 5, 2022	-It is good to see reference to climate and need to assess climate impacts recognized in official plan but city needs to finalize key municipal plans - including the Community Energy & Emissions Plan (CEEP) & Urban Forest Strategy which	The Urban Forest Strategy is referenced in the policy updates. The

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#	Date:	Comment:	Staff Response / Action Required:
		are both still in draft form- and properly reference commitments to these plans in Hamilton’s official plans. -Urge the city to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: “Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.”	CEEP will be referenced through a future amendment, once approved. GRIDS 2 Direction #1 has been included in policy updates.
12.	March 5, 2022	-Acknowledge that it is good to see reference to climate and need to assess climate impacts recognized in official plan -But urge the city to finalize key municipal plans - including the Community Energy & Emissions Plan (CEEP) & Urban Forest Strategy which are both still in draft form- and properly reference commitments to these plans in Hamilton’s official plans. -Urge the city to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: “Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.”	The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved. GRIDS 2 Direction #1 has been included in policy updates.
13.	March 5, 2022	if these policies aren't just pie in the sky, but actually get implemented, they would be helpful.	Comment noted.
14.	March 5, 2022	Hamilton should be aiming to build new buildings with high SITES ratings. Hamilton needs green roofs, more green space, more trees, and more community gardens to allow citizens to produce their own food and lighten the supply chain demand. Hamilton city should actively promote community gardens as a way to reduce food cost, reduce climate impact, and lighten the burden on our supply chain.	Comment noted.
15.	March 5, 2022	To include the changing climate is a no brainer. This topic should be the absolute first one to be dealt with. Save our city climate, our planet. Use "green" resources more. Think outside the box for a change.	Comment noted.
16.	March 5, 2022	I'm so happy that Climate has been recognized and included in the official plan!!! It is my understanding that a few key plans such as the CEEP & Urban Forest Strategy are still in draft form. I urge you to finalize these and reference commitments to these plans in Hamilton's official plans.	The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved.

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#	Date:	Comment:	Staff Response / Action Required:
		A climate lens must be applied to all planning decisions as per the Climate Emergency Declaration and reinforced by Direction1 of the Nine Directions to Guide Development.	GRIDS 2 Direction #1 has been included in policy updates.
17.	March 5, 2022	I support the idea that ALL development should be scrutinized with an eye to climate change impact.	Comment noted.
18.	March 5, 2022	<p>I -Acknowledge that it is good to see reference to climate and need to assess climate impacts recognized in official plan</p> <p>-But urge the city to finalize key municipal plans - including the Community Energy &amp; Emissions Plan (CEEP) &amp; Urban Forest Strategy which are both still in draft form- and properly reference commitments to these plans in Hamilton’s official plans.</p> <p>-Urge the city to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: “Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.”-Express support for urban structure policies designed to build ‘complete communities’ – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities.</p> <p>-Support the city proposal to allow up to fourplexes in urban neighbourhoods &amp; possibility of six-plexes on a neighbourhood’s outer edges.</p> <p>-Support higher density targets around ‘major transit station areas’ - but urge city to ensure it is utilizing all tools at its disposal to ensure that deeply affordable/affordable housing is part of the mix - key tools include inclusionary zoning and community benefits charges.</p>	<p>The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved.</p> <p>GRIDS 2 Direction #1 has been included in policy updates.</p>
19.	March 5, 2022	<p>'As a resident of Hamilton, I</p> <p>-Acknowledge that it is good to see reference to climate and need to assess climate impacts recognized in official plan</p> <p>-But urge the city to finalize key municipal plans - including the Community Energy &amp; Emissions Plan (CEEP) &amp; Urban Forest Strategy which are both still in draft form- and properly reference commitments to these plans in Hamilton’s official plans.</p>	<p>The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved.</p> <p>GRIDS 2 Direction #1 has been included in policy updates.</p>



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#	Date:	Comment:	Staff Response / Action Required:
		-Urge the city to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: “Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.”	
20.	March 5, 2022	Buildings should be built with green rooves as well as greenery around. The building material should be ecologically sound e.g., wood products when possible rather than cement. Wind tunnels around them used for wind turbines, drives and walks designed to allow rain absorbtion, etc. Allowing highrisers to be built with huge windows and no plans for energy development and conservation is ridiculous.	Comment noted. Green roofs and green infrastructure are encouraged through policy updates.
21.	March 5, 2022	Don't focus only on bike lanes!! We need more sidewalks in good repair.	Comment noted.
22.	March 5, 2022	The City has officially recognized the climate crisis, however more ACTIONS are required to reduce fossil fuel use and address the impacts of more extreme weather. The City should encourage District geothermal heating options in new residential, commercial and industrial development, low impact development with green infrastructure and permeable pavements, and energy conservation measures in to the Community Energy & Emissions Plan (CEEP) & Urban Forest Strategy Plan, which it needs to compete soon.	Low impact development and green infrastructure are encouraged through policy updates. The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved. GRIDS 2 Direction #1 has been included in policy updates.
23.	March 5, 2022	Under section B.3.2.4.7,Growth Plan Policies: replace : "shall be encouraged" to ' are required to 'utilize locally sourced materials and incorporate water conservation and energy efficient techniques	Encouragement is considered appropriate for this policy as a 'shall' policy would require an Official Plan amendment if local materials are not available.
24.	March 6, 2022	Green energy should be free from taxes, penalties, surcharges etc. in order to create supply and demand in local communities, based on the environments of those communities. Hamilton has plenty of “dirty air” to provide small wind-generated energy grids to new and existing urban areas.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
25.	March 6, 2022	It is good that the issue of climate is starting to be mentioned and addressed as it is a crisis that needs our immediate attention. But we need to make sure we move forward and take action. Let's finalize key municipal plans - including the Community Energy & Emissions Plan (CEEP) & Urban Forest Strategy which are both still in draft form- and properly reference commitments to these plans in Hamilton's official documents. We need to apply a climate lens to all future planning decisions as was agreed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: "Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions." The climate will not wait we must act now!	The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved. GRIDS 2 Direction #1 has been included in policy updates.
26.	March 6, 2022	I support all policy changes and encourage the city to make the assessment of climate impact a mandatory consideration in every aspect of the plan.	Comment noted.
27.	March 6, 2022	The Climate Emergency Declaration is new to me but the statement to "Plan for climate change mitigation and adaptation and reduce greenhouse gases" is very powerful and will require more public education.	Comment noted.
28.	March 6, 2022	I am deeply grateful that the need to assess climate impacts is recognized in official plan. This is critically important. I urge the city to finalize key municipal plans - including the Community Energy & Emissions Plan (CEEP) & Urban Forest Strategy which are both still in draft form - and properly reference commitments to these plans in Hamilton's official plans. We need to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: "Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions."	The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved. GRIDS 2 Direction #1 has been included in policy updates.
29.	March 6, 2022	Nothing is more important than tackling our climate emergency. We should be looking at every single choice we make from a climate lens.	Comment noted.
30.	March 6, 2022	I Acknowledge that it is good to see reference to climate and need to assess climate impacts recognized in official plan But I urge the city to finalize key municipal plans - including the Community Energy & Emissions Plan (CEEP) & Urban Forest Strategy which are both still in draft form- and properly reference commitments to these plans in Hamilton's official plans.	The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved. GRIDS 2 Direction #1 has been included in policy updates.

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#	Date:	Comment:	Staff Response / Action Required:
		I also Urge the city to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: “Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.”	
31.	March 6, 2022	What exactly will be the impacts of a changing climate? I think this needs to be spelled out in much more detail and be articulated clearly with monitoring of climate impacts and goal-setting so that city residents know what to expect from the city in terms of what projects will deal with these impacts and the associated costs. Obviously, this priority works against intensification, since most problematic impacts from climate change increase with intensification, e.g. waste water, storm runoff, drainage from lots, etc. Another example if there is to be more severe weather events, how will building massive towers affect the lives of people living in these neighbourhoods, re wind tunnels, etc.	Updated targets for greenhouse gas emission reductions are provided in policy updates as well as a new policy requiring tracking and reporting of the City’s progress on meeting the targets. Further updates may be implemented through future amendments upon completion of the CEEP and Climate Change Adaptation Plan.
32.	March 6, 2022	Agree with plan but this can only be realized by maintaining urban boundaries.	Comment noted.
33.	March 6, 2022	I acknowledge that it is good to see reference to climate and need to assess climate impacts recognized in official plan. But I urge the city to finalize key municipal plans, including the Community Energy & Emissions Plan (CEEP) & Urban Forest Strategy which are both still in draft form- and properly reference commitments to these plans in Hamilton’s official plans. I urge the city to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: “Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.”	The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved. GRIDS 2 Direction #1 has been included in policy updates.
34.	March 6, 2022	I’m pleased to see that global warming is addressed and would like it to apply to all future panning decisions.	Comment noted.
35.	March 6, 2022	It’s good, in fact essential, to see the need to assess climate impacts recognized in the official plan. That said, I urge the city to finalize key municipal plans --- including the Community Energy & Emissions Plan (CEEP) and Urban Forest Strategy, which are both still in draft form --- and properly reference commitments to these plans in Hamilton’s official plans. I think the city should do more to	The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved.

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#	Date:	Comment:	Staff Response / Action Required:
		promote these plans to the public, as many people may not be aware of them. Major public forums should be considered as a way to increase the profile of these very worthwhile programs.	Consultation on the CEEP is anticipated for summer 2022.
36.	March 6, 2022	I urge the city to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: “Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.”	GRIDS 2 Direction #1 has been included in policy updates.
37.	March 7, 2022	'-Acknowledge that it is good to see reference to climate and need to assess climate impacts recognized in official plan -But urge the city to finalize key municipal plans - including the Community Energy & Emissions Plan (CEEP) & Urban Forest Strategy which are both still in draft form- and properly reference commitments to these plans in Hamilton’s official plans. -Urge the city to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: “Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.”	The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved. GRIDS 2 Direction #1 has been included in policy updates.
38.	March 7, 2022	apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration. SERIOUSLY.	Comment noted.
39.	March 7, 2022	I commend the focus on climate in our official plan. We need to complete plans for more trees, gardens and spaces within the city and to advocate for more innovative energy and emission initiatives.	Comment noted.
40.	March 7, 2022	Thank you for mentioning the Climate Crisis in the Official Plan. As the climate crisis accelerates at an unprecedented pace, it will be necessary to build new housing and infrastructure that adhere to the Climate Emergency Declaration and the 9 Directions to Guide Development. Please finalize CEEP and the Urban Forest Strategy. We have to begin now to provide protection and mitigation against future climate events. Due to the extreme heat of last summer, we know many Hamiltonians died because they had insufficient housing and cooling facilities. These issues must be addressed quickly as heat domes will become more frequent every year and will last longer. Please decide quickly and then act immediately.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
41.	March 7, 2022	<p>It is good to see reference to climate and need to assess climate impacts recognized in official plan</p> <p>I urge the city to finalize key municipal plans - including the Community Energy &amp; Emissions Plan (CEEP) &amp; Urban Forest Strategy which are both still in draft form- and properly reference commitments to these plans in Hamilton’s official plans.</p> <p>I urge the city to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: “Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.”</p>	<p>The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved. GRIDS 2 Direction #1 has been included in policy updates.</p>
42.	March 7, 2022	<p>For a trial period incentivize developers to build low impact housing, businesses.</p>	<p>Comment noted.</p>
43.	March 7, 2022	<p>I urge the city to finalize and commit to the Community Energy &amp; Emissions Plan and Urban Forest Strategy. I'm pleased there is focus on assessing climate impacts in the city's plan but there is a need to view all planning decisions through the Climate Emergency Declaration and Directions to Guide Development Direction #1 - ' Plan for climate change mitigation and adaptation'.</p>	<p>The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved. GRIDS 2 Direction #1 has been included in policy updates.</p>
44.	March 7, 2022	<p>We acknowledge that it is good to see reference to climate and need to assess climate impacts recognized in official plan. We urge the city to finalize key municipal plans - including the Community Energy &amp; Emissions Plan (CEEP) &amp; Urban Forest Strategy which are both still in draft form and properly reference commitments to these plans in Hamilton’s official plans.</p> <p>We urge the city to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: “Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.”</p>	<p>The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved. GRIDS 2 Direction #1 has been included in policy updates.</p>
45.	March 7, 2022	<p>We can no longer talk just about "climate change" but need to understand and incorporate "climate justice" as the first consideration in all future planning. We have to refocus to adopt this goal by 2030. Significant progress on all sections must be made by this date.</p>	<p>Comment noted.</p>

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#	Date:	Comment:	Staff Response / Action Required:
46.	March 8, 2022	Develop public transportation, bicycle and pedestrian access within the urban boundary in favour of motorized private traffic. This should include priority for these modes of transportation when it comes to snow clearing	Comment noted.
47.	March 8, 2022	'- 6. Buiding permits and zoning bylaws be implemented according to climate mitigation necessities; traffic changes see 'Transportation' below	Comment noted.
48.	March 8, 2022	As the City declared a Climate Emergency, it is essential to look at plans and proposals with extreme weather in mind. Also new buildings must be required to be energy efficient, and built with minimal dependence on (un)natural gas. Green space and tree protection and plantings are very important.	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023).
49.	March 8, 2022	'-Acknowledge that it is good to see reference to climate and need to assess climate impacts recognized in official plan -But urge the city to finalize key municipal plans - including the Community Energy & Emissions Plan (CEEP) & Urban Forest Strategy which are both still in draft form- and properly reference commitments to these plans in Hamilton's official plans. -Urge the city to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: "Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions."	The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved. GRIDS 2 Direction #1 has been included in policy updates.
50.	March 8, 2022	Vancouver and Toronto are miles ahead of us with no more gas installations and mandated green roofs. Why is Hamilton not following suit? We need drastic changes now!! Why is Enbridge expanding near the airport? We need to be stopping gas expansion NOW. What is happening with the CEEP? What is happening with the Urban Forest Strategy? These are crucial to curbing climate change.	The Community Energy and Emissions Plan (CEEP) will be forthcoming for consultation in Summer 2022. Work on the Urban Forest Strategy is ongoing.
51.	March 8, 2022	The city should have the climate crisis as its focus. All decisions should be made to mitigate climate change and buildings standards should be created to reduce greenhouse gas emissions. The city should finalize the Community Energy & Emissions Plan & the Urban Forest Strategy.	The Community Energy and Emissions Plan (CEEP) will be forthcoming for consultation in Summer 2022. Work on the Urban Forest Strategy is ongoing.

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#	Date:	Comment:	Staff Response / Action Required:
52.	March 8, 2022	I have an idea. Why not have a building code/by-law allowing only permeable driveways for new builds. If one wishes to change their drive, they will require a permit at a nominal price. Force parking lots to make their lots permeable.	Low impact development techniques are encouraged by policy updates.
53.	March 8, 2022	Implement more LEED regulations for new builds. Encourage more hybrid work policies to minimize commuting needs. Encourage more neighbourhood centric self sustaining community areas. Move away from the big box shopping and industries.	City is in the process of developing Sustainable Development and Building Standards. Hybrid work policies are beyond the purview of the Official Plan. Existing and proposed policies encourage mixed use development.
54.	March 8, 2022	Again, the city needs to incentivize the creation of multi-family dwellings in some of the aging but beautiful three storey mansions in the South West. Co-housing is a climate friendly option, allowing more people to live on the same footprint. A tax break for those who are living in their homes but wanting to create a rental flats should be considered. Also, the city needs to revamp completely its building codes so that all new builds are carbon neutral. No exceptions. Homes, condos, rentals, industry. In addition, more supportive housing must be built. Several non-profits are capable of this, please give them priority. Most of the homeless are mentally ill, addicted or the victims of trauma. They need more than 4 walls, they need psychological and social work supports.	Policy updates permit expanded housing options in neighbourhoods throughout the City. Building Code updates are beyond the purview of the Official Plan
55.	March 8, 2022	Please finish the CEEP and the Urban Forestry Strategy and make reference to them in the official plan. They are key to mitigating climate impacts.	The Community Energy and Emissions Plan (CEEP) will be forthcoming for consultation in Summer 2022. Work on the Urban Forest Strategy is ongoing.
56.	March 8, 2022	I'm so happy that Climate has been recognized and included in the official plan!!! It is my understanding that a few key plans such as the CEEP & Urban Forest Strategy are still in draft form. I urge you to finalize these and reference commitments to these plans in Hamilton's official plans.	The Urban Forest Strategy is referenced in the policy updates. The CEEP will be referenced through a future amendment, once approved. GRIDS 2 Direction #1 has been included in policy updates.



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#	Date:	Comment:	Staff Response / Action Required:
		A climate lens must be applied to all planning decisions as per the Climate Emergency Declaration and reinforced by Direction1 of the Nine Directions to Guide Development.	
57.	March 8, 2022	<p>B.3.2.4.7 (New). This section "encourages" green construction and retrofits. "Encourage" is far too weak a word. Section A.1.2 goes to great lengths to outline the climate crisis, but this subsequent section is far too weak. Encouragement is not going to make the necessary changes fast enough and Hamilton needs to be much more directive. We need to set a timeline beyond which there can no longer be new connections for fossil fuels</p> <p>B.3.3.10.8 On the top of hard surfaces in our city: again, the word "encourage" is used when considering permeable surfaces and green infrastructure practices. These need to be mandated.</p> <p>There is a lot of talk in this section of how to mitigate and adapt to climate change, but there is no statement about the continued plan to build on existing wetlands, specifically in the area south of Garner Rd in Ancaster. When the AEGD lands were approved for development, there was clearly a lack of understanding or attention paid to the climate crisis. Paving these wetlands will have a completely contrary effect to all of the 'green' effort outlined in this Topic Area. The first thing we should be doing is PRESERVING the natural features that are already in place to mitigate climate change. Although all the 'green' initiatives outlined in this document are important and should absolutely be undertaken, they cannot offset what nature is already doing for us.</p>	City is in the process of developing Sustainable Development and Building Standards. Further policy updates to strengthen B.3.2.4.7 and B.3.3.10.8, among other policies, may be forthcoming upon the completion of the Standards, in addition to other ongoing initiatives including the CEEP and Climate Change Adaptation Plan.
58.	March 8, 2022	See my above comment re commuting. Make sure that new builds are held to the best practices for energy efficiency.	City is in the process of developing Sustainable Development and Building Standards.
59.	March 8, 2022	<p>Actually act like it is an emergency!</p> <p>Work with climate orgs and activists and don't allow them to be criminalized by police and the courts!</p> <p>Trees now in all neighbourhoods. Make Upper James a textbook new pedestrian friendly street as it is now a nightmare for us!</p>	Comment noted.



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**Table 7– Urban Structure Topic Area**

#	Date:	Comment:	Staff Response / Action Required:
1.	February 4, 2022	Make it inconvenient for people to drive their personal vehicles and super convenient to take transit and safely ride bicycles and walk without fear of getting hit by drivers of cars and trucks.	Comment noted.
2.	February 9, 2022	Having trouble understanding. Why are street townhouses not permitted in medium density residential Policy written poorly High density The height restriction re escarpment does not read correctly Does this mean sites adjacent to the escarpment I don't think this is meant to apply to all of Hamilton below the escarpment This whole section needs to be further reviewed and the language tightened up	Staff propose the following updates to Policy E.3.5.2 and E.3.6.7 to provide clarity:  “E.3.5.2 Uses permitted in medium density residential areas shall include all forms of multiple dwellings.”  “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, nearest to the development site. Applicants shall demonstrate that the proposed development shall not exceed the height of the top of the Niagara Escarpment through the submission of a height elevation survey depicting the proposed building in profile to the height of the top of the escarpment located nearest to the development site, to the satisfaction of the City.”
3.	February 13, 2022	Remove all density limits within areas well served by transit.	MTSA Planning work in 2023 will address density targets in areas

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#	Date:	Comment:	Staff Response / Action Required:
			around the station stops for the LRT route.
4.	February 15, 2022	Simplify the zoning map. The current zoning map is an absolute mess of attempts to micro-manage communities. Clarify the inclusion of local commercial and amend to include required community amenities (grocery, food-service) that are not automobile oriented. Allow for limited levels of local commercial in neighborhoods on local streets with appropriate design (e.g.: corner stores, cafes, with limits on light and noise pollution) - let the location itself determine the appropriate and desired uses rather than control through restrictive zoning. Consider examples in Japanese zoning which allow for ground floor commercial uses with a limited floor area. Hamilton is in a unique position to set an example to other municipalities across North America, be bold. Follow Toronto's example and remove parking minimums city-wide and institute maximums. Appropriately tax large parking facilities and developments with a large % area of parking to discourage car oriented developments and align with climate goals.	Residential Zones are currently being reviewed and will be updated as part of the City's Comprehensive Zoning By-law 05-200. Parking requirements will be reviewed through the Residential Zones project.
5.	February 15, 2022	Young people with growing families want homes that have space to grow. Also, most people moving to Hamilton from other cities are looking for houses and town homes, not apartments, condos, fourplexes, etc. Eighty-one percent of the population is not going to want to live in apartments or condos as outlined in the "No Urban Boundary Expansion" scenario. Everyone should have the opportunity/option to live in single residential dwellings as we believe many of our councilors currently do.	Comment noted.
6.	March 4, 2022	I support the allowance of fourplexes within low density residential areas and the allowance of up to 6 units within low density residential areas on properties in proximity to arterial roads. This distinction should be made clearer in promotional material because I think people might assume up to 6 units are allowed everywhere. You should define what "in proximity means" - Adjacent? Within a certain distance?	Staff propose new Policy E.3.4.6e)to provide clarity on locational requirement for sixplexes: "E.3.4.6 e) <i>Development</i> in areas dominated by low density residential uses shall be designed in accordance with the following criteria: e) For multiple dwellings described by policy E.3.4.3 b), <i>development</i> should

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#	Date:	Comment:	Staff Response / Action Required:
			have access to a collector or arterial road from a local road where only a small number of low density residential dwellings are located on that portion of the local road.”
7.	March 4, 2022	Building and sustaining more affordable housing for our city is integral to future growth. People are being priced out of our city now, and I worry about low income families, newcomers, young people, and individuals who struggle to maintain consistent housing. Feeling safe within our community is driven in large part by having a safe space to live and take pride in. Precarious housing only serves to drive up crime rates, mental and physical health issues, and homelessness.	Comment noted.  Affordable housing will be considered through policy review in Phases 3 and 4 of the MCR.
8.	March 4, 2022	See comment above re: Mansionville in Durand.	Comment noted.
9.	March 4, 2022	Complete Communities should be the guiding principal, with increased density on the outer edges of neighbourhoods. Affordability to all must be built into the mix, as must transit.	Comment noted.
10.	March 4, 2022	Urban structure policies must support walkable and bikeable communities as well as higher density in transit station areas. In addition, inclusionary zoning and community benefits charges for affordable housing should be a part of new developments.	Comment noted.
11.	March 4, 2022	See above: mixed zoning, lots of mid-rise buildings, no more towers, abolish OLT, all municipal planning done by the city with no appeals by developers.	Comment noted.
12.	March 4, 2022	'I am very pleased to see reference to climate and need to assess climate impacts recognized in official plan - I urge the city to finalize key municipal plans - including the Community Energy & Emissions Plan (CEEP) & Urban Forest Strategy which are both still in draft form- and properly reference commitments to these plans in Hamilton’s official plans. - I urge the city to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9 Directions to Guide Development: “Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.”	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
13.	March 5, 2022	This change will change forever the social character of the existing neighbourhoods and will have far reaching social impacts, which I believe have not been properly considered. This is a terrible legacy for this Council to impose on the citizens of Hamilton. Council should re-evaluate their decision in light of this to keep the existing urban areas of the City whole and not destroy the fabric of these communities.	Comment noted.  Future review of Residential Zoning permissions in Zoning By-law 05-200 will explore regulations for 4-unit – 6-unit residential dwellings in low density areas.
14.	March 5, 2022	Respect the imprint of neighborhoods. Please remember that the residents of Hamilton should have a say in what happens in their neighborhood. To alleviate housing prices change rules so bidding process is transparent and bids are verified as real people. You should know highest bid when trying to buy home. Blind auction is driving up costs and housing prices.	Comment noted.
15.	March 5, 2022	--support for urban structure policies designed to build ‘complete communities’ – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities. -Support the city proposal to allow up to fourplexes in urban neighbourhoods & possibility of six- plexes on a neighbourhood’s outer edges. -Support higher density targets around ‘major transit station areas’ - but urge city to ensure it is utilizing all tools at its disposal to ensure that deeply affordable/affordable housing is part of the mix - key tools include inclusionary zoning and community benefits charges.	Comment noted.  Major Transit Station Areas and Inclusionary Zoning will be reviewed through future phases of the current MCR, anticipated for 2023.
16.	March 5, 2022	Express support for urban structure policies designed to build ‘complete communities’ – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities. -Support the city proposal to allow up to fourplexes in urban neighbourhoods & possibility of six- plexes on a neighbourhood’s outer edges. -Support higher density targets around ‘major transit station areas’ - but urge city to ensure it is utilizing all tools at its disposal to ensure that deeply affordable/affordable housing is part of the mix - key tools include inclusionary zoning and community benefits charges.	Comment noted.  Major Transit Station Areas and Inclusionary Zoning will be reviewed through future phases of the current MCR, anticipated for 2023.
17.	March 5, 2022	More crowding instead of spreading. unavoidable if we are to preserve the environment.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
18.	March 5, 2022	Again, the statements should be seriously considered for human accessibility, changing climate, sightscape, landscape and overall city and public/human health and well being.	Comment noted.
19.	March 5, 2022	I'm so happy that Climate has been recognized and included in the official plan!!! It is my understanding that a few key plans such as the CEEP & Urban Forest Strategy are still in draft form. I urge you to finalize these and reference commitments to these plans in Hamilton's official plans. A climate lens must be applied to all planning decisions as per the Climate Emergency Declaration and reinforced by Direction1 of the Nine Directions to Guide Development.	Comment noted.
20.	March 5, 2022	Make and Keep our waterfront accessible and healthy; clean up the beaches and the water Continue to support community engagement and physical and social activities in neighbourhoods/communities. I support for urban structure policies designed to build 'complete communities' – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities. I Support the city proposal to allow up to fourplexes in urban neighbourhoods & possibility of six-plexes on a neighbourhood's outer edges. I Support higher density targets around 'major transit station areas' - but urge city to ensure it is utilizing all tools at its disposal to ensure that deeply affordable/affordable housing is part of the mix - key tools include inclusionary zoning and community benefits charges.	Comment noted  Major Transit Station Areas and Inclusionary Zoning will be reviewed through future phases of the current MCR, anticipated for 2023.
21.	March 5, 2022	As a resident of Hamilton, I -Express support for urban structure policies designed to build 'complete communities' – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities. -Support the city proposal to allow up to fourplexes in urban neighbourhoods & possibility of six-plexes on a neighbourhood's outer edges. -Support higher density targets around 'major transit station areas' - but urge city to ensure it is utilizing all tools at its disposal to ensure that deeply affordable/affordable	Comment noted  Major Transit Station Areas and Inclusionary Zoning will be reviewed through future phases of the current MCR, anticipated for 2023.

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#	Date:	Comment:	Staff Response / Action Required:
22.	March 5, 2022	The increase of units in low density residential areas is great don't listen to NYMBYs Large private land around a home is passe and must be changed whether owner likes it or not.	Comment noted.
23.	March 5, 2022	Support fourplex and multiple dwellings to a max of 6 within low density areas. Too much housing is not accessible. I worked in physical rehabilitation. Seniors, people with disabilities are extremely limited as many units/homes are not accessible. Low density, low rise buildings must be accessible. This includes commercial and professional buildings.	Comment noted.
24.	March 5, 2022	I support the proposals of City Staff for more intensification of development at transit hubs, four and six-plexes, and multi-unit structures that are more transit supportive, walkable/bikeable, and able to support neighbourhood amenities at lower unit costs (more deeply affordable housing alternatives)	Comment noted.
25.	March 5, 2022	Look to the city of Edmonton's changes in zoning by laws to address intensification which more equitably meets the needs of residents INCLUDING the missing middle	Comment noted.
26.	March 6, 2022	We need buses on the lake side (north side) of the QEW! We need trains out here at Confederation GO! We need grid patterns of new roads to accommodate transit! We need new developments to have adequate parking in less dense urban areas, or areas without transit service! The zoning for these developments is ridiculous and dangerous!	Comment noted.
27.	March 6, 2022	I support urban structure policies that are designed to build 'complete communities' – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities. We need areas where we can have less cars. I support the city's proposal to allow fourplexes in urban neighbourhoods and possibly the use of six plexes on a neighbourhood's outer edges. These are good near transportation hubs but need to be affordable.	Comment noted.
28.	March 6, 2022	I support all policy changes and encourage the city to consider increasing density targets around major transit centres to allow for higher frequency transit services	Comment noted.
29.	March 6, 2022	The city is doing a good job in creating safe spaces for walking and cycling.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
30.	March 6, 2022	I encourage consistent urban structure policies designed to build ‘complete communities’ – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities. I support the city proposal to allow up to fourplexes in urban neighbourhoods & possibility of six-plexes on a neighbourhood’s outer edges. Of course we need higher density targets around ‘major transit station areas’. However, the city has to ensure that deeply affordable/affordable housing is part of the mix - key tools include inclusionary zoning and community benefits charges.	Comment noted  Major Transit Station Areas and Inclusionary Zoning will be reviewed through future phases of the current MCR, anticipated for 2023.
31.	March 6, 2022	Make changes to zoning by-laws so they support intensification.	Comment noted.  Future review of Residential Zoning for the City’s Comprehensive Zoning By-law 05-200 will be considering regulations that support intensification.
32.	March 6, 2022	I Express strong support for urban structure policies designed to build ‘complete communities’ – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities. I Support the city proposal to allow up to fourplexes in urban neighbourhoods & possibility of six-plexes on a neighbourhood’s outer edges. I Support higher density targets around ‘major transit station areas’ - but urge city to ensure it is utilizing all tools at its disposal to ensure that deeply affordable/affordable housing is part of the mix - key tools include inclusionary zoning and community benefits charges	Comment noted  Major Transit Station Areas and Inclusionary Zoning will be reviewed through future phases of the current MCR, anticipated for 2023.
33.	March 6, 2022	Low density neighbourhoods should be left alone re zoning if residents desire that. I agree with removal of density requirements in neighbourhoods with Secondary Plans and where the residents object. Major Transit Station Areas will attract aspiring middle class and younger populations as well as those with poverty challenges. Low income housing should be clustered in these areas to give these demographics a start in life.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
34.	March 6, 2022	Agree with plan.	Comment noted.
35.	March 6, 2022	Please, please, please rev up efforts to get LRT built and functional! A PR campaign along the lines of “short term pain for long term gain” would be helpful.	Comment noted.
36.	March 6, 2022	<p>I support urban structure policies designed to build ‘complete communities’ – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities.</p> <p>I support the city proposal to allow up to fourplexes in urban neighbourhoods &amp; possibility of six-plexes on a neighbourhood’s outer edges.</p> <p>I support higher density targets around ‘major transit station areas’ - but I also urge city to ensure it is utilizing all tools at its disposal to ensure that deeply affordable/affordable housing is part of the mix - key tools include inclusionary zoning and community benefits charges.</p>	<p>Comment noted</p> <p>Major Transit Station Areas and Inclusionary Zoning will be reviewed through future phases of the current MCR, anticipated for 2023.</p>
37.	March 6, 2022	<p>I support policies to build 'complete communities' that are higher density and therefore more transit supportive, walkable/bikeable and able to support neighbourhood amenities. Also, I support the city proposal to allow up to fourplexes in urban neighbourhoods and possible sixplexes on a neighbourhood's outer edges. While I fully support higher density targets around major transit station areas, my support is not unlimited. Such targets should not be taken advantage of developers who want to build excessive high-rise towers of 25 storeys or more --- particularly in the lower city where we should try to restrain the height of towers that begin to block the views of the escarpment which have traditionally been appreciated by many Hamiltonians. The escarpment really helps to "green" Hamilton and it would be an irreplaceable loss if views from the lower city were lost in a sea of concrete towers. Developers should be challenged and encouraged to build moderate and low rise buildings around transit areas. Also, affordable housing should be part of the move to higher density targets, achieved through inclusionary zoning and community benefits charges.</p>	<p>Comment noted</p> <p>Major Transit Station Areas and Inclusionary Zoning will be reviewed through future phases of the current MCR, anticipated for 2023.</p>
38.	March 6, 2022	I support the planned intensification around transportation nodes. Support fourplex and multiplex conversions.	Comment noted.



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#	Date:	Comment:	Staff Response / Action Required:
39.	March 6, 2022	we need urban structure policies designed to build ‘complete communities’ – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities.	Comment noted.
40.	March 7, 2022	-Express support for urban structure policies designed to build ‘complete communities’ – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities. -Support the city proposal to allow up to fourplexes in urban neighbourhoods & possibility of six-plexes on a neighbourhood’s outer edges. -Support higher density targets around ‘major transit station areas’ - but urge city to ensure it is utilizing all tools at its disposal to ensure that deeply affordable/affordable housing is part of the mix - key tools include inclusionary zoning and community benefits charges.	Comment noted  Major Transit Station Areas and Inclusionary Zoning will be reviewed through future phases of the current MCR, anticipated for 2023
41.	March 7, 2022	Relax bi-laws to allow for responsible intensification. utilize all tools at your disposal to ensure that deeply affordable/affordable housing is available	Comment noted.
42.	March 7, 2022	I am also in favour of zoning changes that support the incorporation of laneway housing, duplexes and four-six and eight-plex's in residential neighbourhoods. This is a gentle way to urbanize our neighbourhoods. Let's include plans to update the housing options for our marginalized population- refresh shelter spaces, look for other housing options so we don't have beggars on the streets, tents in our parks which deter people and families from wanting to live downtown.	Comment noted.
43.	March 7, 2022	I support urban structure policies designed to build ‘complete communities’ – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities. I support the city proposal to allow up to fourplexes in urban neighbourhoods & possibility of six-plexes on a neighbourhood’s outer edges. I support higher density targets around ‘major transit station areas’; I urge the city to ensure it is utilizing all tools at its disposal to ensure that deeply affordable/affordable housing is part of the mix - key tools include inclusionary zoning and community benefits charges.	Comment noted  Major Transit Station Areas and Inclusionary Zoning will be reviewed through future phases of the current MCR, anticipated for 2023
44.	March 7, 2022	Add more missing middle housing. Stop allowing developers to mislead communities on their development proposals and run rough shod over secondary plans...vrancor is one that does this.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
		The Downtown Secondary Plan is for the downtown. Do not allow creep into neighboring areas like Strathcona or Kirkendall. Just because the development is on the opposite side of the Downtown Secondhand does not mean these heights should be allowed. ...note the development at sw corner of Main and Queen and also at no corner of King and Queen were allowed to adopt the Downtown Sec Plan which they do not belong to. Where does it stop!	Future review of Residential Zoning for the City’s Comprehensive Zoning By-law 05-200 will be considering regulations that support appropriate intensification in lower density areas.
45.	March 7, 2022	I'm pleased to see urban structure policies with the all important view to building complete communities. These communities to be higher density, support more transit are walkable and bikeable and can support neighbourhood amenities. Adequate green space also should be a priority in planning the urban structure. Preserve natural features existing in employment lands while allowing fourplexes in urban neighbourhoods and sixplexes in employment areas.	Comment noted.
46.	March 7, 2022	We express support for urban structure policies designed to build ‘complete communities’ – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities. We support the city proposal to allow up to fourplexes in urban neighbourhoods & possibility of six-plexes on a neighbourhood’s outer edges. We support higher density targets around ‘major transit station areas’ - but urge city to ensure it is utilizing all tools at its disposal to ensure that deeply affordable/housing is part of the mix - key tools include inclusionary zoning and community benefits charges.	Comment noted  Major Transit Station Areas and Inclusionary Zoning will be reviewed through future phases of the current MCR, anticipated for 2023.
47.	March 7, 2022	Intensification should include far greater step back of high rise buildings above the first /street level story and addition of green spaces. Incorporation of colour/ murals and architectural features would alleviate the current claustrophobic feeling in downtown Hamilton. Low density areas should embrace the 15 minute walkability principle with regard to proximity to transit , and other daily needs	Comment noted.  Downtown Hamilton Tall Building Guidelines provide best practices for building step backs and façade design elements.
48.	March 8, 2022	I support urban structure policies designed to build ‘complete communities’ – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
49.	March 8, 2022	<p>Especially in high density downtown neighbourhoods, walkability is key. We need to remove truck routes from downtown neighbourhoods and replace them with wide, safe sidewalks and bike lanes as well as public transit.</p> <p>Small scale intensification of up to 4 units on individual properties makes sense, rather than gobbling up neighbourhoods with high density towers which can overwhelm a community.</p> <p>The city must make provision of a variety of affordable family housing a priority.</p> <p>E.3.6.6</p> <p>The city should strictly enforce its upper density target at no greater than 500 units per hectare. There shall be no exceptions.</p> <p>E3.6.8</p> <p>The limit on height of 12 storeys for multiple dwellings that are immediately adjacent to low profile residential uses is a good height. It allows for significant intensification while ensuring compatibility with and viability of surrounding low profile communities.</p> <p>E.4.6.8</p> <p>Where conditions are met to permit additional height of up to 11 additional storeys, angular plane requirements from the edge of adjacent properties to ensure an appropriate transition and stepping back of heights, must be strictly enforced.</p>	Comment noted.
50.	March 8, 2022	-7 Amenities, employment and public transport be supported by adequate and increased population densities	Comment noted.
51.	March 8, 2022	We agree with flexibility about density zoning, as long as the other values in these plans are upheld.	Comment noted.
52.	March 8, 2022	<p>-Acknowledge that it is good to see reference to climate and need to assess climate impacts recognized in official plan</p> <p>-But urge the city to finalize key municipal plans - including the Community Energy &amp; Emissions Plan (CEEP) &amp; Urban Forest Strategy which are both still in draft form- and properly reference commitments to these plans in Hamilton’s official plans.</p> <p>-Urge the city to apply a climate lens to all planning decisions as committed to in the Climate Emergency Declaration and reinforced by Direction #1 of the 9</p>	<p>Comment noted</p> <p>Major Transit Station Areas and Inclusionary Zoning will be reviewed through future phases of the current MCR, anticipated for 2023.</p>

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#	Date:	Comment:	Staff Response / Action Required:
		<p>Directions to Guide Development:  “Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.”  plexes on a neighbourhood’s outer edges.  -Support higher density targets around ‘major transit station areas’ - but urge city to ensure it is utilizing all tools at its disposal to ensure that deeply affordable/affordable housing is part of the mix -  key tools include inclusionary zoning and community benefits charges.</p>	
53.	March 8, 2022	I love everything about the urban form section. Six plexes on larger roads and semi, tri, quads in neighbourhoods is a smart way to go. We must build more types of housing within every neighbour hood in Hamilton to provide housing for people in their own areas. Definitely have higher densities around transit stations and corridors	Comment noted.
54.	March 8, 2022	The city needs to build complete communities that are high density, walkable, bikeable, and transit-oriented. Ideally, high-density communities should be close to transit stations and should include deeply affordable and affordable homes. Urban areas should be allowed to have four and six plexes.	<p>Comment noted.</p> <p>Policy updates include permission for four and six-plexes in low density neighbourhoods.</p>
55.	March 8, 2022	I agree with allowing homeowners to build tiny houses, or use their garages for housing. I think that housing in urban areas can accommodate housing beyond a single family dwelling.	Comment noted.
56.	March 8, 2022	Encourage urban structure building blocks of local residential around community streets. Locke, Ottawa, Concession street examples. And local employment will grow. James street north renewal was a promising development until development changed the direction of growth. As a failure Hess Village is a perfect example of leaving growth to investors.	Comment noted.
57.	March 8, 2022	Intensification needs to recognize the need for three to six story dwellings in residential areas with already built homes. The 20-30 story highrises are creeping into residential areas of West Hamilton, increasing road traffic, noise , parking problems and pollution. Also city parks are becoming increasingly crowded. Incentivize the building of 3-6 story rental/condo units along Main and King to the East of James St.	<p>Comment noted.</p> <p>Policy updates include permission for four and six-plexes in low density neighbourhoods.</p>

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#	Date:	Comment:	Staff Response / Action Required:
		And please don't wreck our waterfront the way Toronto wrecked theirs. We don't need 40 story highrises on our waterfront. Just a bunch or penises in the sky.	
58.	March 8, 2022	I support the development of inclusive zoning including four and sixplexes. With deeply affordable housing around major transit routes and hubs	Comment noted.
59.	March 8, 2022	I'm so happy that Climate has been recognized and included in the official plan!!! It is my understanding that a few key plans such as the CEEP & Urban Forest Strategy are still in draft form. I urge you to finalize these and reference commitments to these plans in Hamilton's official plans. A climate lens must be applied to all planning decisions as per the Climate Emergency Declaration and reinforced by Direction1 of the Nine Directions to Guide Development	Comment noted.
60.	March 8, 2022	Make zoning more flexible to allow for more density to be done on human scale.	Comment noted.

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**Table 8 – Infrastructure Topic Area**

#	Date:	Comment:	Staff Response / Action Required:
1.	February 13, 2022	Provide infrastructure for residential solar, electric vehicles and electric/geothermal sources of heating for all homes.	Comment noted.
2.	March 1, 2022	Please make a great effort to remove combined sewer in hamilton.	Outside the purview of the Official Plan. Updates to Infrastructure Master Plans are ongoing.
3.	March 4, 2022	Facilities that promote physical health and well being that are accessible to all consistently across our city is very important to me.	Comment noted.
4.	March 4, 2022	I support adaptive reuse of community facilities. Green infrastructure should be the default position, with increased canopy and reduced solid pavement.	Comment noted.
5.	March 4, 2022	There should be incentives for green developments that support the Urban Forest Strategy and stormwater fees to encourage green infrastructure and low impact development.	Comment noted.
6.	March 4, 2022	See MIXED ZONING. There are hundreds of acres of vacant in Hamilton that are already serviced with sewers, hydro, cables, rail, transit, street lights, sidewalks, etc.... Before we develop any more land that is not serviced (e.g. Garner Road Marsh), we need to develop the land already serviced.	The City's Comprehensive Zoning By-law allows mixed use zoning across Commercial-Mixed Use, Downtown, and Transit-Oriented Corridor Zones.
7.	March 4, 2022	'I support urban structure policies designed to build 'complete communities' – communities that are higher density and, therefore, more transit supportive, walkable/bikeable, able to support neighbourhood amenities. - As well, I support the city proposal to allow up to fourplexes in urban neighbourhoods & possibility of six- plexes on a neighbourhood's outer edges. - I support higher density targets around 'major transit station areas' - but urge city to ensure it is utilizing all tools at its disposal to ensure that deeply affordable/affordable housing is part of the mix - key tools include inclusionary zoning and community benefits charges.	Comment noted.
8.	March 5, 2022	I repeat, for the most part I support the urban plan for growth except it must be explicitly said that the urban boundary is firm and growth into our green areas, farmland and woodlands is prohibited. Also, it is essential that the urban forests be taken into account in any future development. A healthy community exists when there is green space, trees, flowers, shrubs, and all manner of indigenous plants.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
9.	March 5, 2022	Green all the way	Comment noted.
10.	March 5, 2022	-Support adaptive reuse of community facilities - if these facilities cannot be maintained for their current uses. -Support the recognized need for green infrastructure to better manage impacts of the climate crisis - but underscore the need for green infrastructure to be embodied in ambitious plans and policies like an Urban Forest Strategy with a minimum 40% urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/ low impact development.	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.
11.	March 5, 2022	-Support adaptive reuse of community facilities - if these facilities cannot be maintained for their current uses. -Support the recognized need for green infrastructure to better manage impacts of the climate crisis - but underscore the need for green infrastructure to be embodied in ambitious plans and policies like an Urban Forest Strategy with a minimum 40% urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/ low impact development.	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.
12.	March 5, 2022	you'll have to accept a degree of scepticism on these goals, given the history of the City's management of wastewater in recent memory. I can't believe it will be carried through.	Comment noted.
13.	March 5, 2022	Innovative road infrastructure such as permeable pavers, porous concrete, and rubberized asphalt reduce water runoff, and lessen the load on storm water reservoirs. Increasing the space in cities where water can infiltrate is crucial to preventing flooding, reducing water waste, and reducing the amount of harmful chemicals leaching into our bodies of water (lakes, ponds, streams.) We need more green spaces with trees to infiltrate water into the ground, and semipermeable roads	Policies encourage low impact development and green infrastructure.
14.	March 5, 2022	Yep, green infrastructure, improving community service/facilities, reuse if possible all while keeping climate change and public welfare in mind.	Comment noted.
15.	March 5, 2022	If existing community facilities can't be maintained for their current use, I support adaptive reuse.	City is in the process of developing Sustainable Development and Building

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#	Date:	Comment:	Staff Response / Action Required:
		Green infrastructure must be utilized to manage the impacts of the climate crisis and this must be an integral part of ambitious plans and policies like an Urban Forest strategy with a minimum of 40% urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/low impact development.	Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.
16.	March 5, 2022	I heartily Support adaptive reuse of community facilities - if these facilities cannot be maintained for their current uses so that offerings to the public can be increased. -Support the recognized need for green infrastructure to better manage impacts of the climate crisis - but underscore the need for green infrastructure to be embodied in ambitious plans and policies like an Urban Forest Strategy with a minimum 40% urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/ low impact development. - I heartily support c.2.8.3 is this is to protect our watershed and waterfront..	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.
17.	March 5, 2022	As a resident of Hamilton, I -Support adaptive reuse of community facilities - if these facilities cannot be maintained for their current uses. -Support the recognized need for green infrastructure to better manage impacts of the climate crisis - but underscore the need for green infrastructure to be embodied in ambitious plans and policies like an Urban Forest Strategy with a minimum 40% urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/ low impact development.	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.
18.	March 5, 2022	Better control of our rain, waste and drinking water very NB. Plan to make use of waste water rather than let it run raw in overload times	Comment noted.
19.	March 5, 2022	Support the use of schools/school lands which are not being used for high density, low rise affordable (geared to income) housing. Support the use of buildings for multipurposes. Les Chater YMCA is an example of a gym, library, day care, community centre.	Comment noted.
20.	March 5, 2022	Again, I support the proposals of City Staff. More green infrastructure to lessen the impacts of Climate change, perhaps considering a stormwater fee schedule that	Comment noted.



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#	Date:	Comment:	Staff Response / Action Required:
		encourages green infrastructure/ low impact development. I support the adaptive reuse of existing structure when it is no longer viable for its current use. I absolutely would wish to prohibit the extension of municipal water and wastewater services to non-developed lands within the Niagara Escarpment Plan Area.	
21.	March 5, 2022	Growth of the Urban Forest is essential in our efforts to mitigate climate change. Hamilton is on the way to doing this but much more needs to be done including a plan to maintain new plantings.	Comment noted.
22.	March 6, 2022	Take away any restrictions that require extensive application and review for green energy communities and individuals. Make it MANDATORY for new surveys to include green energy as a major source of energy for the entire survey, not an upsell. Make it easy and affordable for the average income family to switch most of the energy use to green.	Comment noted.
23.	March 6, 2022	I Support adaptive reuse of community facilities. if we have facilities that cannot be maintained for their current uses let's find new ways of using them within the community. I also support the need for green infrastructure to better manage impacts of the climate crisis - but underscore the need for green infrastructure to be embodied in ambitious plans and policies like an Urban Forest Strategy with a minimum 40% urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/ low impact development. We need to act on the climate crises in all that we do	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.
24.	March 6, 2022	I support all policy changes	Comment noted.
25.	March 6, 2022	Urban Forestry Strategy is important for future generations.	Comment noted.
26.	March 6, 2022	It is important to implement adaptive reuse of community facilities if these facilities cannot be maintained for their current uses. We need green infrastructure to better manage impacts of the climate crisis. That green infrastructure has to be embodied in ambitious plans and policies like an Urban Forest Strategy with a minimum 40% urban canopy cover target, a Green	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023).

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#	Date:	Comment:	Staff Response / Action Required:
		Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/ low impact development.	Work on the Urban Forest Strategy is ongoing.
27.	March 6, 2022	Green infrastructure and planning are crucial to our need to tackle the climate emergency. All-new infrastructure and modifications should mandate that green building choices are at the forefront of decision-making.	Comment noted.
28.	March 6, 2022	I Support adaptive reuse of community facilities - if these facilities cannot be maintained for their current uses. I Support the recognized need for green infrastructure to better manage impacts of the climate crisis -but underscore the need for green infrastructure to be embodied in ambitious plans and policies like an Urban Forest Strategy with a minimum 40% urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/ low impact development.	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.
29.	March 6, 2022	What exactly is green infrastructure? And what are the unintended consequences? For example, green roofs are good but they cause other problems and are very expensive. The 106 wastewater overflow pipes that empty into Lake Ontario should be closed up and other ways found to deal with overflows. There should be incentives for heritage buildings to be reused and repurposed. Need to hear more about optimizing existing infrastructure and community services/facilities to be adaptively reused, especially re costs and unintended consequences. Certainly agree with prohibiting extensions of municipal water and wastewater infrastructure to the Niagara Escarpment and Hamilton Conservation Authority lands.	Definition of green infrastructure is being added to Glossary in keeping with PPS definition. Existing policies encourage protection and reuse of heritage buildings.
30.	March 6, 2022	Agree with plan.	Comment noted.
31.	March 6, 2022	I support adaptive reuse of community facilities - if these facilities cannot be maintained for their current uses. I support the recognized need for green infrastructure to better manage impacts of the climate crisis - but this is underscored by the need for green infrastructure to be embodied in ambitious plans and policies like an Urban Forest Strategy with a minimum 40% urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/ low impact development.	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.

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#	Date:	Comment:	Staff Response / Action Required:
32.	March 6, 2022	I support green infrastructure to better manage the impacts of the climate crisis. Green infrastructure should be embodied in ambitious plans and policies like the Urban Forest Strategy, with a minimum 40 per cent urban canopy cover target, a Green Development Standard that includes incentivized actions, and a long overdue stormwater fee that incentivizes green infrastructure/low impact development. A stormwater fee has regrettably been described by some politicians as a rain tax and we can ill afford such narrow-minded thinking any longer! I also support adaptive reuse of community facilities, if these facilities cannot be maintained for their current uses.	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.
33.	March 6, 2022	I support the recognized need for green infrastructure because of the climate crisis. Would like to see a 40%+ urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/ low impact development.	Comment noted.
34.	March 6, 2022	We need a stormwater fee that incentivizes green infrastructure/ low impact development.	Comment noted.
35.	March 7, 2022	-Support adaptive reuse of community facilities - if these facilities cannot be maintained for their current uses. -Support the recognized need for green infrastructure to better manage impacts of the climate crisis - but underscore the need for green infrastructure to be embodied in ambitious plans and policies like an Urban Forest Strategy with a minimum 40% urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/ low impact development.	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.
36.	March 7, 2022	Support adaptive reuse of community facilities - if these facilities cannot be maintained for their current uses. Support the recognized need for green infrastructure to better manage impacts of the climate crisis - but underscore the need for green infrastructure to be embodied in ambitious plans and policies like an Urban Forest Strategy with a minimum 40% urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/ low impact development.	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.
37.	March 7, 2022	Please consider the re-use and re-purposing of existing buildings which could be adapted for housing or community group use. We must conserve and re-use	Existing and proposed policies support adaptive reuse.

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#	Date:	Comment:	Staff Response / Action Required:
		wherever it makes sense, not only to avoid useless landfill but because of the speed of accomplishment when the structure already exists, complete with water, power, sewers, etc. The situation is perfect. Often the old buildings are surrounded by trees and parkland so they contribute to climate mitigation and to the urban canopy cover which needs to be expanded. Note: we also lose an important part of our City's heritage when we use the wrecking ball so frequently.	
38.	March 7, 2022	I support adaptive reuse of community facilities - if these facilities cannot be maintained for their current uses. I support the recognized need for green infrastructure to better manage impacts of the climate crisis - especially the need for green infrastructure to be embodied in ambitious plans and policies like an Urban Forest Strategy with a minimum 40% urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/ low impact development.	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.
39.	March 7, 2022	Spend \$ on updating sewer overflow systems	Comment noted.
40.	March 7, 2022	I support policies that will lead to a 40% urban canopy cover and green infrastructure to better manage climate change. Preventing expansion of wastewater and municipal water to certain lands in the Niagara Escarpment Plan Area is also crucial. Adaptive reuse of existing infrastructure and community services and facilities needs to be in the infrastructure policy.	Comment noted.
41.	March 7, 2022	We support adaptive reuse of community facilities - if these facilities cannot be maintained for their current uses. We support the recognized need for green infrastructure to better manage impacts of the climate crisis - but underscore the need for green infrastructure to be embodied in ambitious plans and policies like an Urban Forest Strategy with a minimum 40% urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/ low impact development.	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.
42.	March 8, 2022	Solar or green roofs on every new and renovated building	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
43.	March 8, 2022	- 8. Renovation, improvement and maintainance of existing infrastructure be emphasized over creating new infrastructure	Comment noted.
44.	March 8, 2022	It is not certain which category addresses the preservation of natural heritage lands WITHIN the urban boundary, unless its the C.2.11 Tree and Woodland Protection policy not completed yet. My concerns are with the complete protection of Urban forests, wetlands, streams, creeks, ravines and headwaters within the present urban boundary. For example, there are subdivisions presently built up to the edges of ravines, whereby the setbacks are already established to protect essential wetlands and headwaters. I am presuming, under new intensification targets and by-laws, NONE of this natural heritage will be damaged or lost to intensification, and will continue to be further protected and conserved in their natural states. We cannot afford any wetland loss in Southern Ontario! Please create a strong policy to protect our forests and wetlands. Thank You. Carolanne Forster	Existing policies in the UHOP and RHOP address the protection of natural heritage features. Updates to natural heritage system mapping to occur as part of Phase 2.
45.	March 8, 2022	Absolutely! Green infrastructure, and adapting and optimizing existing infrastructure is the responsible way to proceed.	Comment noted.
46.	March 8, 2022	'-Support adaptive reuse of community facilities - if these facilities cannot be maintained for their current uses. -Support the recognized need for green infrastructure to better manage impacts of the climate crisis - but underscore the need for green infrastructure to be embodied in ambitious plans and policies like an Urban Forest Strategy with a minimum 40% urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/ low impact development.	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.
47.	March 8, 2022	Hamilton needs a stormwater fee!! We need green infrastructure! We need to upgrade what we have and not spend \$\$ building new on farm fields. Upgrade what we currently have. In favour on not extending water to NEPA.	Comment noted.
48.	March 8, 2022	Existing city buildings that cannot be maintained for their current uses should be reused for other purposes. The city needs to support and implement green infrastructure and green development standards while providing incentives for such.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
49.	March 8, 2022	Any new development within the urban boundary must pay for the full cost of water lines, roads, sidewalks, lighting, contribute to fire stations. I am so tired of paying taxes so people can live in new homes on previous green fields.	Comment noted.
50.	March 8, 2022	Allow small density and improve existing infrastructure and city services. Bigger is not better. Smarter is better. And follow the slower growth trends natural to vibrant areas of the city.	Comment noted.
51.	March 8, 2022	All infrastructure changes must be examined through a Climate Change lens. Measures to prevent the sewer water from being dumped into Cootes Paradise during extreme storms (which happen all the time).	Comment noted. Updates to Infrastructure Master Plans ongoing.
52.	March 8, 2022	I'd like to see a storm water fee to incentives LID as well as the finalization of the Urban Forestry Strategy. Community facilities which cannot be put to their former uses should be adapted to be reused.	Comment noted.
53.	March 8, 2022	If existing community facilities can't be maintained for their current use, I support adaptive reuse. Green infrastructure must be utilized to manage the impacts of the climate crisis and this must be an integral part of ambitious plans and policies like an Urban Forest strategy with a minimum of 40% urban canopy cover target, a Green Development Standard that includes incentivized actions, and a stormwater fee that incentivizes green infrastructure/low impact development.	City is in the process of developing Sustainable Development and Building Standards. Consultation on the standards will take place at a later date (anticipated for late 2022 or 2023). Work on the Urban Forest Strategy is ongoing.
54.	March 8, 2022	Support best practices for green infrastructure.	Comment noted.
55.	March 8, 2022	Fix the water system with the funds needed, no bandaids	Comment noted.

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**Table 9 – Transportation Topic Area**

#	Date:	Comment:	Staff Response / Action Required:
1.	February 4, 2022	Pedestrians, cyclists and transit users should be the main focus of transportation planning. The efficiency of getting around by car should not be a consideration unless attempting to make it less efficient. Continue to make all bike lanes protected from car traffic, the safer it is, the more people will ride and the less who will drive cars. Make it nice to walk around, take huge thoroughfares like king and Main street and make them two way with big areas reserved for pedestrians, cyclists and busses/LRT. We need to change our car culture to improve the health of the individual and the health of the environment.	Comment noted.
2.	February 13, 2022	Prioritize walking, biking and transit over cars. Make streets safe for people. Add protected bike lanes throughout the city.	Comment noted.
3.	February 15, 2022	<p>Be more firm with goals surrounding complete streets. Remove inclusion of "where appropriate/feasible" in entries about active transportation facilities, do not provide room for opponents to restrict the inclusion of these facilities. ALL future street/road reconstruction should include a mix of uses and an optimization (read as: reduction) of automobile lanes - e.g.: all current 4-lane collectors and arterials should be reimaged as 2+turn lane streets with protected or separated bike lanes (raised cycle tracks at sidewalk level for slower streets, barrier protected at higher speeds - the barriers on York should be the standard), wider sidewalks, and purposeful greenspace (e.g.: urban canopy and water retention uses, not just grass). Remember that active transportation facilities are useless without a complete and robust network.</p> <p>Consider the use of coloured pavement as standard for bike facilities, green pavement to match painted conflict areas is available and would help all users to identify where the facilities are - much like the Dutch make use of red pavement. In conjunction with REQUIRING all future street/road reconstructions to feature mixed use facilities, all intersections should transition to protected designs either during regular scheduled rehabilitation or forced ahead of schedule where required due to usage. The recently published design guide for protected intersections by the City of Ottawa or the Dutch CROW manual should be consulted, don't be afraid to go beyond the designs provided in OTM Book 18 - be a leader not a follower.</p>	<p>Proposed policies are firm regarding complete streets: Policy C.4.2.8(e) – ‘shall’ incorporate complete streets designs; Policy C.4.3.3 – active transportation ‘shall’ be accommodated in complete streets design; Policy C.4.5.4 – City ‘shall’ use a complete streets approach</p> <p>Complete Street Guidelines forthcoming.</p> <p>Parking requirements to be reviewed as part of Residential Zones project.</p>



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#	Date:	Comment:	Staff Response / Action Required:
		Follow Toronto's example and remove parking minimums city-wide and institute maximums.	
4.	March 1, 2022	Consider LRT on the population planning and transportation is well on its way. Otherwise transportation is progressing well and being address is other planning reports.	Comment noted.
5.	March 4, 2022	We need to move into a climate-resilient future and make active transportation an option, including mixed-use neighbourhoods, wider sidewalks, bike lanes, less parking and other amenities for cars.	Comment noted.
6.	March 4, 2022	Rapid transit, increased regular transit with green energy, walking and biking options built in as well as accessible transportation infrastructure. Whatever can be done to reduce single vehicle use, should be done.	Comment noted.
7.	March 4, 2022	Active transportation policies are needed to encourage walking and bicycling. One-way thoroughfares should be discouraged and truck traffic should be diverted to designated streets. Streets and sidewalks should be designed to meet the needs to people with limited mobility.	Existing and proposed policies encourage active transportation.
8.	March 4, 2022	If we lowered the urban speed limit to 40 Km per hour not only would the streets be safer, but we could eliminate lots of STOP signs. Why no 40 Km speed limit across the city on urban streets ?	Speed limits are outside the purview of the Official Plan.
9.	March 4, 2022	I strongly support policies focused on ensuring urban Hamilton has extensive active transportation infrastructure (walking, cycling), public transit, and that recognize the health benefits of these forms of mobility. - I support the call for 'urban form' - including grid patterned streets - that facilitates active transportation and easy access to public transit. - As well policies designed to ensure mobility justice - easy movement for people of all mobility abilities, and all socio-economic levels - are critical for the just society we want and need.	Comment noted.
10.	March 5, 2022	North south LRT line needed on upper james	Comment noted.
11.	March 5, 2022	-Support policies focused on ensuring urban Hamilton has extensive active transportation infrastructure (walking, cycling), public transit, and that recognize the health benefits of these forms of mobility. -Support the call for 'urban form' - including grid patterned streets - that facilitates	Comment noted.



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#	Date:	Comment:	Staff Response / Action Required:
		active transportation and easy access to public transit. -Support policies designed to ensure mobility justice - easy movement for people of all mobility abilities, and all socio-economic levels.	
12.	March 5, 2022	-Support policies focused on ensuring urban Hamilton has extensive active transportation infrastructure (walking, cycling), public transit, and that recognize the health benefits of these forms of mobility. -Support the call for 'urban form' - including grid patterned streets - that facilitates active transportation and easy access to public transit. -Support policies designed to ensure mobility justice - easy movement for people of all mobility abilities, and all socio-economic levels.	Comment noted.
13.	March 5, 2022	since the City is obsessed ahead with the soon to be obsolete LRT, I don't expect transit access or use to improve. the LRT will eat up budgets for any improvement in bus routes and frequency, so i don't buy this fantasy.	Comment noted.
14.	March 5, 2022	Hamilton needs more bike lanes. And existing bike lanes in high speed areas should have concrete barriers in certain locations to keep cyclists safe.	Comment noted.
15.	March 5, 2022	Yes, more public transportation to keep down emissions and enhance climate change action while moving the people from where they are to where they want to go as seamlessly and efficiently as possible	Comment noted.
16.	March 5, 2022	Policies must be designed to ensure mobility justice to ensure easy movement for folks of all mobility abilities and all socio-economic levels. I support policies that ensure that Hamilton has an extensive active transportation infrastructure and public transit that recognizes the health benefits of these. I support urban form - including grid-patterned streets that facilitate active transportation and easy access to public transit.	Comment noted.
17.	March 5, 2022	I support policies focused on ensuring urban Hamilton has extensive active transportation infrastructure (walking, cycling), public transit, and that recognize the health benefits of these forms of mobility. We need cycling paths that are safe, particularly in the hilly, twisty sections of road in Dundas. -Support the call for 'urban form' - including grid patterned streets - that facilitates active transportation and easy access to public transit.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
		-Support policies designed to ensure mobility justice - easy movement for people of all mobility abilities, and all socio-economic levels.	
18.	March 5, 2022	As a resident of Hamilton, I -Support policies focused on ensuring urban Hamilton has extensive active transportation infrastructure (walking, cycling), public transit, and that recognize the health benefits of these forms of mobility. -Support the call for 'urban form' - including grid patterned streets - that facilitates active transportation and easy access to public transit. -Support policies designed to ensure mobility justice - easy movement for people of all mobility abilities, and all socio-economic levels.	Comment noted.
19.	March 5, 2022	I live on a truck route. Walking would be so much more pleasant without the heavy trucks right by my side. Bikes, walking and public transportation are much more important than trucks and cars. Latter should be kept to a minimum and as non polluting as possible	Truck Route Master Plan identifies truck routes.
20.	March 5, 2022	Any development needs to enhance Hamilton as a walking city. Residents should be able to work, shop, have green space and recreation within walking distance. Hamilton is the least walkable city I have lived in (I have lived in 9 Canadian cities). Creating a walkable city also addresses climate change/reducing greenhouse gas. Plans need to be reasonable. For example, bike lanes on the Sydenham Hill meets the needs of a small elite number of cyclists and this is not reasonable. However, sidewalks make sense for hikers.	Comment noted.
21.	March 5, 2022	I support policies which favour the health of people over transportation by the combustion engine - - safe pedestrian, cycling and bus routes which are accessible for all ages and abilities. Let's work towards expanding the LRT routes to service the mountain and other areas to get people out of their cars. Walking, cycling and busing is so much more healthy than taking your car or truck which pollutes the air, water and ground for everyone.	Comment noted.
22.	March 6, 2022	Include Rideshare and public transit as options for the highest density residential neighbourhoods, paid in part by builders of lower density urban neighbourhoods, and city and provincial taxes. It is a very good way of convincing residents to give up their cars, creating some greenspaces and making their neighbourhoods more walkable.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
23.	March 6, 2022	I support the need to have transportation infrastructure that allows for walking, cycling/ public transit this creates healthier neighbours hoods and a healthier city. We need to make sure that transit is affordable and accessible for all our citizens. That includes seniors, people with disabilities etc. It needs to be accessible and affordable.	Comment noted.
24.	March 6, 2022	I support all policy changes	Comment noted.
25.	March 6, 2022	I support all policies that ensure safety of public transit users, pedestrians and cyclists.	Comment noted.
26.	March 6, 2022	We need to ensure that urban Hamilton has extensive active transportation infrastructure and public transit. There are important personal and societal health benefits of these forms of mobility. I support the call for ‘urban form’ - including grid patterned streets - that facilitates active transportation and easy access to public transit. It is critically important to implement policies designed to ensure mobility justice - easy movement for people of all mobility abilities and all socio-economic levels.	Comment noted.
27.	March 6, 2022	Free public transit for every individual making under 100,000 per year. Increased bike lanes with protected barriers. Bike lanes should be complete and connected. Remove parking spots to make driving less appealing to individuals.	Comment noted.
28.	March 6, 2022	Change back at least some of the one way streets.	Comment noted.
29.	March 6, 2022	I Support policies focused on ensuring urban Hamilton has extensive active transportation infrastructure (walking, cycling), public transit, and that recognize the health benefits of these forms of mobility. I Support the call for ‘urban form’ - including grid patterned streets - that facilitates active transportation and easy access to public transit. I Support policies designed to ensure mobility justice - easy movement for people of all mobility abilities, and all socio-economic levels.	Comment noted.
30.	March 6, 2022	Investigate personal transportation modes with smaller buses for costs and efficiency. Keep traffic out of neighbourhoods, especially cut-throughs between major routes. Cost-benefit the options for reducing greenhouse gas emissions	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
		before going ahead. Priority transit corridors are useful but excess capacity on under-utilized routes should be eliminated. The bike program in the city is a luxury when there is not enough money to finance ambulances optimally.	
31.	March 6, 2022	Agree with plan.	Comment noted.
32.	March 6, 2022	Please look at bike lanes. I support bike lanes but cycling within the City can be stressful.	Cycling Master Plan identifies existing and proposed bike lanes.
33.	March 6, 2022	I support policies focused on ensuring urban Hamilton has extensive active transportation infrastructure (walking, cycling), public transit, and that recognize the health benefits of these forms of mobility. I support the call for 'urban form' - including grid patterned streets - that facilitates active transportation and easy access to public transit. I support policies designed to ensure mobility justice - easy movement for people of all mobility abilities, and all socio-economic levels	Comment noted.
34.	March 6, 2022	I support policies focused on ensuring urban Hamilton has extensive active transportation infrastructure (walking, cycling), public transit, and that recognize the health and environmental benefits of these forms of mobility.	Comment noted.
35.	March 6, 2022	I support policies to ensure urban Hamilton has extensive transportation infrastructure for walking, public transit and cycling. The city should move ahead with grid-patterned streets that facilitate active transportation and access to public transit	Comment noted.
36.	March 6, 2022	I support the development of more modes of transportation. Super excited about LRT being built, the payshare bike program being invested in, bike lanes being developed, bus routes being extended to more areas, and more GO trains connecting in a seamless system. We need to find ways to reduce greenhouse gases. Safety for pedestrians needs to be considered further.	Comment noted.
37.	March 6, 2022	The current bike program is great! If we are still pushing for the LRT, then we MUST focus on population growth within our current city limits. Better public transportation would also help our climate crisis. Tourists are attracted to cities with good public transportation systems.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
38.	March 7, 2022	-Support policies focused on ensuring urban Hamilton has extensive active transportation infrastructure (walking, cycling), public transit, and that recognize the health benefits of these forms of mobility. -Support the call for ‘urban form’ - including grid patterned streets - that facilitates active transportation and easy access to public transit. -Support policies designed to ensure mobility justice - easy movement for people of all mobility abilities, and all socio-economic levels.	Comment noted.
39.	March 7, 2022	We need safer cycling options. It's scary out there!!! mobility justice! easy movement for people of all mobility abilities, and all socio-economic levels.	Comment noted.
40.	March 7, 2022	I support all the ways we can incorporate room for walkers, bikers, scooter drivers etc to access the city.	Comment noted.
41.	March 7, 2022	I support policies focused on ensuring urban Hamilton has extensive active transportation infrastructure (walking, cycling), public transit, and that recognize the health benefits of these forms of mobility. I support the call for ‘urban form’ - including grid patterned streets - that facilitates active transportation and easy access to public transit. I support policies designed to ensure mobility justice - easy movement for people of all mobility abilities, and all socio-economic levels.	Comment noted.
42.	March 7, 2022	More bike lanes, more more transit across the city needed	Comment noted.
43.	March 7, 2022	We support policies focused on ensuring urban Hamilton has extensive active transportation infrastructure (walking, cycling), public transit, and that recognize the health benefits of these forms of mobility. We support the call for ‘urban form’ - including grid patterned streets - that facilitates active transportation and easy access to public transit. We support policies designed to ensure mobility justice - easy movement for people of all mobility abilities, and all socio-economic levels.	Comment noted.
44.	March 7, 2022	Complete streets put the needs of the most vulnerable first , starting with persons using a mobility device or having a mobility issue, parents and children, and seniors. Truck routes should not be a priority and be designed to have the least impact on neighbourhoods. Reinvestment in commercial /industrial transit by rail rather than road should be considered.	Policies require complete streets approach.

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#	Date:	Comment:	Staff Response / Action Required:
45.	March 8, 2022	Priority should be given to public transport and active transportation, over cars and trucks	Comment noted.
46.	March 8, 2022	Please support walking, cycling and public transit and the provision of safe streets. Trucks do not belong downtown. Speed limits on main streets should be reduced.	Comment noted. Truck Route Master Plan identifies designated truck routes.
47.	March 8, 2022	- 9. Public transport and cycling to be the prime methods of transportation within City boundaries so, City planning for intensification nodes and hubs be endorsed for adequate for creation and maintenance of public transport services; as well as safe cycling conditions be expanded	Comment noted.
48.	March 8, 2022	Priority transit corridors must reduce greenhouse gas emissions. We need a modern LRT, and electrification of transit vehicles, including taxis.	Comment noted.
49.	March 8, 2022	-Support policies focused on ensuring urban Hamilton has extensive active transportation infrastructure (walking, cycling), public transit, and that recognize the health benefits of these forms of mobility. -Support the call for 'urban form' - including grid patterned streets - that facilitates active transportation and easy access to public transit. -Support policies designed to ensure mobility justice - easy movement for people of all mobility abilities, and all socio-economic levels.	Comment noted.
50.	March 8, 2022	We need to build the transit before people will move to an area without a car. Transit first, then people will come. Don't wait till the density get high enough to support transit or traffic will be a nightmare. Get rid of area rating.	Comment noted.
51.	March 8, 2022	Policy changes should be made to the Rural Official Plan to stop the expansion of urban Hamilton into Rural Hamilton.	Comment noted.
52.	March 8, 2022	I drive a vehicle. If I could pay a dollar to ride the bus, I would use it more often. I am very conscientious of using my car. I live in a walkable neighbourhood. Provide more transit besides downtown Hamilton. Suburbs need transit as well.	Comment noted.
53.	March 8, 2022	Focus on smaller common parking areas that tie into pedestrian and cycling movement and smaller modes of transit. And then for major corridors actually build and support frequent and larger capacity transit. Ensure streets have accessible sidewalks and safe cycling with traffic calming. Allow a few major corridor faster traffic movement including heavier transportation vehicles. Invest in	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
		transit that connects local neighborhood nodes and not transit that connects commercial nodes.	
54.	March 8, 2022	Improved transit and incentives to use transit are needed. Also increase the cost of parking.	Comment noted.
55.	March 8, 2022	I support the development of active transportation networks throughout urban Hamilton, which are accessible to those with all types of mobility.	Comment noted.
56.	March 8, 2022	Policies must be designed to ensure mobility justice to ensure easy movement for folks of all mobility abilities and all socio-economic levels. I support policies that ensure that Hamilton has an extensive active transportation infrastructure and public transit that recognizes the health benefits of these. I support urban form - including grid-patterned streets that facilitate active transportation and easy access to public transit.	Comment noted.
57.	March 8, 2022	Make it easy for passengers to connect from one transit point to another. Continue conversion to electric vehicles.	Comment noted.
58.	March 8, 2022	Transit everywhere and make it free, at least for the poor	Comment noted.

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**Table 10 – Firm Urban Boundary Topic Area**

#	Date:	Comment:	Staff Response / Action Required:
1.	February 4, 2022	Yay for a firm Urban Boundary! Protect our greenspace and stop sprawl!	Comment noted.
2.	February 9, 2022	I think these policies should speak to the period of the plan not forever	Proposed revised policy B.2.2.1 speaks to the City’s urban boundary being firm to accommodate growth to the year 2051.
3.	February 13, 2022	No expansion to urban boundaries. Let’s grow and increase density within the land we have already built up.	Comment noted.
4.	February 13, 2022	Your plan reads like a zoning bylaw. A picture is worth 1,000 words. In general, you need an overall policy that addresses all the "sensitivity areas" once. Your plan reads like it was drafted by a committee and has no editor. That said, there are a few things you might consider. Limited infill in rural areas is foolish. You	Comment noted.  Limited infill in rural areas is referring to existing vacant lots and limited new lot creation in Rural Settlement Areas. No expansion to the boundary of Rural Settlement Areas is permitted.
5.	February 15, 2022	The urban boundary has already been expanded on the east (Elfrida) and the west (Glancaster) as well as the 'islands' of Binbrook and Mount Hope, yet logical infilling of the proposed remaining hectares of land between these areas is being rejected. Infilling this area would have very minimal impact on the environment and farming lands. There are greater environmental impacts related to people having to commute. It only makes sense to fill in the remaining land that is currently designated as Whitebelt to accommodate the expected increase in population and provide local housing for the existing and planned employment growth for the area. The proposed updates to the Rural Hamilton Official Plan do not align with the provincial Housing Affordability Task Force. Why would the Councilors go against the recommendations of City Planning staff whose job it is to research and recommend the best course of action for city growth?	The proposed policy revisions implement the Council decision for the No Urban Boundary Expansion growth scenario.



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#	Date:	Comment:	Staff Response / Action Required:
		Can there not be a mix of both intensification and urban boundary expansion to accommodate Hamilton's expected growth?	
6.	March 1, 2022	Invest in rebuilding the downtown core and adding more population in these areas. Build up Barton Street and bring life back to the core.	Comment noted.
7.	March 4, 2022	I support the removal of Elfrida as a future growth node. It's inclusion made little sense for all sorts of planning reasons and it's removal allows for a more consistent approach to sustainable growth.	Comment noted.
8.	March 4, 2022	I absolutely support the firm urban boundary policy, and push towards conservation of our green spaces, wetlands, farmlands, and protected areas.	Comment noted.
9.	March 4, 2022	Firm Urban boundary for future generations. Thank you!	Comment noted.
10.	March 4, 2022	Protect farmland by stopping urban boundary expansion. Facilitate farm viability through policy and programs that assist in the function of rural properties that provide food sources.	Comment noted.
11.	March 4, 2022	I support the decision by city council on a firm urban boundary.	Comment noted.
12.	March 4, 2022	A firm urban boundary, no need for more land with so much serviced vacant land in the city, more density, mixed zoning, abolish OLT, NO APPEAL FOR DEVELOPERS, city sets own population targets not province, city determines zoning rules	Comment noted.
13.	March 4, 2022	- I of course support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton.	Comment noted.
14.	March 5, 2022	As noted above, keeping the "Firm Urban Boundary" will result in destruction of the neighbourhood character of existing communities within the current Urban Boundary. Whereas the proposed urban boundary expansion, as recommended by the City's own consultants, would see the conversion of a relatively small percentage of farmland to provide for future growth. This decision by Council will forever change the nature of Hamilton and leave long lasting negative impacts on the life of its citizens. Please, please reconsider this "Firm Urban Boundary: decision before it's too late.	The proposed policy revisions implement the Council decision for the No Urban Boundary Expansion growth scenario.
15.	March 5, 2022	I support firm permanent boundary. We can never get it back if it's paved over	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
16.	March 5, 2022	-Support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton.	Comment noted.
17.	March 5, 2022	-Support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton.	Comment noted.
18.	March 5, 2022	I hope this is firm and will actually protect the surrounding farms and wildlife.	Comment noted.
19.	March 5, 2022	No urban boundary expansion, no development of rural and natural land. Hamilton has declared a climate emergency, we need to leave the land alone. Hamilton also has a housing crisis, with hundreds of unused plots and lots of land already in its boundary. The core in particular should see intensification, with more subsidized housing.	Comment noted.
20.	March 5, 2022	No Urban Growth until areas not being utilized now are fully utilized. You know from before this is what we want. Use what you have first, then give us a proposal.	Comment noted.
21.	March 5, 2022	The expansion of urban Hamilton into rural Hamilton must be prohibited and I support policy changes in the Rural Official Plan that ensure that protection!	Comment noted.
22.	March 5, 2022	FIRM URBAN BOUNDARY....NO expansion	Comment noted.
23.	March 5, 2022	I support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton. Make the boundary clear and firm. Existing golf courses, airports and farms are needed to support our community economically and socially.	Comment noted.
24.	March 5, 2022	As a resident of Hamilton, I - Support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton.	Comment noted.
25.	March 5, 2022	If only the province allows us to have what we want. Vote accordingly	Comment noted.
26.	March 5, 2022	Support no urban growth. Contain development within existing boundaries.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
27.	March 5, 2022	I support policy changes in the City's Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton. We need to stop urban sprawl tackling climate change and building a city with affordable housing for all. No need to extend city services like water, sewer, roads, transit, schools and libraries, etc. at a higher cost than replacing the aging infrastructure of the inner city with more efficient infrastructure designed for higher densities.	Comment noted.
28.	March 5, 2022	In full support of this BUT there must be consideration of new building heights in established neighbourhoods. Growth is essential but not at all costs. Developers can find a way and the city needs to be firm about developing and enforcing building bylaws in spite of lobbying pressures.	Comment noted.  The proposed policy revisions would increase height permissions for medium and high density residential areas. No changes are proposed to existing height permissions (OP and zoning) in the low density areas. Any future changes through the new Residential Zoning By-law would be subject to consultation.
29.	March 6, 2022	The FIRM URBAN BOUNDARY is worthless unless it's paid for by the drive to change the model.	Comment noted.
30.	March 6, 2022	I Support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton. We need to keep our rural lands and support our farmers and green spaces. Our future depends on it.	Comment noted.
31.	March 6, 2022	I support all policy changes.	Comment noted.
32.	March 6, 2022	I do not support urban sprawl. There needs to be Firm Urban Boundaries. Our green spaces need to be protected.	Comment noted.
33.	March 6, 2022	I agree with the latest updates.	Comment noted.
34.	March 6, 2022	I completely support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton.	Comment noted.
35.	March 6, 2022	We have to maintain our urban boundary if we are serious about tackling the climate crisis. We can't afford to sell off the future generations' crucial farmland.	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
36.	March 6, 2022	Totally in favour of this!	Comment noted.
37.	March 6, 2022	Support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton.	Comment noted.
38.	March 6, 2022	This is good, keep the firm urban boundary.	Comment noted.
39.	March 6, 2022	Maintain urban boundary. Accommodate growth via good planning within this boundary. Land surrounding this boundary is within Canada’s prime and limited arable regions. Protecting this land to ensure stable, local food supply is a higher security priority than any other plan. Given developing events around the world, this is becoming increasingly evident.	Comment noted.
40.	March 6, 2022	Bravo on the firm urban boundary! Money not spent on expanding infrastructure to hideous suburbs should go into refurbishing brownfields. Please also consider densification on the Mountain in older neighbourhoods e.g., laneway housing, adding basement apartments, a reasonable percentage of additional area to existing houses. There are many small houses with big lots that could easily increase density with additions for extra flats/apartments, etc.	Comment noted.  Secondary Dwelling Units are permitted as of right throughout the urban area. In addition, proposed policy and zoning changes would see increased permissions for additional units in low density areas.
41.	March 6, 2022	I support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton.	Comment noted.
42.	March 6, 2022	I strongly support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton.	Comment noted.
43.	March 6, 2022	I support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton. In that regard, I believe the policies of Environment Hamilton, Stop Sprawl Hamilton and other groups have very strong public support as reflected in the decisions of Hamilton City Council and now Halton Regional Council --- to name two key municipalities --- to support a firm urban boundary. The province has been given an emphatic message!	Comment noted.
44.	March 6, 2022	Support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton. This is essential. :-)	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
45.	March 6, 2022	We must prohibit the expansion of urban Hamilton into rural Hamilton. We need our greenspace and farmland. It is despicable that canned peaches in the grocery store are coming from Greece or China instead of Niagara. Disgusting that our food is being shipped from halfway around the world instead of our own rich soil. What if other transportation issues arise blocking global trade? We would be foolish to not have enough land to supply our own people. There are so many positive reasons to NOT expand our boundary. The only reason this is even up for debate is because some politicians are being bribed by wealthy developers so THEY can have cheap building and huge profits.	Comment noted.
46.	March 7, 2022	-Support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton.	Comment noted.
47.	March 7, 2022	FIRM BOUNDARY WOOHOOOO!!!!	Comment noted.
48.	March 7, 2022	I support the policy changes in the Rural Official Plan that prohibits the expansion of urban Hamilton onto rural Hamilton.	Comment noted.
49.	March 7, 2022	I believe the Firm Urban Boundary Policy is an amazing achievement for Hamiltonians and City Staff and we should all be very pleased at what we have accomplished, as this City leads the way in planning for an inclusive, affordable, livable series of neighbourhoods. Part of our success, however, will be proven through our commitment to work within the Urban Boundary and not allow any 'creep' into our farmlands and the greenbelt. With the ever-increasing cost of gas, the fact that we have market gardens and potato fields in our back yard should make the cost of food so much more affordable for us. We are so fortunate in Hamilton to have wetlands and farmlands and proximity to Nature; we must value these treasures.	Comment noted.
50.	March 7, 2022	I support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton.	Comment noted.
51.	March 7, 2022	100% to a firm urban boundary	Comment noted.
52.	March 7, 2022	I support the city policy that prohibits the expansion of urban Hamilton into rural Hamilton so that our farmland and natural greenspace are protected and preserved..	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
53.	March 7, 2022	We support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton.	Comment noted.
54.	March 7, 2022	No comment until December 2022	Comment noted.
55.	March 8, 2022	Stay firm on the urban boundary	Comment noted.
56.	March 8, 2022	YES, CONTINUE TO SUPPORT THE FIRM URBAN BOUNDARY, FOR THE SAKE OF A VIBRANT CITY, AND FOR THE PROTECTION OF FARMLAND AND NATURAL HABITATS. Proposed policy changes are mostly ok-	Comment noted.
57.	March 8, 2022	'NO NEW BUILDS ON ANY FARMLAND!!!! -Support policy changes in the Rural Official Plan that prohibit the expansion of urban Hamilton into rural Hamilton.	Comment noted.
58.	March 8, 2022	I am in full support of a firm urban boundary and am happy to see these changes being made to our OP. Thank you	Comment noted.
59.	March 8, 2022	The firm urban boundary should be enforced at all costs and urban sprawl should never take place on fertile agricultural lands or on natural heritage systems including woodlots, wetlands, hedgerows, waterways, meadows, or forests.	Comment noted.
60.	March 8, 2022	In agreement of the firm urban boundary.	Comment noted.
61.	March 8, 2022	Some flexibility needs to be considered in the "firm" boundary. But suburban islands must be stopped. Future environmental conditions will require farm land for local produce and food supplies. The City that embraces Farms as the centre of growth will benefit. We have seen that reliance on large industry has no future.	Comment noted.
62.	March 8, 2022	I strongly support the Firm No Urban Boundary plan.	Comment noted.
63.	March 8, 2022	Please prohibit future expansion beyond the urban boundary	Comment noted.
64.	March 8, 2022	The expansion of urban Hamilton into rural Hamilton must be prohibited and I support policy changes in the Rural Official Plan that ensure that protection!	Comment noted.

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#	Date:	Comment:	Staff Response / Action Required:
65.	March 8, 2022	Keep it firm and fixed!	Comment noted.



Public and Stakeholder Engagement  
Round 4  
Spring 2022  
Addendum





The purpose of this addendum is to document the process and results of the statutory public open house related to the City of Hamilton’s Municipal Comprehensive Review (MCR) that took place on Tuesday, May 3, 2022, via the WebEx platform. This addendum can be reviewed alongside the [Public and Stakeholder Engagement, Round 4, Spring 2022 Report](#).

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## Statutory Public Open House

On Tuesday, May 3, 2022, the City of Hamilton hosted the statutory public open house required under the [Planning Act](#) to present draft policy changes which are the outcome of extensive study and consultation related to the Municipal Comprehensive Review Process. This open house follows two public open houses, a stakeholder session, and an online survey conducted in February 2022, where the draft policy changes to the Urban and Rural Hamilton Official Plans were first introduced for early consultation.

Policy changes are intended to guide how the City will grow between now and the year 2051. These policy changes are required to meet the requirements of the Provincial Growth Plan for the Greater Golden Horseshoe, the Provincial Policy Statement, and to uphold Hamilton City Council’s decision to implement a “No Urban Boundary Expansion” for growth to 2051. These policy changes are the next step in the City’s completion of the required Municipal Comprehensive Review (MCR) and Official Plan Review, large and complex projects which have been ongoing since 2018.

Through both the early and statutory consultation, the City’s goal was to connect with as many people as possible to share the updated policies and to listen and respond to questions, concerns, and ideas. The statutory public meeting will take place at the Planning Committee meeting on May 17, 2022. This will be followed by the submission of the Council-adopted Official Plan Amendments to the Ministry of Municipal Affairs and Housing in early June 2022 to meet the provincial deadline of July 1.

### What did we talk about?

The full presentation for the Statutory Open House, along with the questions that were asked, and the answers given can be accessed on [Engage Hamilton](#). Information about previous public consultation activities can also be accessed there. During the presentation, Staff presented the MCR background, a summary of proposed policy changes by topic area, and next steps.

### Getting the word out

The open house was advertised in several ways.

- Newspaper advertisements were run in the Hamilton Spectator and the Hamilton Community News.
- Internet advertising was targeted at the Spectator and Hamilton News websites.
- Notifications of the public open house were shared via City of Hamilton Twitter, LinkedIn and Instagram accounts starting in late April. Social media advertisements were utilized on Twitter and Instagram. Across all platforms, there were approximately 115,000 impressions.
- Direct email notification was sent to the GRIDS2 / MCR project list (approximately 700).
- Emails were sent to members of Council to provide information that could be shared with constituents.



Join the City’s Planning Staff for a Virtual Open House at 6pm on May 3, 2022 to learn about Official Plan policy changes being proposed as part of the Municipal Comprehensive Review. To learn more and to register, visit: [hamilton.ca/OPReview](https://hamilton.ca/OPReview)



## Participation

81 people actively participated in the virtual open house, along with six staff members from the Long-Range Planning Team and the Zoning Reform Team and a facilitator. Questions and comments were accepted prior to, during and following the session.

## What to expect in this addendum?

The remainder of this addendum summarizes the questions and perspectives that were exchanged and recorded by the City and consulting team.

**Appendix A** contains questions and detailed answers associated with the public consultation.

**Video Recordings and Questions and Answers Summaries** from the open house can be accessed on the [Engage Hamilton](#) site anytime.

## Virtual Public Open House Ideas and Insights Summary

Proposed policy changes were shared through mini presentations, which covered the highlights across ten topic areas.

These mini presentations were then followed by time for facilitated questions and answers, where participants were invited to ask questions through the Q & A feature of the WebEx virtual platform. Staff responded to all of the questions that were asked. Sixteen questions submitted prior to the sessions were also answered. At the conclusion of the session, participants were encouraged to go to the project page on Engage Hamilton for additional information.

## Question and comment themes

Questions and answers have been grouped under headings that correspond with the topics presented, and appear in the following order:

- Section 1: **GRIDS 2 / Municipal Comprehensive Review Background**
- Section 2: **Topic Area Review**
  - Part 1 (Provincial Plans, Housing, Employment)**
  - Part 2 (Cultural Heritage, Transportation)**
  - Part 3 (Climate Change, Infrastructure)**
  - Part 4 (Growth Management, Firm Urban Boundary, Urban Structure)**
- Section 3: **Next Steps and Future Phases**

A summary of the response themes is presented in this section. All questions raised and detailed responses can be found in **Appendix A**.

## GRIDS 2 / Municipal Comprehensive Review (MCR) Background

Under this topic area participants had a number of questions related to the lack of comments on the City’s draft submission materials from the Ministry of Municipal Affairs and Housing (MMAH) within the comment period, and any anticipated implications of this lack of comments. There was also interest in the appeals process through the Ontario Land Tribunal.

### Provincial plans, Housing, Employment

There was a great deal of focus on this topic group, particularly related to housing.

- Concern was expressed about the lack of affordable housing options, and housing choices in general, including the “missing middle” and choices for young families and people seeking to downsize or age in place.
- Some participants wondered when the permissive zoning to allow for more diverse housing choices may be approved and implemented. Support was expressed for diversifying residential housing choices across the City.
- Some participants expressed that single family dwellings are a preferred housing option.
- There was also interest in density targets for employment lands.



### Cultural heritage, Transportation

Participants asked questions related to improving road safety for all road users, including vulnerable populations. There was also a question about the potential to prioritize cycling corridors.



### Climate related, Infrastructure

Under this topic area participants posed a question about how the proposed policy changes will move the City towards net-zero carbon emissions by the year 2051. A question was also asked about how the proposed policy changes will protect bike lanes, parks, conservation areas and other recreational infrastructure in light of increased population within the urban boundaries.



### Growth management, Firm urban boundary, Urban structure/Zoning

There was great interest in these topic areas, particularly related to parking where mixed sentiments were expressed. Participants also asked about how the new policies could impact on rural areas, including Designated Greenfield Areas which are currently undeveloped, and permissions for secondary/ancillary dwellings.



## Next Steps

This report documents the process and content of the statutory public open house required under the Planning Act.

The next steps are to:

- Host the statutory Public Meeting required under the Planning Act at Planning Committee on May 17, 2022.
- Submit the Council Adopted Official Plan Amendments to the MMAH for approval in June 2022, prior to the provincial deadline in July.

Following submission to the Province in June, the next steps in completing the MCR and Official Plan Review include:

- Updates to the Rural Hamilton Official Plan (RHOP) for conformity with Provincial policy (e.g., refinements to the Agricultural and Natural Heritage Systems mapping, agriculture, and open space policy updates). This is anticipated for early 2023.
- Local Context policy updates for locally specific matters not related to Provincial policy (e.g., parks and recreation, urban design, residential development policies). This is anticipated for mid-2023.
- Major Transit Station Areas (MTSAs) planning (e.g., delineation of MTSAs and density targets on the Light Rail Transit corridor, investigation of inclusionary zoning). This is anticipated for mid-2023

Throughout these different steps, community input is critical and will be invited.

Participants with process-related questions following the session were invited to contact the project team, email [GRIDS2-MCR@Hamilton.ca](mailto:GRIDS2-MCR@Hamilton.ca) or visit the project page on [Engage Hamilton](#).

Participants with comments about the proposed amendments or wishing to delegate to the Planning Committee on May 17 were asked to contact the Clerk's Department at [clerk@hamilton.ca](mailto:clerk@hamilton.ca).

### Keep in Touch

For more information, visit our website at [hamilton.ca/grids2-mcr](http://hamilton.ca/grids2-mcr) or call or email staff to discuss

#### Heather Travis

MCIP, RPP  
Senior Project Manager,  
Growth Management Strategy

Tel:  
905-546-2424 ext. 4168

Email:  
[heather.travis@hamilton.ca](mailto:heather.travis@hamilton.ca)

#### Lauren Vraets

MCIP, RPP  
Policy Planner

Tel:  
905-546-2424 ext. 2634

Email:  
[lauren.vraets@hamilton.ca](mailto:lauren.vraets@hamilton.ca)

#### Delia McPhail

MCIP, RPP  
Policy Planner

Tel:  
905-546-2424 ext. 6663

Email:  
[delia.mcphail@hamilton.ca](mailto:delia.mcphail@hamilton.ca)

#### Planning Division

City Hall, 71 Main St. W.  
4th Floor

## Appendix A: Virtual Public Open House Questions & Answers

The following questions and comments were entered into the Q & A box during the **May 3, 2022**, virtual public open house webinar or submitted prior to the session. The facilitator either asked the staff presenter to respond to the individual question, or where questions were similarly themed, staff responded to a single summarized question on the given topic. From this information, this Q & A document has been created and is also posted on the project page of the [Engage Hamilton](#) portal. As well, a recording of the meeting which includes the staff presentation, and the questions and answers is also posted for on-demand viewing.

Questions and answers have been grouped under headings that correspond with the order that the topics were presented, and appear in the following order:

- Section 1: **GRIDS 2 / Municipal Comprehensive Review Background**
- Section 2: **Topic Area Review**
  - Part 1 (Provincial Plans, Housing, Employment)**
  - Part 2 (Cultural Heritage, Transportation)**
  - Part 3 (Climate Change, Infrastructure)**
  - Part 4 (Growth Management, Firm Urban Boundary, Urban Structure)**
- Section 3: **Next Steps and Future Phases**

### Section 1 - GRIDS 2 / MCR Background

- 1. *Has the city heard back from MMAH after the 90-day review period? What did MMAH say? Can the public review MMAH feedback?***

The Ministry did not provide written comments during the review time frame. There was a meeting with Ministry staff who confirmed that they did receive all of the materials required to do their review. If comments are received at a later date, they will be shared with the public through an information update.

- 2. *What is the implication of not receiving feedback from the Ministry?***

It is not possible to derive any direction or meaning from the lack of comments. This lack of comments has been experienced by other municipalities as well.

- 3. *Will the city oppose reference of the Official Plan to the Ontario Land Tribunal (OLT)?***

The decision to refer the Official Plan Amendments (OPAs) to the OLT rests with the Province and the City will not have an opportunity to oppose the referral. The City would participate in a hearing at the OLT if one were held as the City's current standing instructions state that where City-initiated OPAs are adopted, Legal staff will defend Council's decision on the basis of adoption.



**4. What recourse does the City have when provincial leadership attempts to force it through?**

The province is the final approval authority for the City's MCR and OPAs. The Province has the option to refer all or part of the amendments to the OLT for a recommendation, or to refer the amendments in their entirety to the OLT for a decision. The City would participate in a hearing at the OLT if one were held, as the City's current standing instructions state that where City-initiated OPAs are adopted, Legal staff will defend Council's decision on the basis of adoption. The decision of the tribunal would be final.

**5. Where is the documentation that councillors used to make their decision to reject the urban boundary expansion?**

The information that Council considered in making their decision was presented in Staff Reports to the General Issues Committee on November 9, 2021. Committee received staff report PED17010(m) which provided a summary of the public survey on the growth options; staff report PED17010(n) which presented the City's final Land Needs Assessment (LNA), as well as the LNA peer review and supporting technical documents; and staff report PED17010(o) which presented the How Should Hamilton Grow evaluation of growth options. The *How Should Hamilton Grow* Report included the evaluation of the No Urban Boundary Expansion scenario against the Ambitious Density scenario. All of the information is available on the [GRIDS2 / MCR website](#).

## Section 2 - Part 1 (Provincial Plans, Housing, Employment)

**6. How does the decision to maintain a firm urban boundary address the serious housing shortage in the greater Hamilton area?**

The proposed amendments identify that the City will be planning for the provision of housing to accommodate the forecasted population to 2051 within the urban area, spread throughout the neighbourhoods, existing greenfield areas, and through intensification of our nodes and corridors. The provision of affordable housing is a multi-faceted issue that will need to be addressed through multiple fronts using different policy responses and available tools.

**7. Will we potentially see triplex and fourplex conversions in next year, if yes, any idea on timing?**

Staff have proposed updates to the Zoning By-Laws of the former communities including additional housing form permissions. This information can be accessed in the [Staff Report](#). It is intended that those amendments will be brought forward following approval of the Municipal Comprehensive Review OPAs.

**8. Will part of implementing these housing policies be implementing omnibus zoning amendments city-wide to eliminate single use zones in neighbourhoods and permit a range of housing? As an example, full rezoning's to permit a semi-detached dwelling where only single detached dwellings are permitted based on 70-year-old zoning currently detracts a significant amount of gentle infill intensification.**

Yes, that is correct. The zoning changes to implement the Official Plan Amendments will provide additional residential uses in these low-density residential zones.



In addition, through the ongoing [Residential Zones Project](#), the City will be further examining opportunities to provide flexibility in low density residential zones.

**9. Are Hamilton's employment density targets ambitious when compared to other Greater Golden Horseshoe municipalities? There is growing community concern about employment sprawl.**

Hamilton's employment density target for 2051 as an average over all the employment areas, is planned to achieve a density of 29 jobs per hectare. This is an ambitious target, requiring significant intensification in some areas. The average considers all of the employment areas in business parks and industrial lands across the city. Some employment areas have traditionally developed at lower density, including the Bayfront areas and the Airport Employment Growth District. Comparatively, some of business parks traditionally have higher densities. The average assumes significant intensification of employment lands, with business parks being planned to achieve densities of about 38 persons and jobs per hectare. The policies encourage intensification of employment lands to ensure that job forecasts are accommodated without any expansion to existing employment lands.

**10. How was it possible that the Waterdown expansion was approved but not other areas in the proposed urban boundary expansion? What options do the taxpayers have in the other parts of the proposed urban expansion area for development and zoning changes?**

The Waterdown expansion was approved at Planning Committee in April 2022. There's a special provision in the Growth Plan that allows for a minor urban boundary expansion from areas that are identified as towns or villages within the Greenbelt Plan. In Hamilton, both Waterdown and Binbrook are identified as towns within the Greenbelt Plan, and therefore minor expansion of up to 10 hectares can be considered. Council provided direction to staff that we were to look at a smaller area of up to a maximum of five hectares and only to focus on Waterdown. Subsequently, staff conducted a review of requests that had come in for expansion from the Waterdown area and recommended the inclusion of the property that was mentioned, because it contains an existing long term care facility that's located in the rural area and desire has been expressed to expand on the existing property to create a continuum of care facility. The property therefore met the criteria to recognize this existing use and bring it into the urban area.

There are no other opportunities to review Urban Boundary Expansion in other areas of the city, in accordance with Council's direction for No Urban Expansion.

**11. Many countries, including Hamilton itself have commercial units, such as convenience stores, and other light retail exist. Will the changes allow for these to be brought back to allow more walkable neighbourhoods (i.e., 15-minute neighbourhoods), and if not, can this be changed?**

The "neighborhoods" designation in the Official Plan covers a majority of land uses within the urban area. The Official Plan already provides policy direction for local commercial uses within the "neighborhoods" designation. The "neighborhoods" designation is comprised of low, medium, and high-density residential areas. During the review for the Residential Zones Project, those local commercial policies will be assessed and the appropriate areas for allowing accessory commercial uses will be contemplated. If the zoning does not permit commercial uses, an amendment would have to be made, on a site-by-site basis.



**12. Not everyone wants to live in triplexes and four-plexes. How is the city going to provide more single-family dwellings to meet the demand of our growing city?**

There are single-family dwellings in existence within the urban area, making up one of the most predominant built forms of housing in the city. There are also some lands within the Greenfield Area that have either have existing development or subdivision approvals that have not yet been developed. There are also lands within the Greenfield Area that are not yet developed and don't have existing approvals, where there may be opportunities for single detached dwellings. The zones that currently permit single detached dwellings will continue to permit those uses, plus additional forms of housing will also be added to those zones.

**13. Will there be meetings to involve City residents to participate in discussions on zoning changes, as these will affect our neighbourhoods, especially in the lower City.**

Yes. The proposed Zoning Bylaw Amendments to implement the Official Plan Amendments will come forward after Council adopts the Official Plan Amendments. Approval is needed to allow staff to make those Zoning Bylaw Amendment changes. That will proceed through a full public process, including public open houses and a statutory public meeting before planning committee.

**14. There are already approved developments for single family homes BUT the developers are choosing not to build them. Hamilton has a 12 YEAR supply of such housing. Can staff please comment on the "12-year supply" comment. Chief Planner Robichaud stated that there was a 12-year supply in various stages of approvals. This does not mean shovel ready or permit ready supply. Most of these units within that 12-year context do not have any servicing. This point should be clarified as the comment conflates two different things a) units in the entire land use approval process and b) units that are fully approved and building permit ready.**

The 12-year supply is referring to City's lands identified on its [Vacant Residential Land Inventory](#), which is updated yearly and is available on the city's website. The supply is categorized by lands that already have approvals (registered or draft approved plans of subdivision) and units where the City has received a planning application which has not yet been approved. Other lands do not have any applications in process or approved. For those lands without approvals in place, some assumptions have been made about the type of unit anticipated based on secondary plan designations, zoning, or densities in the surrounding area.

**15. I would characterize Hamilton as a city with an abundance of single-family homes but a lack of rental, duplex or triplex options which would be more affordable. Do we anticipate that if smaller rental homes will become available that this will free up single family homes to be circulated back on the market?**

There are a number of variables that determine market conditions. It is difficult to anticipate what may occur in the future but through the implementation of these policy changes and the resulting amendments to the zoning bylaws, the intent is to provide more housing options for residents.

## Section 2 - Part 2 (Cultural Heritage, Transportation)

### **16. How is the city planning to decrease danger to vulnerable road users amidst the planned ambitious density strategy?**

Policy updates related to transportation recognize that roads are for all users. There is focus on complete streets design and active transportation needs including bike lanes and pedestrian facilities. (Note: It was clarified that Ambitious Density was the name given to the previous option that was presented to Council that required urban boundary expansion. This option was not adopted. The question may be referring to the intensity of development anticipated through the intensification required to meet the No Urban Boundary Expansion scenario.

### **17. What are the plans to make arterial roads (Main and King) safer for all road users but specifically pedestrians and other vulnerable persons?**

Proposed amendments to the Official Plan stress the importance of a complete streets approach to transportation planning including the importance of safe pedestrian and active transportation routes. Transportation staff have been working on updates to Complete Streets Guidelines to provide a manual for the design of safe, complete streets. Safety is part of that process, including ensuring designs that are safe for all users. Other documents such as the Transportation Master Plan and Cycling Master Plan also focus on road safety for all users.

### **18. Is there potential to prioritize cycling corridors through cycling-oriented corridor zoning, similar to transit-oriented corridor zoning?**

Any zoning that is brought forward either through the Residential Zoning Project or the ongoing updates to the Zoning Bylaw will have regard for the forms of transportation that could be developed, including parking requirements, and built form requirements.

## Section 2 - Part 3 (Climate Change, Infrastructure)

### **19. How does this report address the issue of climate change and help to move the city to net zero carbon emissions?**

The OPA includes many new policy directions related to climate change and the City's goal to be net zero by 2051, including encouragement of low impact development techniques and green infrastructure, focus on active transportation and complete streets design, encouragement of energy efficient building designs and techniques and use of recycled materials, and planning for complete communities.

### **20. How will you ensure bike lanes, parks, conservation areas and other recreational infrastructure are maintained and improved with an increased population within urban boundaries?**

Master plans are being updated to align with the City's no urban boundary growth direction, including the Parks Master Plan and Recreation Master Plan. These Plans will incorporate provision of facilities in line with projected population growth. Further, the Complete Streets Design Guidelines will include requirements for complete street design including bike lanes in future road planning.

## Section 2 - Part 4 (Growth Management, Firm Urban Boundary, Urban Structure)

**21. Will the City consider alternative ways to achieve over-all density goals that would have less negative impact on neighborhoods and more potential to lead to affordable housing?**

Through the existing draft policies, there is consideration for impact on neighbourhoods through location criteria for intensification, as well as requirements to ensure compatible development. The policies include consideration of gentle intensification within neighbourhoods and higher density forms of intensification within the City's nodes and corridors. To achieve growth targets, intensification will be planned and encouraged throughout the built-up area in forms compatible with surrounding uses.

**22. Will we try to get new developments to put parkades underground?**

Underground parking is preferred. It is dependant on geotechnical review and in some cases, may not be feasible with existing subsurface conditions. A review of parking standards will be undertaken as part of the ongoing Residential Zones Project.

**23. Has the city removed the downtown height restrictions that maintained escarpment views? Why not?**

The height restriction of 30 stories and not greater than the top of the escarpment is being maintained downtown as per the direction of the Downtown Secondary Plan and expanded to the remainder of the City. It is appropriate to have a consistent height limit for high density developments across the City. Any applications for a greater height would require Official Plan and Zoning Amendment applications to review appropriateness, impacts, and design considerations.

**24. What cities have been successful in growing without spreading into countryside?**

Locally, other Greater Golden Horseshoe municipalities are also undertaking MCR processes right now and are making their own decisions about the growth of their communities. Halton has also decided to pursue a no urban expansion option.

**25. Rural Ward 2 remains an active farming community with multigenerational farming families living and working in this area. How will you protect their livelihoods and our access to foods grown locally from rural development and road expansions?**

The No Urban Boundary Expansion growth scenario does not include any expansions of the urban boundary into farmland.

**26. Are the proposed by-laws being implemented to support as of right development of single, semi's tri's townplexes ? It would be fantastic to reduce as many barriers to implementation/construction as possible to bring this much needed housing to life (a mid-20's Hamiltonian excited by this policy)**

Yes, zoning by-law amendments to the City's existing Low Density Residential Zoning By-law will be forthcoming following the approval of the Official Plan Amendments to expand the range of permitted uses within the existing Low Density Residential zones to permit semi-detached, duplex and street townhouses dwellings in addition to single detached dwellings, and to permit the conversion of existing dwellings to contain up to 4 units on a lot.

**27. It appears by your statement that people in the rural areas are being penalized by not having the same opportunities for zoning changes and development of their lands. Why is this the case?**

Zoning is not changing in rural areas. The City has already gone through a comprehensive zoning review of the rural area to implement rural zones. The rural area is primarily dependent on private services. In the urban area, there are shared, municipal services such as water and wastewater, making it appropriate for residential intensification to occur within the urban area where there are services to support that growth.

**28. The urban boundary has already been expanded on the east (Elfrida) and the west (Glancaster) as well as the 'islands' of Binbrook and Mount Hope, yet logical infilling of the proposed remaining hectares of land is being rejected. It only makes sense to fill in the remaining land that is currently designated as Whitebelt with new houses and town homes to accommodate the expected increase in population and provide local housing for the existing and planned employment growth for the area.**

As a point of clarification, the urban boundary has not been expanded in the Elfrida area. In response to the question, it is noted that the Council approved No Urban Boundary Expansion growth strategy plans to accommodate all of the City's forecasted population and employment growth within the existing urban area and therefore expansion into the Whitebelt lands cannot be contemplated.

**29. Can you explain in more detail why the focus on Major Transit Station Areas and associated policies like inclusionary zoning has been put off to 2023? Other municipalities seem to be working through MTSA identification and IZ as part of MCR process.**

The City's Major Transit Station Area (MTSA) work is currently ongoing. MTSAs are being delineated along the LRT corridor, and density targets associated with each of those MTSAs are being identified. That work was put on hold when the LRT project was temporarily halted. Staff have now restarted that project and will be proceeding with that work over the course of the next year. The public will be consulted as the project moves forward.

**30. For the lower City, a worry will be parking if multiple dwellings with 3-4-5-6 dwelling units are added without planning approval. How will the City deal with parking issues?**

The amendments to the low-density residential zones that are being proposed currently will permit conversions for up to four dwelling units within an existing dwelling within existing zones. Anything in excess of this would require a Zoning By-law Amendment, including site plan approval.

Parking considerations are central to the Residential Zoning Project. Underground parking is ideal when there are opportunities for its development. However, underground parking is dependent on the geotechnical characteristics of the area, so it's not necessarily feasible with every development.

**31. Is the City considering permitting secondary dwellings ancillary to the primary dwelling unit? This would provide an opportunity for intergenerational living, such as transitioning a family farm, or rural property between parents to young adults/families.**

In May 2021, the City implemented regulations permitting secondary dwelling units in existing single detached, semi-detached, and street townhouse dwellings. That is a city-wide permission. In the urban area, detached secondary dwelling units were also included and those permissions have been in place since May of last year in the urban area. In the rural area, there are permissions currently for a secondary dwelling unit within the principal dwelling. During the next phase of the rural secondary dwelling unit review, Staff will be reviewing and evaluating regulations in order to implement detached secondary dwelling unit permissions into the rural areas as well.

**32. Is there a process and a due date for any opposition to proposed zoning that has been done in rural areas?**

When the Zoning Bylaw team comes forward with possible regulations for detached structures within the rural area for secondary dwelling units, there will be an opportunity to provide input.

**33. Development of structures of 11 storeys or more is proposed in rural areas, surrounded by single dwelling homes. How can these structures be conceived as compatible with existing homes?**

To clarify, development of structures of 11 storeys or more as described in the question is not contemplated in the rural area. The question may be referring to Greenfield Areas, which are urban areas designated for development, but not yet developed. There will likely be increased densities in these areas. There are policies which would ensure transition of densities and compatibility with adjacent uses.

**34. Will these changes allow an owner to separate 2 acres of property?**

Severances to create a new residential lot are not permitted in provincial policy. Rural policies will be reviewed through Phase 2 of the Official Plan Review but will still need to conform to provincial policies (Provincial Policy Statement, Greenbelt) so it is not anticipated that any significant changes to the severance policies will be proposed.

35. ***Edmonton, Toronto, and more cities are moving away from minimum parking requirements. Could Hamilton move away from parking minimums as well?***

The City has taken steps in that direction. In the downtown area, for example, there are zones where parking minimums have been removed. Parking will be further reviewed through the Residential Zones project.

36. ***Why place an emphasis on parking with all of these climate change mitigation goals? As it does have a significant impact on the viability of many infill projects, could parking elimination or significant reduction measures for minimum parking requirements not be reviewed in tandem with this exercise?***

Staff are also considering parking through the Residential Zones Project. The challenges associated with parking have been identified and there is a need to balance considerations.

37. ***Will the City consider expropriation to make room for more dwellings? For example, on Kenilworth Avenue, and Barton Street, where there are lots of opportunities to build those areas up.***

The development process is developer or property owner driven, meaning that the property owner has to show any interest in developing their lands for a different or higher use. The City generally does not expropriate lands for development purposes.

### Section 3 - Next Steps and Future Phases

38. ***How will the solid waste be handled both on-site and then transported to an identified landfill site?***

Any policy updates related to waste management will occur through Phase 3, Local Context.

39. ***How quickly are we likely to hear about how Ministry of MAH will be responding to Hamilton's proposed pathway forward via our MCR?***

Recent legislative changes at the provincial level allow the Minister of Municipal Affairs and Housing to pause the 120-day decision window on an official plan amendment, leaving the response timeline unknown. There is also the opportunity for the Minister to refer all or part of the proposed Official Plan Amendment to the Ontario Land Tribunal, which could lead to very lengthy delays in getting a final decision.

## Miscellaneous

**40. *What are the permit requirements for Tree care companies?***

This is beyond the scope of this exercise. If this question is speaking to tree protection, development approvals are subject to the requirement for approval of a Tree Protection Plan.

**41. *Are there opportunities for after school program providers to partner with the city's recreational centers?***

This is outside the scope of this exercise. Consideration should be given to contacting the Recreation Department.

## Revisions to Proposed Amendments to the Urban Hamilton Official Plan Text – All Topic Areas – Municipal Comprehensive Review

Grey highlighted text = text to be revised from previous January 2022 draft OPA

Strikethrough text = text to be deleted

**Bolded text** = text to be added

Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
<b>Volume 1: Chapter A – Introduction</b>			
A.1.1	<p><del>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.</del></p>	<p>A.1.1 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>Discussions with representatives from Six Nations, the Mississaugas of the Credit First Nation indicated that there were issues with the current wording of the City's Land Acknowledgement.</p> <p>Draft wording to include the existing City of Hamilton (corporate) Land Acknowledgement has been removed until such a time as the City has considered revising the statement. Planning Staff will update the UHOP with the appropriate Land Acknowledgment wording when it is available.</p>



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	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.																										
A.2.3.2	<p><b>A.2.3.2 Household Forecasts – City Wide Hamilton’s 2051 household forecasts are as follows:</b></p> <p><b>Table A.2 – Household Forecasts, 2021-2051</b></p> <table border="1" data-bbox="394 597 766 873"> <thead> <tr> <th>Year</th> <th>Population 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><b>Source: Hemson Consulting Ltd. based on Statistics Canada Census data and Growth Plan Schedule 3 forecasts for 2051.</b></p>	Year	Population 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:</p> <p>Table A.2 – Household Forecasts, 2021-2051</p> <table border="1" data-bbox="982 565 1333 808"> <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	Correction to Table to identify the column as ‘Households’
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A.2.3.4.2	<p>Greenfield Density Target</p> <p><b>A.2.3.4.2</b> <i>Greenfield areas</i> shall be planned to achieve an overall minimum density of <del>50</del> <b>60</b> people and jobs per hectare. The <i>greenfield</i> density target shall be measured over <b>the entirety of</b> Hamilton’s <i>greenfield area</i>, excluding natural heritage features designated in this Plan, <b>right-of-way for electrical transmission lines, energy transmission pipelines, roads classified as freeways, as</b></p>	<p>Greenfield Density Target</p> <p>A.2.3.4.2 <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 the entirety of 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</p>	To provide clarity on the measurement of the Greenfield Area density target.																								

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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	<p><b>defined and mapped as part of the Ontario Road Network, as well as railways, <i>employment areas</i>, and cemeteries.</b> 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.</p>	<p>as part of the Ontario Road Network, as well as railways, <i>employment areas</i>, and cemeteries.</p>	
A.2.3.4.3	<p>Insert new Policy A.2.3.4.3 and renumber subsequent policies:  <b>A.2.3.4.3 Notwithstanding policy A.2.3.4.2, the lands within the <i>greenfield area</i> that are not subject to existing <i>development</i> approvals, including lands within the Fruitland-Winona Secondary Plan area, shall be planned to achieve a minimum density of 70 persons and jobs per hectare.</b></p>	<p>A.2.3.4.3 Notwithstanding policy A.2.3.4.2, the lands within the <i>greenfield area</i> that are not subject to existing <i>development</i> approvals, including lands within the Fruitland-Winona Secondary Plan area, shall be planned to achieve a minimum density of 70 persons and jobs per hectare.</p>	<p>New policy to identify that undeveloped lands within the greenfield area will be planned to achieve a density target of 70 pjh.</p>
<b>Volume 1: Chapter B - Communities</b>			
B.2.2.2	<p>Delete existing policy B.2.2.2 in its entirety and replace with new policy, as follows.  <del>B.2.2.2 No <i>urban boundary</i> expansion shall occur until a <i>municipally initiated comprehensive review</i> and secondary plan have been completed.</del>  <b>B.2.2.2 Notwithstanding Policy B.2.2.1, adjustments to the <i>urban boundary</i> may be</b></p>	<p>B.2.2.2 Notwithstanding Policy B.2.2.1, adjustments to the <i>urban boundary</i> may be permitted through a municipal comprehensive review provided:  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</p>	<p>Suggested addition to policy provided by Niagara Escarpment Commission for lands within the Niagara Escarpment Plan area.</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	<p>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 <i>Agricultural System</i>;</p> <p>d) the lands are not located within the <i>Greenbelt Area</i>;</p> <p>e) for lands within the <i>Niagara Escarpment Plan</i> area, the lands are designated Urban Area in the <i>Niagara Escarpment Plan</i>; and,</p> <p>f) there is sufficient reserve <i>infrastructure</i> capacity to service the lands.</p>	<p>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 <i>Agricultural System</i>;</p> <p>d) the lands are not located within the <i>Greenbelt Area</i>;</p> <p>e) for lands within the <i>Niagara Escarpment Plan</i> area, the lands are designated Urban Area in the <i>Niagara Escarpment Plan</i>; and,</p> <p>f) there is sufficient reserve <i>infrastructure</i> capacity to service the lands.</p>	
B.2.4.1.2	<p>B.2.4.1.2 The City’s primary <del>intensification</del> <b>strategic growth</b> areas shall be the <i>Urban Nodes</i>, <del>and <i>Urban Corridors</i></del> <b>and Major Transit Station Areas</b> 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</i> and <i>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>Inclusion of the Urban Corridors as strategic growth areas would require the City to establish a density target for each corridor. The Corridors overlap with the Nodes and Major Transit Station Areas and it is therefore unnecessary to establish a separate density target for each</p>

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			corridor. The City could choose to identify certain Corridors (e.g., the LRT corridor) as a strategic growth area through Phase 4 of the OP Review.
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, <b>access to nature, good air quality and a stable climate.</b></p>	<p>B.3.1 Strong Economy</p> <p>...</p> <p>The creation of a strong economy is contingent upon several key interdependent factors including developing and retaining a skilled labour force which is adaptable to changing technologies; providing infrastructure; creating an environment of innovation; supporting and enhancing the arts and culture sector; reducing poverty by providing better access to education, social programs, improving quality of life indicators such as housing choices, having abundant open spaces, access to nature, good air quality and a stable climate.</p>	Policy change implements comments provided by Conservation Halton which recognizes that having access to nature is important for the quality of life of residents.
B.3.2.1.7	<p>Insert new Policy B.3.2.1.7, as follows:</p> <p><b>B.3.2.1.7 Promote subdivision design and building orientation to maximize energy efficiency and conservation, improve air quality, reduce greenhouse gas emissions, promote green infrastructure and preserve and/or enhance natural features.</b></p>	<p>B.3.2.1.7 Promote subdivision design and building orientation to maximize energy efficiency and conservation, improve air quality, reduce greenhouse gas emissions, promote <i>green infrastructure</i> and preserve and/or enhance natural features.</p>	Policy revisions address comments provided by Conservation Halton and fix grammatical errors.
B.3.2.4.7	<p><b>B.3.2.4.7 The construction of new buildings and the retrofitting of the existing building stock shall be encouraged to utilize locally sourced</b></p>	<p>B.3.2.4.7 The construction of new buildings and the retrofitting of the existing building stock shall be encouraged to utilize locally sourced and / or</p>	Encouragement to incorporate recycled materials in building construction as per public comment

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	<p><b>and / or recycled 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.</b></p>	<p>recycled 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>in recognition of the embodied carbon in existing buildings and structures. The reuse of building materials reduces carbon emissions relating to the disposal of existing materials, manufacturing of new materials and transportation of materials.</p>
B.3.6.2.2	<p>B.3.6.2.2 The City shall partner and work with other levels of governments, other municipalities, <b>Indigenous communities</b>, academics, community groups, <del>and as well as</del> local industries <b>and businesses</b> to develop:</p> <p>a) actions <b>that directly or indirectly improve air quality by reducing</b> <del>reduce</del> air pollutants and greenhouse gases; <del>improve air quality, reduce and respond to the impacts of climate change in the City and,</del></p> <p>b) a Hamilton <del>Air Quality and Climate Change</del> <b>Climate Impact Adaptation Plan that improves climate resiliency by minimizing the <i>impacts of a changing climate</i> and prepares the City and community for those impacts that are unavoidable.</b></p>	<p>B.3.6.2.2 The City shall partner and work with other levels of governments, other municipalities, Indigenous communities, academics, community groups, as well as local industries and businesses to develop:</p> <p>a) actions that directly or indirectly improve air quality by reducing air pollutants and greenhouse gases; and,</p> <p>b) a Hamilton Climate Impact Adaptation Plan that improves climate resiliency by minimizing the <i>impacts of a changing climate</i> and prepares the City and community for those impacts that are unavoidable.</p>	<p>Inclusion of indigenous communities as key partners for climate change related policies and plans.</p>
B.3.6.5	<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, <b>fire</b>, erosion, or unexpected collapse of land. <i>Hazard lands</i> are areas <b>particularly</b> susceptible to <b>the <i>impacts of a</i></b></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>,</p>	<p>Policy revisions provide clarity, update the name of the Provincial Ministry and implement suggestions from Conservation Halton to identify the dynamic nature of hazard lands.</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	<p><b>changing climate, such as</b> flooding, <b>fire</b>, 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>In the City of Hamilton, <i>hazard lands</i> are defined, mapped, and regulated by the Conservation Authorities in accordance with the <u>Conservation Authorities Act</u>. The Niagara Escarpment Commission regulates lands that also have inherent hazards through the <u>Niagara Escarpment Planning and Development Act</u>. <b>The Ministry of Northern Development, Mines, Natural Resources and Forestry maintains mapping of hazardous forest types for wildland fire. However, due</b> <b>Due to the dynamic nature of hazard lands and forested areas, the condition for hazard lands, including hazardous forest types for wildland fire, is not static and mapping must be updated on an ongoing basis.</b></p>	<p>such as flooding, fire, 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>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 Northern Development, Mines, Natural Resources and Forestry maintains mapping of <i>hazardous forest types for wildland fire</i>. Due to the dynamic nature of <i>hazard lands</i> and forested areas, the condition for <i>hazard lands</i>, including <i>hazardous forest types for wildland fire</i>, is not static and mapping must be updated on an ongoing basis.</p>	
B.3.7.3	<p>Insert new policy B.3.7.3, renumber <b>B.3.7.3 The City shall develop and update a sustainable building checklist Sustainable Building and Development Guidelines, including a development review checklist, to promote energy efficient development and</b></p>	<p>B.3.7.3 The City shall develop and update Sustainable Building and Development Guidelines, including a development review checklist, to promote energy efficient <i>development</i> and <i>redevelopment</i> proposals, and implement the Guidelines through the development approvals process.</p>	<p>Correct discrepancy in previous version of OPA which referred to the future Guidelines as a checklist.</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	<i>redevelopment proposals, and implement the Guidelines through the development approvals process.</i>		
<b>Volume 1: Chapter C – City Wide Systems and Designations</b>			
C.1.0	C.1.0 The Official Plan must be consistent with the Provincial Policy Statement and conform to <b>the Growth Plan, and the Greenbelt Plan and the Niagara Escarpment Plan</b> . However, in some areas of provincial policy, the municipality can be more restrictive than the provincial directions. Where land use designations exist, this section details the interrelationship between the various provincial documents and this Plan.	C.1.0 The Official Plan must be consistent with the Provincial Policy Statement and conform to the Growth Plan, the Greenbelt Plan and the Niagara Escarpment 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.	Revision implements comment from Niagara Escarpment Commission to identify and clarify that the Niagara Escarpment Plan is a Plan to which the Official Plan must conform.
C.4.2.9	<b>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 <del>or</del> Appendix B – Major Transportation Facilities and Routes.</b>	C.4.2.9 Transit planning and investments shall be aligned with, and supporting, the <i>priority transit corridor</i> identified on Schedule E – Urban Structure and Appendix B – Major Transportation Facilities and Routes.	Remove reference to “/ or” within the policy to clarify that the priority transit corridor will be shown on both Schedule E and Appendix B.
C.4.6.2	C.4.6.2 <b>Major goods movement facilities and corridors</b> include truck and rail transportation routes, the John C. Munro Hamilton International Airport, and the Port of Hamilton as shown on Appendix B – Major Transportation Facilities and Routes, <b>among others</b> . Heavy truck traffic may be restricted to designated truck routes to minimize negative impacts of truck traffic on local roads <b>and maximize safety for all road users</b> .	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 and maximize safety for all road users.	Additional text added to address road safety as a component of goods movement.

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C.5.0	<p>C.5.0 Infrastructure</p> <p>...</p> <p><b>In planning for existing and planned <i>infrastructure</i>, there is a need to respond to the <i>impacts of a changing climate</i> and consider both ‘traditional’ hard <i>infrastructure</i> such as sewers, watermains and pumping stations, as well as <i>green infrastructure</i> including natural heritage features, parkland, street trees and green roofs. To increase the resiliency of our communities, comprehensive sub-watershed planning and stormwater management planning, including the use of appropriate <i>low impact development</i> and <i>green infrastructure</i>, must consider risks and vulnerabilities arising from increased extreme weather events.</b></p>	<p>C.5.0 Infrastructure</p> <p>...</p> <p>In planning for existing and planned <i>infrastructure</i>, there is a need to respond to the <i>impacts of a changing climate</i> and consider both ‘traditional’ hard <i>infrastructure</i> such as sewers, watermains and pumping stations, as well as <i>green infrastructure</i> including natural heritage features, parkland, street trees and green roofs. To increase the resiliency of our communities, comprehensive sub-watershed planning and stormwater management planning, including the use of appropriate <i>low impact development</i> and <i>green infrastructure</i>, must consider risks and vulnerabilities arising from increased extreme weather events.</p>	<p>Addressing comment from Conservation Halton to recognize Subwatershed Planning.</p>
C.5.4.10	<p>Insert new Policy C.5.4.10 and renumber subsequent policies, accordingly.</p> <p><b>C.5.4.9.10 The City shall improve the quality and quantity of stormwater entering into Hamilton Harbour and Cootes Paradise from stormwater management systems by:</b></p> <p><b>a) Aiming to eliminate entry of toxic and harmful contaminants into storm sewers;</b></p> <p><b>b) Investigating and introducing where feasible, technologies to eliminate toxic and harmful contaminants and reduce pollution in discharge;</b></p>	<p>C.5.4.10 The City shall improve the quality and quantity of stormwater entering into Hamilton Harbour and Cootes Paradise from stormwater management systems by:</p> <p>a) Aiming to eliminate entry of toxic and harmful contaminants into storm sewers;</p> <p>b) Investigating and introducing where feasible, technologies to eliminate toxic 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>Revisions implement comments from Conservation Halton regarding salt management and address a numbering issue.</p>



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	<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, salt management, and <i>low impact development</i> 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>d) Promoting stormwater management best practices, including stormwater attenuation and re-use, salt management, and <i>low impact development</i> techniques; and,</p> <p>e) Preparing an annual monitoring report on the characteristics of discharge.</p>	
<b>Volume 1: Chapter E – Urban Systems and Designations</b>			
E.2.2.5	<p>Insert new Policy E.2.2.5, as follows:</p> <p><b>E.2.2.5 The <i>Urban Nodes</i>, <del>Urban Corridors</del>, 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.</b></p>	<p>E.2.2.5 The <i>Urban Nodes</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.</p>	<p>Inclusion of the Urban Corridors as strategic growth areas would require the City to establish a density target for each corridor. The Corridors overlap with the Nodes and Major Transit Station Areas and it is therefore determined to be unnecessary to establish a separate density target for each corridor. The City could choose to identify certain Corridors (e.g., the LRT corridor) as a strategic growth area through Phase 4 of the OP Review.</p>
E.3.4.6	<p>E.3.4.6 <i>Development</i> in areas dominated by low density residential uses shall be designed in accordance with the following criteria:</p>	<p>E.3.4.6 <i>Development</i> in areas dominated by low density residential uses shall be designed in accordance with the following criteria:</p>	<p>Added new sub-policy (e) to provide clarity through locational criteria for where multiple dwellings (up to 6</p>

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	<p>e) For <i>multiple dwellings</i> described by policy E.3.4.3 b), <i>development</i> should have access to a collector or arterial road from a local road where only a small number of low density residential dwellings are located on that portion of the local road.</p>	<p>e) For <i>multiple dwellings</i> described by policy E.3.4.3 b), <i>development</i> should have access to a collector or arterial road from a local road where only a small number of low density residential dwellings are located on that portion of the local road.</p>	<p>units) may be permitted in low density residential areas.</p>
E.3.5.8	<p>E.3.5.8 For medium density residential uses, the maximum height shall be six storeys, <b>but the height may be increased to 12 storeys without an amendment to this Plan, provided the applicant demonstrates that:</b></p> <p><b>a) the development shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law;</b></p> <p><b>b) the development shall incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficient techniques and low impact development approaches;</b></p> <p><b>c) the development shall not unduly overshadow, or block light on adjacent sensitive land uses, the public realm and outdoor private amenity areas;</b></p> <p><b>d) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may</b></p>	<p>E.3.5.8 For medium density residential uses, the maximum height shall be six storeys, but the height may be increased to 12 storeys without an amendment to this Plan, provided the applicant demonstrates that:</p> <p>a) the <i>development</i> shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law;</p> <p>b) the development shall incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficient techniques and <i>low impact development</i> approaches;</p> <p>c) the <i>development</i> shall not unduly overshadow, or block light on adjacent <i>sensitive land uses</i>, the public realm and outdoor private amenity areas;</p> <p>d) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,</p>	<p>Increase in the allowable height within medium density residential areas to 12 stories without an amendment to the Plan. Consistent with proposed changes to Building Code to allow 12 storey timber frame construction.</p> <p>Increase in height is dependent on providing for a range of unit sizes within the development, use of sustainable building techniques and demonstration of compatibility with adjacent uses.</p>

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	<p>include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,  e) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.</p>	<p>e) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.</p>	
E.3.5.9	<p>E.3.5.9 <i>Development</i> within the medium density residential category shall be evaluated on the basis of the following criteria:  <b>f) The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, cultural heritage resources, cultural heritage landscapes, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.</b></p>	<p>E.3.5.9 <i>Development</i> within the medium density residential category shall be evaluated on the basis of the following criteria:  f) The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, <i>cultural heritage resources, cultural heritage landscapes</i>, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.</p>	<p>New policy to address the impact on public views and vistas including the Niagara Escarpment for development greater than 6 storeys. Consistent with language of current UHOP policy E.3.6.7g).</p>
E.3.6.7	<p><b>E.3.6.7 For high density residential uses, the maximum height shall be 30 storeys. For high density residential uses below the Niagara Escarpment, building height shall not exceed the height of the top of the Niagara Escarpment, nearest to the <i>development</i> site. Applicants shall demonstrate that the proposed <i>development</i> shall not exceed the height of the</b></p>	<p>E.3.6.7 For high density residential uses, the maximum height shall be 30 storeys. For high density residential uses below the Niagara Escarpment, building height shall not exceed the height of the top of the Niagara Escarpment, nearest to the <i>development</i> site. Applicants shall demonstrate that the proposed <i>development</i> shall not exceed the height of the top of the Niagara</p>	<p>Revisions provide clarity as to how and where the height of the top of the Escarpment will be measured.</p>

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	<p><b>top of the Niagara Escarpment through the submission of a height elevation survey depicting the proposed building in profile to the height of the top of the escarpment located nearest to the <i>development</i> site, to the satisfaction of the City.</b></p>	<p>Escarpment through the submission of a height elevation survey depicting the proposed building in profile to the height of the top of the escarpment located nearest to the <i>development</i> site, to the satisfaction of the City.</p>	
E.3.6.8	<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) <del>High profile</del> <b>Multiple dwellings greater than 12 storeys or greater</b> shall not generally be permitted immediately adjacent to low <b>density profile</b> residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening, <b>progressive building step backs</b>, and/or <b>other</b> design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.  d) <i>Development</i> shall:  i) provide adequate landscaping, amenity features, on-site parking, and buffering where required;  ii) be <i>compatible</i> with existing and future uses in the surrounding area in terms of heights, massing, and an arrangement of buildings and structures; <del>and,</del></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> greater than 12 storeys shall not generally be permitted immediately adjacent to low density residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening, progressive building step backs, and/or other design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.  d) <i>Development</i> shall:  i) provide adequate landscaping, amenity features, on-site parking, and buffering where required;  ii) be <i>compatible</i> with existing and future uses in the surrounding area in terms of heights, massing, and an arrangement of buildings and structures;  iii) provide adequate access to the property, designed</p>	<p>Revisions provide clarity that high density multiple dwellings are greater than 12 stories in height, consistent with the policies of the Downtown Secondary Plan.</p>

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	<p>iii) provide adequate access to the property, designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets;</p> <p><b>iv) provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law; and,</b></p> <p><b>v) incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficiently techniques and <i>low impact development</i> approaches.</b></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><b>i) unduly overshadow, or block light on adjacent <i>sensitive land uses, the public realm and outdoor private amenity areas</i>; and,</b></p> <p><b>ii) or result in the loss of privacy of adjacent residential uses.</b></p> <p>g) The orientation, design, and massing of a building or structure higher than <del>six</del> <b>12 storeys or greater</b> shall take into account the impact on public view corridors and general public views of the area of the</p>	<p>to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets;</p> <p>iv) provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law; and,</p> <p>v) incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficiently techniques and <i>low impact development</i> approaches.</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, the public realm and outdoor private amenity areas</i>; 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 12 storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, <i>cultural heritage resources, cultural heritage landscapes</i>, and other parts of the City as identified through secondary plans or other</p>	

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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	Niagara Escarpment, waterfront, <b><i>cultural heritage resources, cultural heritage landscapes</i></b> , and other parts of the City as identified through secondary plans or other studies, <b>through the submission of a Visual Impact Assessment to the satisfaction of the City.</b>	studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.	
E.4.6.8	<p>E.4.6.8 Additional height up to a total of <del>eight</del> <b>eleven 12</b> storeys may be permitted without an amendment to this Plan, provided the applicant demonstrates:</p> <p><b>a) the development shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law;</b></p> <p><b>b) the development shall incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficiently techniques and low impact development approaches;</b></p> <p>c) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;</p> <p>d) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,</p>	<p>E.4.6.8 Additional height up to a total of 12 storeys may be permitted without an amendment to this Plan, provided the applicant demonstrates:</p> <p>a) the <i>development</i> shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law;</p> <p>b) the <i>development</i> shall incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficiently techniques and <i>low impact development</i> approaches;</p> <p>c) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;</p> <p>d) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,</p>	<p>Increase in the allowable height within the mixed use medium density designation to 12 stories without an amendment to the Plan. Consistent with proposed changes to Building Code to allow 12 storey timber frame construction.</p> <p>Increase in height is dependent on providing for a range of unit sizes within the development, use of sustainable building techniques and demonstration of compatibility with adjacent uses.</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	e) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.	e) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.	
E.4.6.29	Insert new Policy E.4.6.29 and renumber subsequent policies: <b>E.4.6.29 The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, cultural heritage resources, cultural heritage landscapes, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.</b>	E.4.6.29 The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, <i>cultural heritage resources</i> , <i>cultural heritage landscapes</i> , and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.	New policy to address the impact on public views and vistas including the Niagara Escarpment for development greater than 6 storeys. Consistent with language of current UHOP policy E.3.6.7g).
E.5.4.5	E.5.4.5 Offices within the Employment Area – Business Park designation shall comply with the following criteria: ... c) <del>Industrial-administrative e</del> <b>Offices and consulting offices related to land development services, such as surveying, engineering, planning or design services</b> shall be limited to less than <del>10,000</del> <b>4,000</b> square metres per free standing building <del>and shall only be permitted where prestige uses for a business park are permitted by Policy E.5.4.7 c).</del>	E.5.4.5 Offices within the Employment Area – Business Park designation shall comply with the following criteria: ... c) Offices shall be limited to less than 4,000 square metres per free standing building.	Revision to clarify that all offices must be less than 4,000 square metres in size due to Growth Plan limitations on the size of “major office”.

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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	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.		
E.5.7.1	Insert new Policy E.5.7.1, as follows: <b>E.5.7.1 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.</b>	E.5.7.1 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.	Policy inadvertently omitted from previous version.
<b>Volume 1: Chapter F – Implementation</b>			
F.1.17.8 (new)	Revise new Policy F.1.17.8, as follows: <b>F.1.17.8 The City will engage with Indigenous communities and coordinate on land use planning matters</b> inform, consult, and collaborate with local Indigenous communities and First Nations to empower their role in local land use planning matters.	F.1.17.8 The City will inform, consult, and collaborate with local Indigenous communities and First Nations to empower their role in local land use planning matters.	Changes are proposed as a result of discussion with local indigenous community representatives. Revised policy speaks to various levels of engagement that can be expected based on the scope of a particular project.
F.1.17.8.1 (new)	Insert new Policy F.1.17.8.1, as follows: <b>F.1.17.8.1 The City will respect the consultation protocols of Indigenous communities and First Nations whose traditional territories are located within the City of Hamilton municipal boundary when engaging on land use planning matters.</b>	F.1.17.8.1 The City will respect the consultation protocols of Indigenous communities and First Nations whose traditional territories are located within the City of Hamilton municipal boundary when engaging on land use planning matters.	New policy to speak to respecting consultation protocols that are already in place.
F.1.17.8.2 (new)	Insert new Policy F.1.17.8.2, as follows:	F.1.17.8.2 To ensure meaningful engagement is realized with local Indigenous communities and First	New policy to be used as a placeholder to demonstrate



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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	<b>F.1.17.8.2 To ensure meaningful engagement is realized with local Indigenous communities and First Nations, the City will initiate development of an Indigenous Engagement Protocol for Land Use Planning.</b>	Nations, the City will initiate development of an Indigenous Engagement Protocol for Land Use Planning.	commitment to developing a mutually agreed upon engagement protocol for land use planning matters.
Table F.1.19.1	That Table F.1.19.1: Other Information and Materials be amended by adding the following row under Section 2 – Planning: <b>h) Visual Impact Assessment</b>	h) Visual Impact Assessment	Revision adds Visual Impact Assessment to the list of studies in Table F.1.19.1 – Other Information and Materials which identifies studies that may be requested as part of complete Planning Act applications.
F.3.1.5.1	F.3.1.5.1 In cases where a storm water management plan is being prepared for lands within the urban boundary, <b>it shall be informed by a sub-watershed plan or equivalent, where appropriate, and</b> the following matters shall be addressed to avoid, minimize and/or mitigate storm water volumes, contaminant loads and impacts to receiving water courses associated with regular and extreme weather events: a) maintenance of groundwater quality and flow and stream base flow; b) protecting water quality and aquatic species and their habitats <b>particularly during extreme weather events;</b> c) minimizing the disruption of pre-existing natural drainage patterns, wherever possible; <del>and,</del>	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 <i>sub-watershed plan</i> 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: a) maintenance of groundwater quality and flow and stream base flow; b) protecting water quality and aquatic species and their habitats particularly during extreme weather events; c) minimizing the disruption of pre-existing natural drainage patterns, particularly during extreme weather events, wherever possible;	Revision implements comment from Conservation Halton to include fish and wildlife in the considerations of a sub-watershed plan.

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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	<p>d) prevention of increases in stream channel erosion and flood risk;</p> <p><b>e) minimizing stormwater flows and reliance on stormwater management ponds, which includes appropriate <i>low impact development</i> and <i>green infrastructure</i>;</b></p> <p><b>f) establishing planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces, and encourage a design approach which protects natural features, fish and wildlife, and maximizes vegetation; and,</b></p> <p><b>g) alignment with the City’s Water, Wastewater and Stormwater Master Plan.</b></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 impervious surfaces, and encourage a design approach which protects natural features, fish and wildlife, and maximizes vegetation; and,</p> <p>g) alignment with the City’s Water, Wastewater and Stormwater Master Plan.</p>	
Table F.3.4.2	<p>Delete Table F.3.4.2 title and contents in their entirety and replace with the following text:</p> <p><b>Table F.3.4.2: Hamilton’s Corporate Greenhouse Gas Emission Reduction Targets</b></p> <p><b>2030 – 50% reduction of 2005 emission levels</b></p> <p><del>2050 – 50% reduction of 2005 emission levels</del></p> <p><b>Carbon Neutral</b></p>	<p>Table F.3.4.2: Hamilton’s Corporate Greenhouse Gas Emission Reduction Targets</p> <p>2030 – 50% reduction of 2005 emission levels</p> <p>2050 – Carbon Neutral</p>	<p>Revision corrects an error from the previous version. Revised policy correctly states that Hamilton’s Corporate Greenhouse Gas Emission Reduction Target is to be Carbon Neutral by 2050.</p>
Table F.3.4.3	<p>Insert new Table F.3.4.3, as follows:</p> <p><b>Table F.3.4.3: Hamilton’s Community Greenhouse Gas Emission Reduction Targets</b></p> <p><del>2020 – 20% reduction of 2006 emissions levels</del></p> <p><b>2030 – 50% reduction of 2006 emission levels</b></p> <p><b>2050 – 80% reduction of 2006 emission levels</b></p>	<p>Table F.3.4.3: Hamilton’s Community Greenhouse Gas Emission Reduction Targets</p> <p>2030 – 50% reduction of 2006 emission levels</p> <p>2050 – 80% reduction of 2006 emission levels</p>	<p>Revision removes reference to the target for 2020 from the table as that date is in the past.</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
<b>Volume 1: Chapter G – Glossary</b>			
Greenfield Area definition	Greenfield Area: means the area within the <i>urban area</i> that is not <i>built-up area</i> . <b>The greenfield area includes lands that are already developed or are subject to existing development approvals, as well as lands that are undeveloped and not subject to existing or pending approvals.</b>	Greenfield Area: means the area within the <i>urban area</i> that is not <i>built-up area</i> . The <i>greenfield area</i> includes lands that are already developed or are subject to existing <i>development</i> approvals, as well as lands that are undeveloped and not subject to existing or pending approvals.	Provides clarification on the development status of lands within the greenfield area.
<b>Volume 2: Text</b>			
B.6.4.10.1	<p>In addition to Policy B.6.4.3.1 – General Development Policies, the following policies shall apply to the lands shown as Site Specific Policy – Area A - McMaster Innovation Park on Map B.6.4-1 - West Hamilton Innovation District – Land Use Plan:</p> <p>a) Educational, residential <b>multiple dwellings</b> and commercial uses permitted ancillary to McMaster Innovation Park shall be developed in accordance with the longterm vision to create a dynamic, integrated state-of-the-art research community that shall foster innovation, entrepreneurialism and creativity. <b>Residential Uses shall be subject to the following policies:</b></p> <p><b>i) Multiple dwellings in mixed use buildings shall be permitted;</b></p>	<p>In addition to Policy B.6.4.3.1 – General Development Policies, the following policies shall apply to the lands shown as Site Specific Policy – Area A - McMaster Innovation Park on Map B.6.4-1 - West Hamilton Innovation District – Land Use Plan:</p> <p>a) Educational, residential <i>multiple dwellings</i> and commercial uses permitted ancillary to McMaster Innovation Park shall be developed in accordance with the longterm vision to create a dynamic, integrated state-of-the-art research community that shall foster innovation, entrepreneurialism and creativity. Residential Uses shall be subject to the following policies:</p> <p>i) <i>Multiple dwellings</i> in mixed use buildings shall be permitted;</p>	<p>Updates to site specific policy to allow limited expansion of residential use permissions on the MIP lands, as per recommendations of the Deferred Employment Land Conversion Requests - Report PED17010(p) and PED17010(r).</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	<p><b>ii) The Gross Floor Area for <i>multiple dwellings</i> shall be limited to a maximum of 15% of the total gross floor area of all existing and proposed buildings, which are to be used for other permitted M1 uses, located on the said lands, save and except for the following uses:</b></p> <p><b>a. Educational Establishments;</b>  <b>b. <i>Multiple Dwelling(s)</i>;</b>  <b>c. Commercial Parking Facilities; and,</b>  <b>d. Warehouse (as a primary use);</b></p> <p><b>iii) The development of any <i>multiple dwellings</i> or <i>sensitive land uses</i> shall require the submission and implementation of a Land Use Compatibility study to the satisfaction of the City to demonstrate that the use avoids, or where avoidance is not possible, minimizes and mitigates any adverse impacts on employment uses permitted through Policy B.6.4.3.3. The Land Use Compatibility study shall be submitted as part of a Complete Application in accordance with Section F.1.19 of Volume 1;</b></p>	<p>ii) The Gross Floor Area for <i>multiple dwellings</i> shall be limited to a maximum of 15% of the total gross floor area of all existing and proposed buildings, which are to be used for other permitted M1 uses, located on the said lands, save and except for the following uses:</p> <p>a. Educational Establishments;  b. <i>Multiple Dwelling(s)</i>;  c. Commercial Parking Facilities; and,  d. Warehouse (as a primary use);</p> <p>iii) The development of any <i>multiple dwellings</i> or <i>sensitive land uses</i> shall require the submission and implementation of a Land Use Compatibility study to the satisfaction of the City to demonstrate that the use avoids, or where avoidance is not possible, minimizes and mitigates any adverse impacts on employment uses permitted through Policy B.6.4.3.3. The Land Use Compatibility study shall be submitted as part of a Complete Application in accordance with Section F.1.19 of Volume 1;</p> <p>iv) The Zoning By-law shall regulate matters related to timing and sequencing of residential development to ensure that any residential use permitted on the site is proportional to the</p>	

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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	<p>iv) The Zoning By-law shall regulate matters related to timing and sequencing of residential development to ensure that any residential use permitted on the site is proportional to the development of the established employment uses within McMaster Innovation Park; and,</p> <p>v) The Zoning By-law shall regulate matters for residential use, among other regulations as required – including, building heights, parking requirements, and other site-specific performance standards for development.</p> <p><del>b) Limited accommodations for visiting scholars, professors and/or professionals shall be permitted.</del></p> <p>e b) Heritage resources associated with the original Westinghouse Company Limited Complex, which include the former Office Building and the Boiler/Power House, identified as site specific policy “A-1” and “A-2” on Map B.6.4-1 - West Hamilton Innovation District – Land Use Plan, shall be conserved and incorporated into future development proposals. A museum of industrial and scientific technology shall also be permitted in the Boiler/Power House.</p>	<p>development of the established employment uses within McMaster Innovation Park; and,</p> <p>v) The Zoning By-law shall regulate matters for residential use, among other regulations as required – including, building heights, parking requirements, and other site-specific performance standards for development.</p> <p>b) Heritage resources associated with the original Westinghouse Company Limited Complex, which include the former Office Building and the Boiler/Power House, identified as site specific policy “A-1” and “A-2” on Map B.6.4-1 - West Hamilton Innovation District – Land Use Plan, shall be conserved and incorporated into future development proposals. A museum of industrial and scientific technology shall also be permitted in the Boiler/Power House.</p> <p>c) Policy B.6.4.5 – Cultural Heritage Policies shall also apply</p>	

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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	d c) Policy B.6.4.5 – Cultural Heritage Policies shall also apply		
B.8.7	<p>Institutional</p> <p>The Airport Employment Growth District recognizes a number of existing and planned institutional uses with the Secondary Plan Area. The existing institutional uses, including the Hamilton District Christian High school, and the Providence Canadian Reformed Church, have been recognized to protect their existing use. <del>The lands on the south-east corner of Garner Road and Smith Road are intended to be used for the expansion of Redeemer University College.</del> These Institutional uses are shown on Map B.8-1 – Airport Employment Growth District Land Use Plan and are subject to the following policies:...</p>	<p>Institutional</p> <p>The Airport Employment Growth District recognizes a number of existing and planned institutional uses with the Secondary Plan Area. The existing institutional uses, including the Hamilton District Christian High school, and the Providence Canadian Reformed Church, have been recognized to protect their existing use. These Institutional uses are shown on Map B.8-1 – Airport Employment Growth District Land Use Plan and are subject to the following policies:...</p>	<p>Revised to remove reference to lands at Smith Road and Garner Road only developing for uses associated with Redeemer College, as per recommendation of the Deferred Employment Land Conversion Requests - Report PED17010(p).</p>
<b>Volume 3: Text</b>			
UFE-2	<p><del>UFE-2</del>  <del>A portion of the lands located at 56 Parkside Drive, 90 and 96 Parkside Drive and 546 Highway 6, former Town of Flamborough (OPA 107)(By law No. 18-303)</del></p> <p>1.0 Notwithstanding Section E.5.4 – Employment Area – Business Park Designation of Volume 1, lands designated Employment Area – Business</p>	Policy deleted in its entirety.	To align with recommendations of the Employment Land Review to convert certain lands that were formerly within UFE-2 to Open Space. The Site Specific Policy is no longer required.

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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	<p><del>Park, located on a portion of 56 Parkside Drive, 90 Parkside Drive, 96 Parkside Drive and 546 Highway 6 and identified as Site Specific Policy Area UFE-2, shall only be used for Natural Open Space.</del></p>		
UFN-X	<p><b>UFN-X Lands Located on a portion of 329 and 345 Parkside Drive, Flamborough</b></p> <p><b>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, permitted uses shall be limited to the following:</b></p> <p><b>a) Multiple dwelling;</b>  <b>b) Retirement home; and,</b>  <b>c) Long term care facility.</b></p> <p><b>2.0 A maximum of 50% of the area of the expansion lands shall be used for residential purposes limited to a multiple dwelling and / or retirement home.</b></p> <p><b>3.0 Prior to any future development of the subject lands, the following studies shall be required to the satisfaction of the City to demonstrate appropriateness of the proposed development:</b></p> <p><b>a) Planning Justification Report;</b>  <b>b) Functional Servicing Study;</b></p>	<p>UFN-X Lands Located on a portion of 329 and 345 Parkside Drive, Flamborough</p> <p>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, permitted uses shall be limited to the following:</p> <p>a) Multiple dwelling;  b) Retirement home; and,  c) Long term care facility.</p> <p>2.0 A maximum of 50% of the area of the expansion lands shall be used for residential purposes limited to a multiple dwelling and / or retirement home.</p> <p>3.0 Prior to any future development of the subject lands, the following studies shall be required to the satisfaction of the City to demonstrate appropriateness of the proposed development:</p> <p>a) Planning Justification Report;  b) Functional Servicing Study;  c) Environmental Impact Study;  d) Karst / Geotechnical Study;</p>	<p>Lands located at 329 and 345 Parkside Drive are being added to the Urban Area. Site Specific policy restricts the permitted uses on the site and identifies studies to be required prior to future development.</p>

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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	<p>c) Environmental Impact Study;  d) Karst / Geotechnical Study;  e) Water Resources Assessment;  f) Archaeological Assessment;  g) Traffic Impact Study; and,  h) Visual Impact Assessment.</p> <p>Other studies may be required and will be identified at the Formal Consultation stage.</p>	<p>e) Water Resources Assessment;  f) Archaeological Assessment;  g) Traffic Impact Study; and,  h) Visual Impact Assessment.</p> <p>Other studies may be required and will be identified at the Formal Consultation stage.</p>	
UHC-“Y”	<p>Lands located at 1725 Stone Church Road East, 130 &amp; 140 Mud Street East, former City of Hamilton</p> <p>1.0 In addition to Section E.4.0 – Commercial and Mixed Use Designations, 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; and,</p> <p>b) As part of a complete Application for development, an Architectural and Urban Design Guidelines document shall be prepared and submitted to the satisfaction of the City, describing the overall community structure of</p>	<p>Lands located at 1725 Stone Church Road East, 130 &amp; 140 Mud Street East, former City of Hamilton</p> <p>1.0 In addition to Section E.4.0 – Commercial and Mixed Use Designations, 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; and,</p> <p>b) As part of a complete Application for development, an Architectural and Urban Design Guidelines document shall be prepared and submitted to the satisfaction of the City, describing the overall community structure of the subject lands and providing built form and landscaping guidelines to ensure that the physical design of the site is</p>	<p>Application of a Site Specific Policy to the lands as per recommendation of the Deferred Employment Land Conversion Requests - Report PED17010(p).</p>




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Policy Number	Proposed Change	Proposed New Policy	Why Revision from January 2022 Draft is Required
	<p>the subject lands and providing built form and landscaping guidelines to ensure that the physical design of the site is consistent with the overall intended character and design vision for the neighboring Heritage Greene lands to the east. Specifically, the guidelines should address private and public realm components, including streetscape design, connectivity and enhancement of the pedestrian network, and the physical design of any proposed open space and built form. The submitted Architectural and Urban Design Guidelines shall also address policy C.3.3 - Urban Design Policies, and the City's Site Plan Guidelines.</p>	<p>consistent with the overall intended character and design vision for the neighboring Heritage Greene lands to the east. Specifically, the guidelines should address private and public realm components, including streetscape design, connectivity and enhancement of the pedestrian network, and the physical design of any proposed open space and built form. The submitted Architectural and Urban Design Guidelines shall also address policy C.3.3 - Urban Design Policies, and the City's Site Plan Guidelines.</p>	

## Revisions to Proposed Amendments to Urban Hamilton Official Plan Schedules, Appendices & Maps – Municipal Comprehensive Review



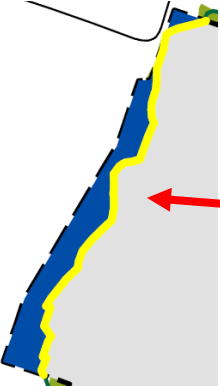
Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
<p>Volume 1: Schedule A – Provincial Plans; Schedule C – Functional Road Classification; Schedule E – Urban Structure; Schedule E-1 – Urban Land Use Designations; Schedule F – Airport Influence Area; Schedule G – Local Housing Market Zones; Appendix B – Major Transportation Facilities and Routes; Appendix D – Noise Exposure Forecast Contours; Appendix E – Contaminated Sites; Appendix G – Boundaries Map</p> <p>Volume 3: Map 1 – Area Specific Policies Key Map; Map 2 – Site Specific Key Map</p>	<p>Update schedules and appendices to correct the Municipal 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 City of Hamilton in the Rural Area.</p> 	<p>Proposed MCR Amendment referenced the correction on Volume 1: Schedule A – Provincial Plans only. However, the update applies to additional schedules, maps and appendices.</p>

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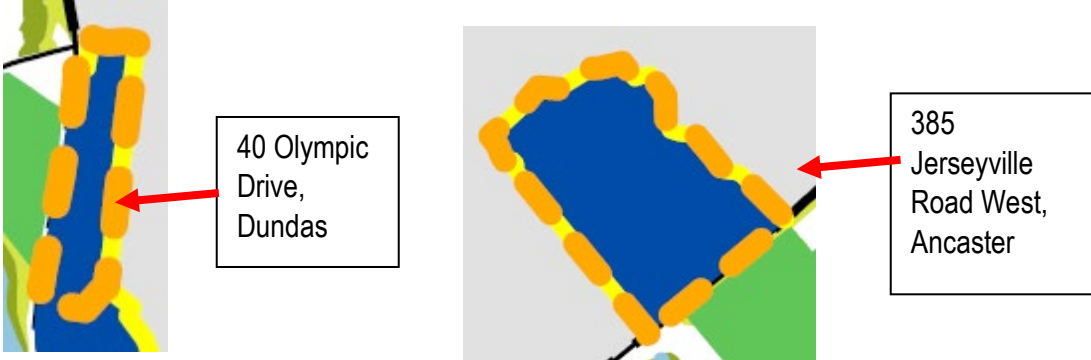
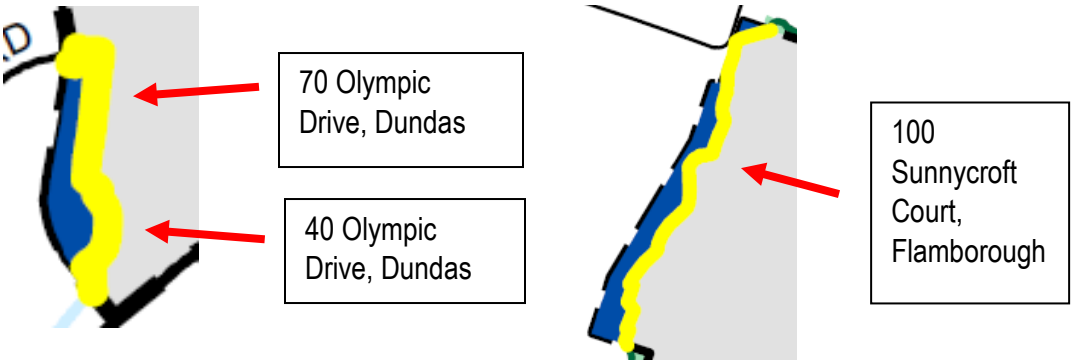
Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
<p>All UHOP Schedules and Appendices</p>	<p>Identify adjustment to urban boundary to include lands located at 40 and 70 Olympic Drive, Dundas, 385 Jerseyville Road West, Ancaster, 329 and 345 Parkside Drive, Flamborough, and lands in vicinity of 100 Sunnycroft Court, Flamborough within the urban area.</p>	<p>Lands at 40 and 70 Olympic Drive and 385 Jerseyville Road West were redesignated to “Urban Area” in the Niagara Escarpment Plan (NEP), as part of the Provincial Plans Co-ordinated Review in 2017.</p> <p>Lands in the vicinity of 100 Sunnycroft Court are designated “Urban Area” in the NEP and the City’s mapping had incorrectly identified them as being in the rural area.</p> <p>Lands at 329 and 345 Parkside Drive are within the Greenbelt Protected Countryside and have been added to the City’s urban area.</p>



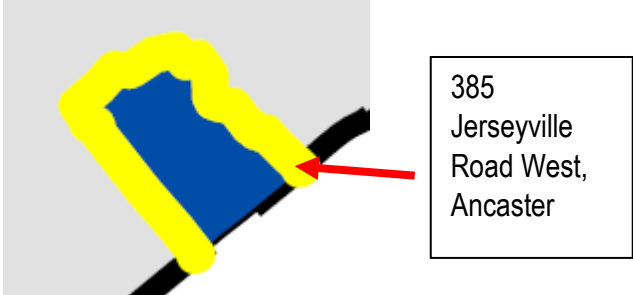
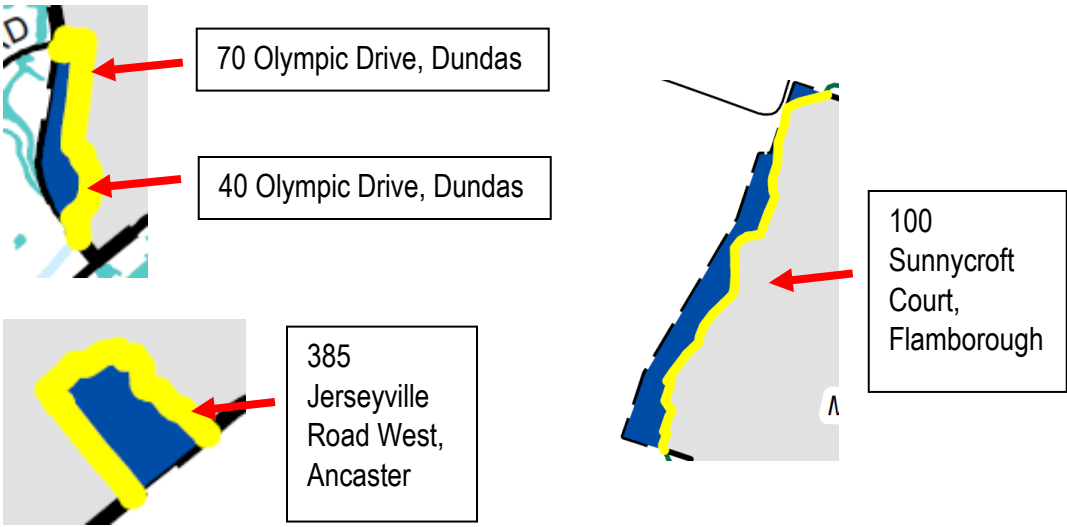
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Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
	 <p data-bbox="842 318 1075 469">329 &amp; 345 Parkside Drive, Flamborough</p>	
<p data-bbox="149 570 443 634">Volume 1: Schedule B – Natural Heritage System</p>	<p data-bbox="489 570 1507 634">Identify lands at 40 Olympic Drive, Dundas and lands in vicinity of 100 Sunnycroft Court, Flamborough as “Core Area”.</p>  <p data-bbox="770 781 949 932">40 Olympic Drive, Dundas</p>  <p data-bbox="1335 781 1535 980">100 Sunnycroft Court, Flamborough</p> <p data-bbox="489 1073 1507 1138">Identify lands at 70 Olympic Drive, Dundas and 385 Jerseyville Road West, Ancaster as “Core Area” and “Parks and General Open Space”.</p>	<p data-bbox="1598 570 1881 634">Implementation of urban boundary adjustments.</p> <p data-bbox="1598 1081 1881 1146">Implementation of urban boundary adjustments.</p>

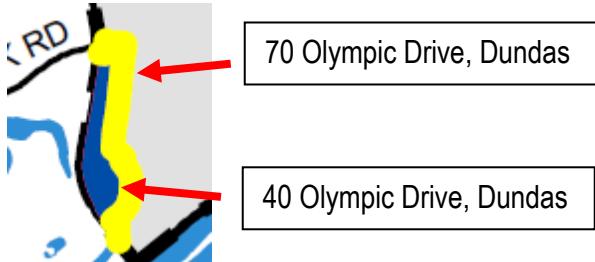
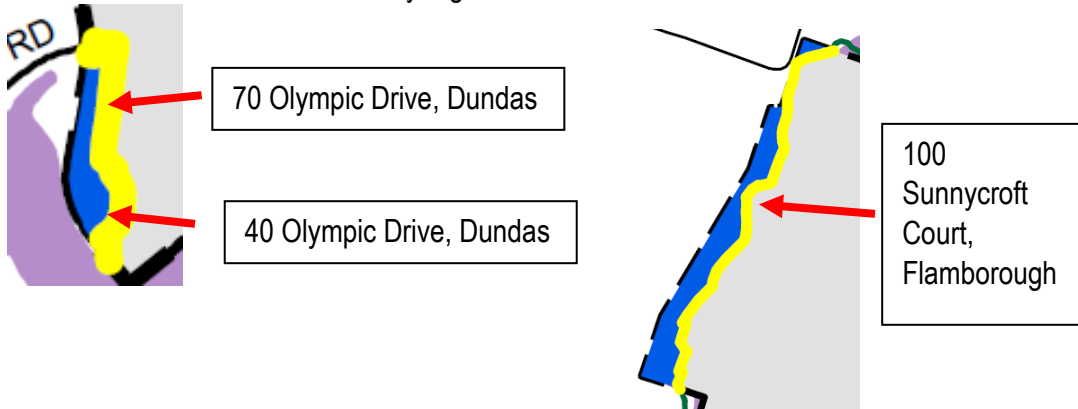
Appendix "D1" to Report PED21067(b)  
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Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
		
<p>Volume 1: Schedule B-1 – Detailed Natural Heritage Features Life Science ANSI</p>	<p>Identify lands at 40 and 70 Olympic Drive, Dundas, 385 Jerseyville Road West, Ancaster and lands in vicinity of 100 Sunnycroft Court, Flamborough as "Key Natural Heritage Feature Life Science ANSI".</p> 	<p>Implementation of urban boundary adjustments.</p>

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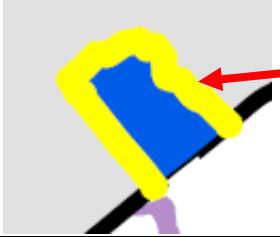



Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
		
<p>Volume 1: Schedule B-2 – Detailed Natural Heritage Features Significant Woodlands</p>	<p>Identify lands at 40 and 70 Olympic Drive, Dundas, 385 Jerseyville Road West, Ancaster and lands in vicinity of 100 Sunnycroft Court, Flamborough as “Key Natural Heritage Feature Significant Woodlands”.</p> 	<p>Implementation of urban boundary adjustments.</p>

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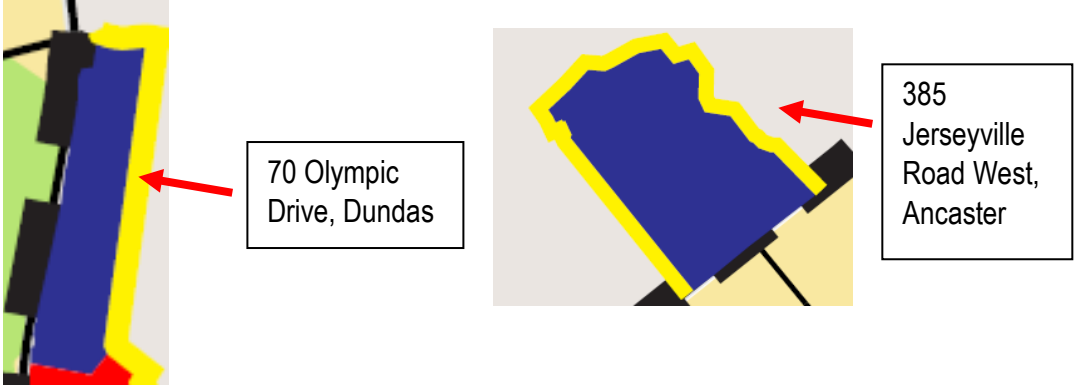
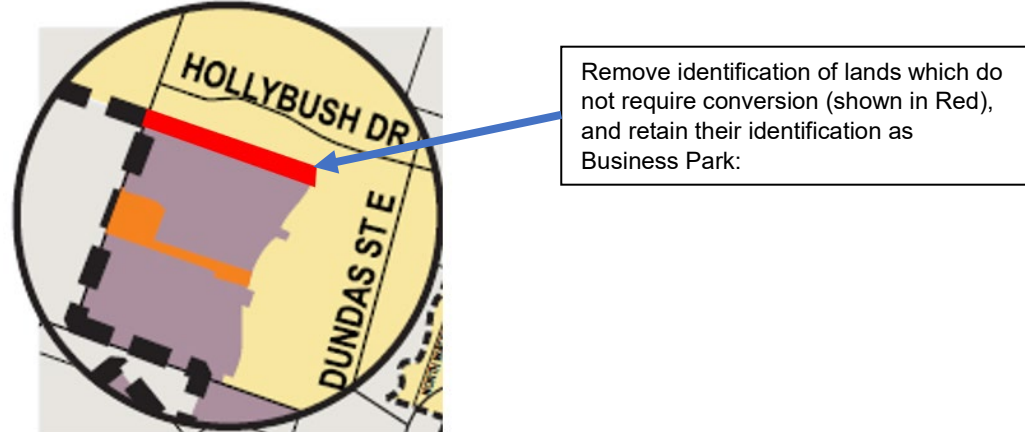
Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
<p>Volume 1: Schedule B-4 – Detailed Natural Heritage Features Key Natural Heritage Features and Key Hydrologic Feature Wetlands</p>	<p>Identify lands at 40 and 70 Olympic Drive, Dundas as “Key Natural Heritage Feature and Key Hydrologic Features Wetlands”.</p>  <p>The map shows a section of land with a road labeled 'RD' on the left. Two areas are highlighted: a yellow area at the top and a blue area below it. Red arrows point from text boxes to these areas. The top box is labeled '70 Olympic Drive, Dundas' and the bottom box is labeled '40 Olympic Drive, Dundas'.</p>	<p>Implementation of urban boundary adjustments.</p>
<p>Volume 1: Schedule B-6 – Detailed Natural Heritage Features Local Natural Area Environmentally Significant Areas</p>	<p>Identify lands at 40 and 70 Olympic Drive, Dundas, 385 Jerseyville Road West, Ancaster and lands in vicinity of 100 Sunnycroft Court, Flamborough as “Key Natural Heritage Feature Local Natural Area Environmentally Significant Area”.</p>  <p>The first map on the left is similar to the one in the first row, showing lands at 40 and 70 Olympic Drive, Dundas highlighted in yellow and blue. The second map on the right shows a different location with a road labeled 'RD' on the left. A yellow area is highlighted, with a red arrow pointing from a text box labeled '100 Sunnycroft Court, Flamborough' to it.</p>	<p>Implementation of urban boundary adjustments.</p>



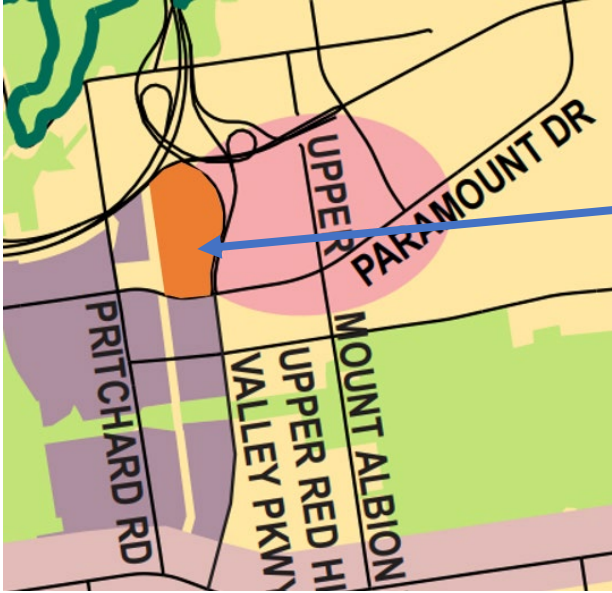
Appendix “D1” to Report PED21067(b)  
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Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
	 <div data-bbox="787 245 978 443" style="border: 1px solid black; padding: 5px;"> <p>385 Jerseyville Road West, Ancaster</p> </div>	
<p>Volume 1: Schedule E – Urban Structure</p>	<p>Identify lands at 40 Olympic Drive, Dundas, 329 and 345 Parkside Drive, Flamborough, and lands in vicinity of 100 Sunnycroft Court, Flamborough as “Neighbourhoods”.</p>  <div data-bbox="747 691 963 800" style="border: 1px solid black; padding: 5px;"> <p>40 Olympic Drive, Dundas</p> </div>  <div data-bbox="772 967 1005 1122" style="border: 1px solid black; padding: 5px;"> <p>329 &amp; 345 Parkside Drive, Flamborough</p> </div>  <div data-bbox="1339 971 1535 1170" style="border: 1px solid black; padding: 5px;"> <p>100 Sunnycroft Court, Flamborough</p> </div>	<p>Implementation of urban boundary adjustments.</p>


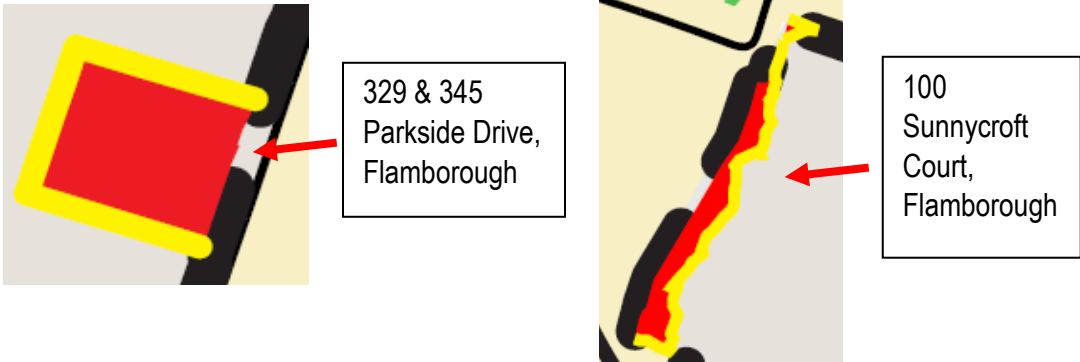
**Appendix “D1” to Report PED21067(b)  
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Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
	<p data-bbox="489 248 1507 318">Identify lands at 70 Olympic Drive, Dundas and 385 Jerseyville Road West, Ancaster as “Major Open Space”.</p> <div data-bbox="489 354 1556 735">  </div> <p data-bbox="489 797 1457 829">Refinement to previously recommended conversion in Flamborough Business Park:</p> <div data-bbox="489 841 1507 1269">  </div>	<p data-bbox="1591 248 1881 318">Implementation of urban boundary adjustments.</p> <p data-bbox="1591 797 1961 971">To align with recommendations and Council direction for Employment Land Conversions through the Employment Land Review.</p>

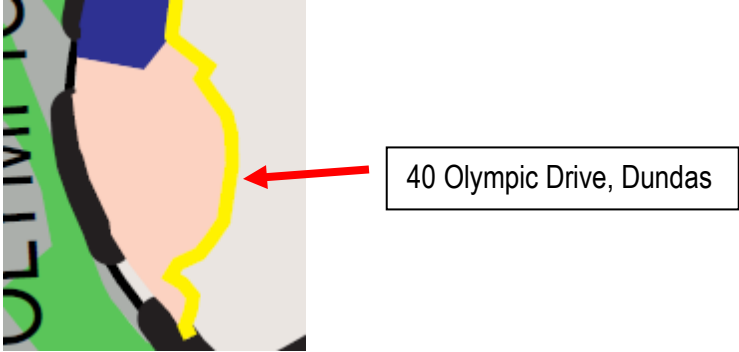
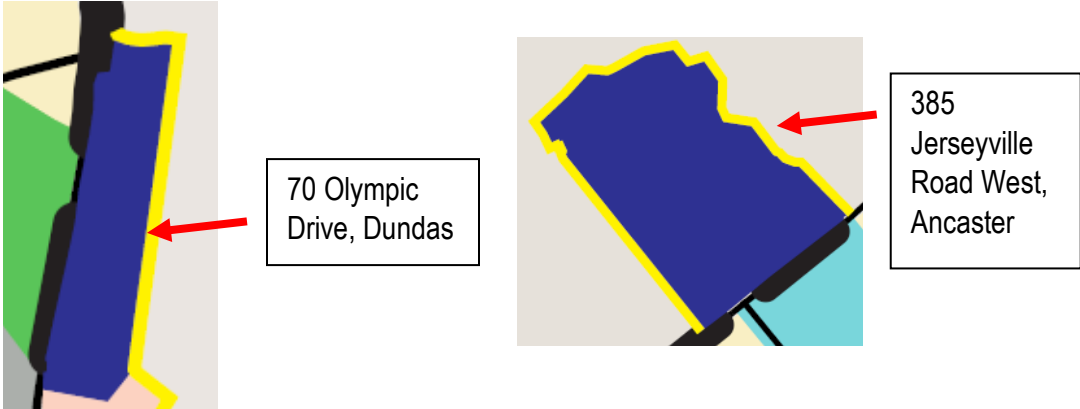
**Appendix “D1” to Report PED21067(b)**  
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Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
	<p>Inclusion on one additional site in the Red Hill North Business Park for conversion from Employment Area:</p>  <div data-bbox="1255 391 1530 656" style="border: 1px solid black; padding: 5px; margin-left: 300px;"> <p>Remove identification of Employment Area on lands known as 1725 Stone Church Road East (shown in Orange), and apply identification of Neighbourhoods</p> </div>	<p>To align with recommendations and Council direction for Employment Land Conversions through the Employment Land Review.</p>

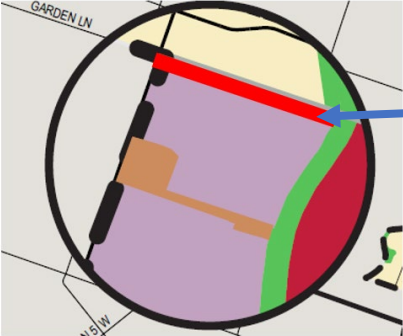

**Appendix “D1” to Report PED21067(b)**  
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Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
	<p>Identification of Priority Transit Corridor (shown in dashed red):</p> 	<p>Addition of Priority Transit Corridor to align with policy updates to Chapter E with respect to Urban Corridors and Major Transit Station Areas</p>
<p>Volume 1: Schedule E-1 – Urban Land Use Designations</p>	<p>Designate lands at 329 and 345 Parkside Drive, Flamborough, and lands in vicinity of 100 Sunnycroft Court, Flamborough as “Neighbourhoods”.</p> 	<p>Implementation of urban boundary adjustments.</p>

**Appendix “D1” to Report PED21067(b)**  
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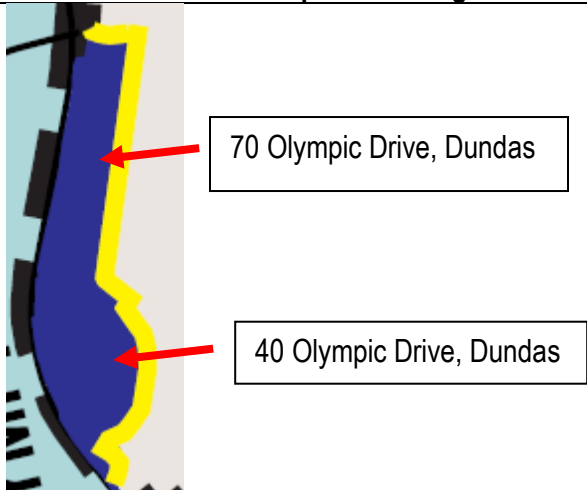
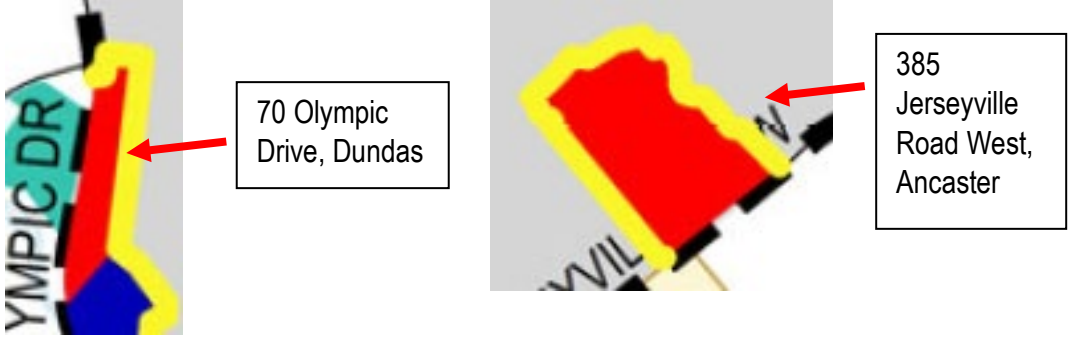
Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
	<p data-bbox="489 248 1150 280">Designate lands at 40 Olympic Drive, Dundas as “Utility”.</p>  <p data-bbox="489 708 1539 776">Designate lands at 70 Olympic Drive, Dundas and 385 Jerseyville Road West, Ancaster as “Open Space”.</p> 	<p data-bbox="1591 248 1885 316">Implementation of urban boundary adjustments.</p> <p data-bbox="1591 724 1885 792">Implementation of urban boundary adjustments.</p>

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Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
	<p>Refinement to previously recommended conversion in Flamborough Business Park:</p>  <p>Lands to remain in Business Park designation, no conversion required.</p> <p>Inclusion on one additional site in the Red Hill North Business Park for conversion from Employment Area:</p>  <p>Redesignate lands at 1725 Stone Church Road East from Business Park to District Commercial designation</p>	<p>To align with recommendations and Council direction for Employment Land Conversions through the Employment Land Review.</p> <p>To align with recommendations and Council direction for Employment Land Conversions through the Employment Land Review.</p>



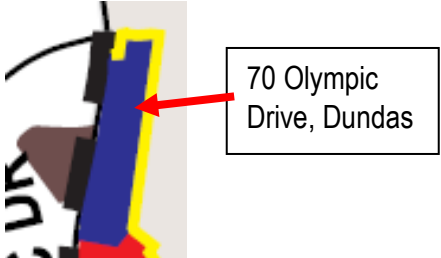


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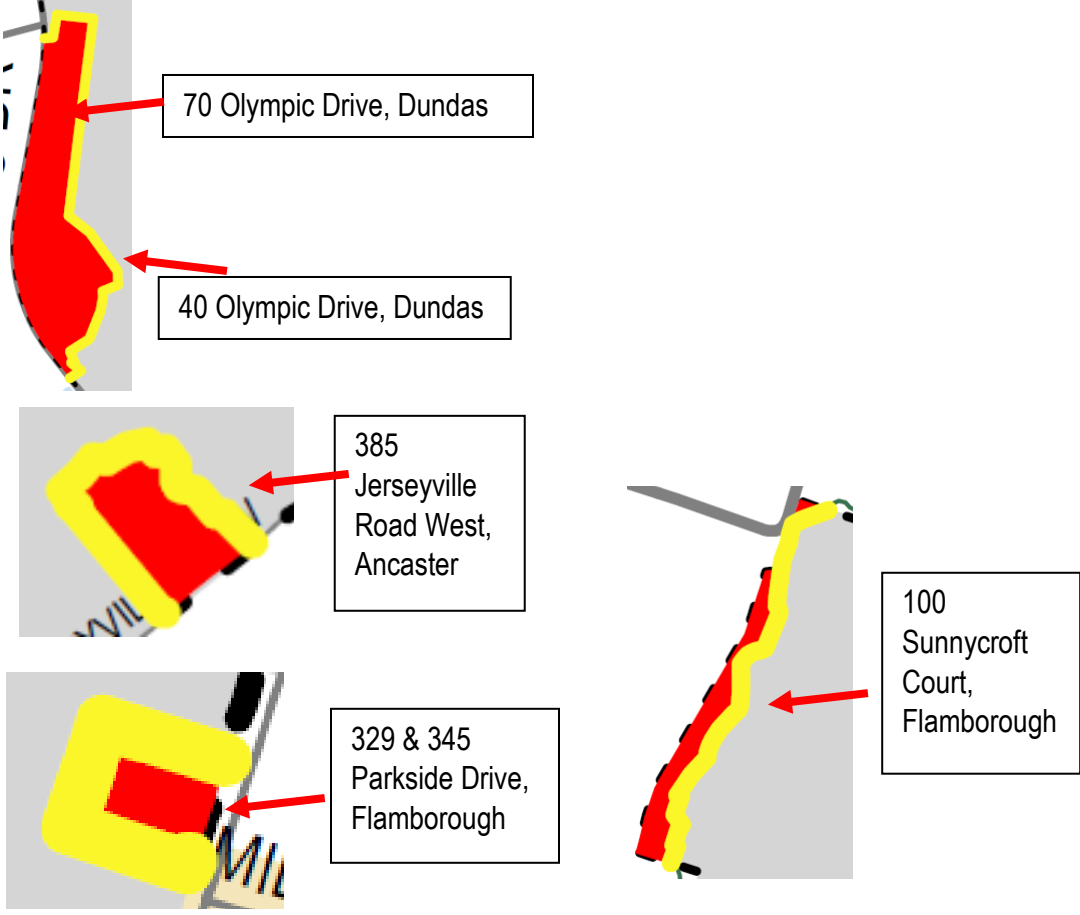
Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
		
<p>Volume 1: Appendix A – Parks Classification</p>	<p>Identify lands at 70 Olympic Drive, Dundas and 385 Jerseyville Road West, Ancaster as City Wide Park.</p> 	<p>Implementation of urban boundary adjustments.</p>




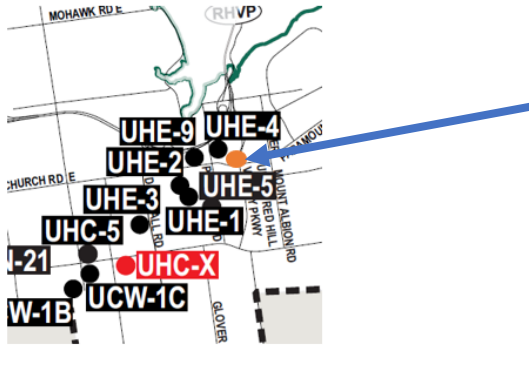
**Appendix “D1” to Report PED21067(b)**  
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Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
Volume 1: Appendix B – Major Transportation Facilities and Routes	<p>Replace text in the legend:            Replace “Future Multi Modal Hub” with “Potential Multi Modal Hub”            Replace “Potential Rapid Transit Line (B.L.A.S.T)” with “Potential Higher Order Transit”.</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p><del>Potential Rapid Transit Line (B.L.A.S.T.)</del></p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>Replace “Potential Rapid Transit Line (B.L.A.S.T)” with “Potential Higher Order Transit”</p> </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;">  <p><del>Future Multi Modal Hub</del></p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>Replace “Future Multi Modal Hub” with “Potential Multi Modal Hub”</p> </div> </div>	Refinement to align legend entries with policy text.
Volume 1: Appendix E – Contaminated Sites	<p>Identify lands at 70 Olympic Drive, Dundas as “Former Landfill Site”.</p> 	Implementation of urban boundary adjustments.
Volume 1: Appendix F-4 – Archaeological Potential	<p>Identify lands at 40 and 70 Olympic Drive, Dundas, 385 Jerseyville Road West, Ancaster, 329 and 345 Parkside Drive, Flamborough, and lands in vicinity of 100 Sunnycroft Court, Flamborough as “Archaeological Potential”.</p>	Implementation of urban boundary adjustments.

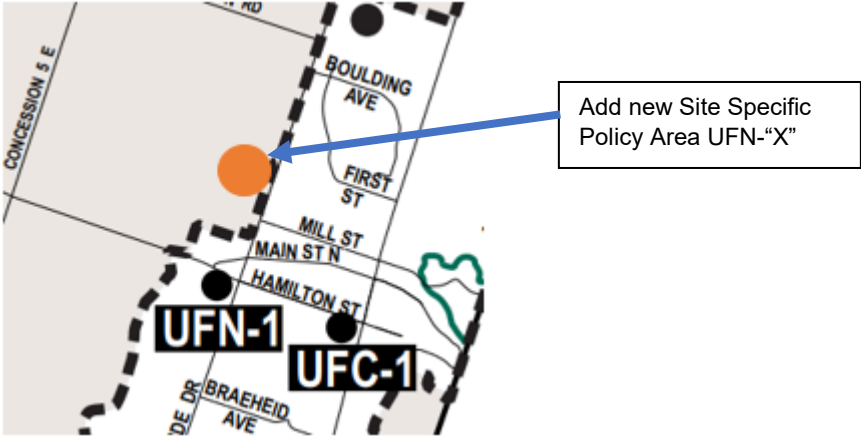
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Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
		
<p>Volume 2: Map B.7.5-1 – West Mountain / Heritage</p>	<p>Remove a portion of the lands at 1725 Stone Church Road East and 130 &amp; 140 Mud Street East from the Employment designation:</p>	<p>To align with recommendations and Council direction for the</p>

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**Page 18 of 19**

Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
<p>Green Secondary Plan – Land Use Plan</p>	 <p data-bbox="976 402 1438 570">Remove the lands from the Employment designation on the Land Use Plan of the West Mountain / Heritage Green Secondary Plan, and remove lands from the Secondary Plan</p>	<p>subject lands through the Employment Land Review.</p>
<p>Volume 3: Map 2 – Urban Site Specific Key Map</p>	<p data-bbox="493 799 1564 868">Add new Site Specific Policy Area UHC-Y for 1725 Stone Church Road East, and 130 &amp; 140 Mud St. East:</p>  <p data-bbox="1018 933 1333 1015">Add new Site Specific Policy Area UHC-“Y”</p>	<p>To align with recommendations and Council direction for the subject lands through the Employment Land Review.</p>

**Appendix “D1” to Report PED21067(b)**  
**Page 19 of 19**

Schedule / Map Number	Proposed Changes from Previous Version	Why Revision is Required
	<p>Add new Site Specific Policy Area UFN-X for 329 – 345 Parkside Drive:</p> 	<p>Alignment with recommendation to bring the lands into the urban boundary and to identify them with a site specific policy in the Neighbourhoods designation.</p>

## Revisions to Proposed Amendments to Rural Hamilton Official Plan Schedules, Appendices & Maps – Municipal Comprehensive Review

Schedule / Map Number	Proposed Changes	Why Change is Required
All RHOP Schedules and Appendices	Adjust the urban boundary to exclude lands located at 40 and 70 Olympic Drive, Dundas, 385 Jerseyville Road West, Ancaster, 329 and 345 Parkside Drive, Flamborough, and lands in vicinity of 100 Sunnycroft Court, Flamborough from the Rural Area and identify them as being located within the Urban Area.	<p>Lands at 40 and 70 Olympic Drive and 385 Jerseyville Road West were redesignated to “Urban Area” in the Niagara Escarpment Plan (NEP), as part of the Provincial Plans Co-ordinated Review in 2017.</p> <p>Lands in the vicinity of 100 Sunnycroft Court are designated “Urban Area” in the NEP and the City’s mapping had incorrectly identified them as being in the rural area.</p> <p>Lands at 329 and 345 Parkside Drive are within the Greenbelt Protected Countryside and have been added to the City’s urban area.</p>

**Permitted Uses - Existing Low Density Residential Zones  
Ancaster, Dundas, Flamborough**

LOW DENSITY ZONES	PERMITTED USES					
	Single Detached Dwelling	Semi-Detached Dwelling	Duplex Dwelling	Triplex Dwelling	Fourplex Dwelling	Street Townhouse
<b>ANCASTER</b>						
ER, R1, R2, R3, R4	✓					
R5, RM1	✓	✓	✓			
RM2						✓
<b>DUNDAS</b>						
R1, R2, R3A, RH-1	✓					
R3, R4, R6	✓	✓	✓			
<b>FLAMBOROUGH</b>						
R1, R2	✓					
R4	✓	✓	✓			
R5	✓	✓	✓	✓		

**Permitted Uses - Existing Low Density Residential Zones  
Glanbrook, Hamilton, Stoney Creek**

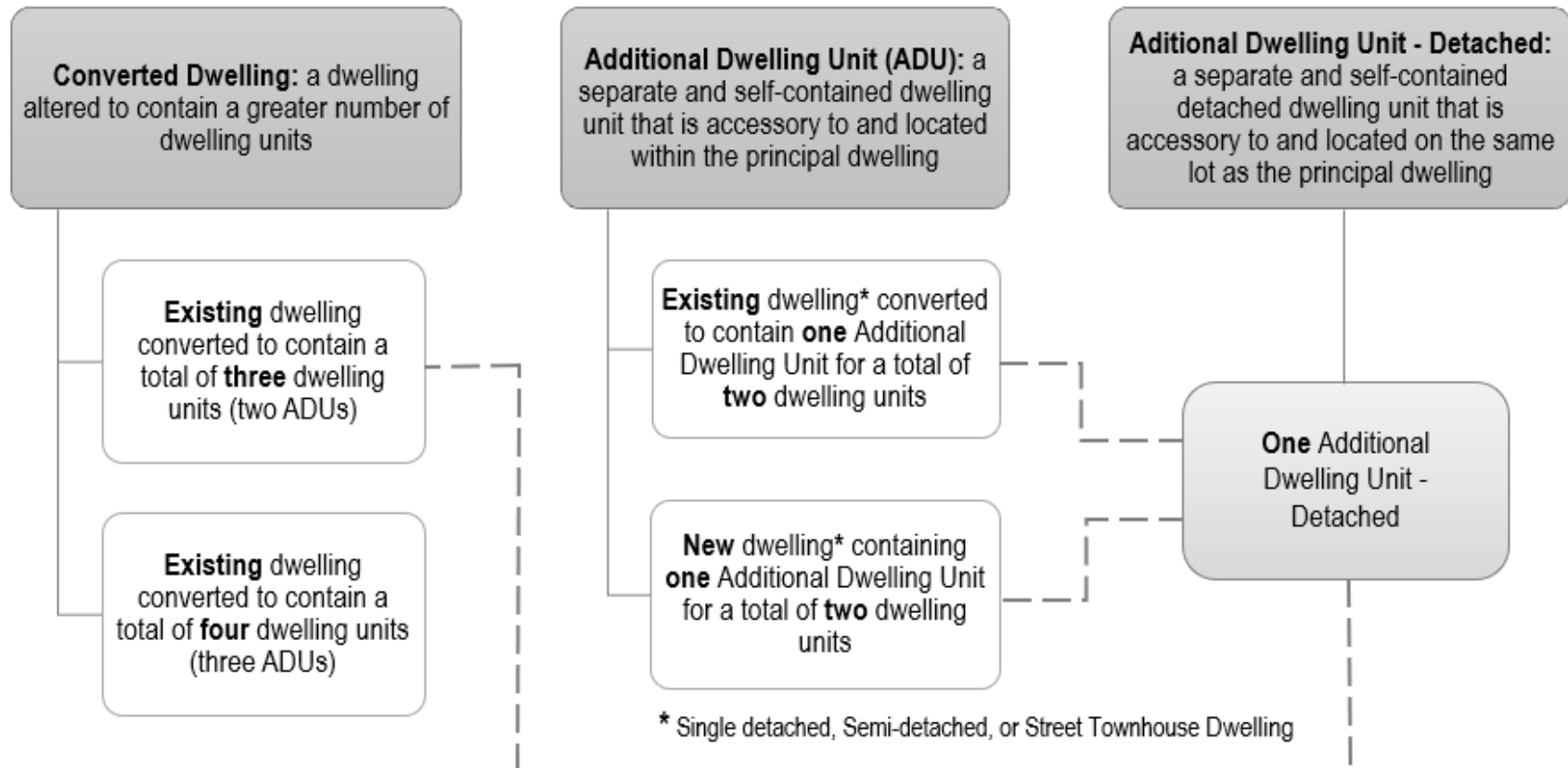
LOW DENSITY ZONES	PERMITTED USES					
	Single Detached Dwelling	Semi-Detached Dwelling	Duplex Dwelling	Triplex Dwelling	Fourplex Dwelling	Street Townhouse
<b>GLANBROOK</b>						
ER, R1, R2, R3, R4	✓					
RM1	✓	✓	✓	✓		
RM2						✓
<b>HAMILTON</b>						
B, B-1, B-2, C, R-2	✓					
D, R-4	✓	✓	✓			
RT-30						✓
<b>STONEY CREEK</b>						
R1, R2, R3, R4, RR	✓					
R5, R6	✓	✓	✓			
RM1	✓	✓	✓	✓	✓	
RM2						✓

**Proposed Uses - Existing Low Density Residential Zones**

LOW DENSITY ZONES  PERMITTED USES EXISTING (✓)	PERMITTED USES PROPOSED (+)					
	Single Detached Dwelling	Semi- Detached Dwelling	Duplex Dwelling	Triplex Dwelling (Conversions)	Fourplex Dwelling (conversions)	Street Townhouse
<b>ZONES THAT PERMIT:</b> • Single Detached Dwellings	✓	+	+	+	+	+
<b>ZONES THAT PERMIT:</b> • Single Detached Dwellings • Semi-Detached Dwellings • Duplex Dwellings	✓	✓	✓	+	+	+
<b>ZONES THAT PERMIT:</b> • Street Townhouse Dwellings						✓
<b>ZONES THAT PERMIT:</b> • Single Detached Dwellings • Semi-Detached Dwellings • Duplex Dwellings • Triplex Dwellings	✓	✓	✓	✓	+	+



Relationship between Converted Dwellings, ADUs and ADU - Detached



## Proposed Amendments to the Former Community Zoning By-laws

### New Definition DWELLING, CONVERTED

Means a dwelling altered to contain a greater number of dwelling units.

### LDR Zones - Permitted Uses

All low density residential zones within each Zoning By-law are proposed to be amended to permit an expanded range of uses. As amended, each LDR Zone will permit:

- Single Detached Dwellings;
- Semi-detached Dwellings;
- Duplex Dwellings; and,
- Street Townhouse Dwellings.

The four LDR Zones that only permit Street Townhouse Dwellings will not be amended to introduce further uses. They are:

- Ancaster – Residential Multiple “RM2” Zone;
- Glanbrook – Residential Multiple “RM2” Zone;
- Hamilton – “RT-30” Districts (Street – Townhouse); and,
- Stoney Creek – Multiple Residential “RM2” Zone.

### LDR Zones - Regulations for New Uses

#### Implementation

The existing regulations in each Zoning By-law will inform the regulations that are established for the new uses proposed for each zone. New built form standards are not being developed for any of the new uses proposed as standards already exist in each Zoning By-law. Established standards will be applied to new uses.

When a dwelling type is introduced to an LDR Zone, the existing set of regulations that already apply to that type of dwelling in another zone will be selected, based on a commonality of standards that are considered appropriate to apply to the new dwelling type. Thus, the regulations for minimum lot area and frontage, minimum setback requirements, and height will be taken from an existing zone and applied.

Using semi-detached dwellings as an example, when this use is added to an LDR Zone that does not permit semis, the existing set of regulations for a semi-detached dwelling from another zone that most closely align with the regulations of the zone to which the use is being added, will be applied. There is

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**Page 2 of 4**

**Proposed Amendments to the Former Community Zoning By-laws**

consistency in this approach which recognizes the established standards of the Zoning By-law.

**Structure**

Within each LDR Zone, the regulations for the new dwelling type will refer to the section of the parent zone containing the regulations that will be applied to the new use.

“1.1 Regulations for Semi-Detached Dwellings

1.1.1 The use shall comply with the provisions of Section X.”

**LDR Zones -  
Regulations for Converted Dwellings,  
Secondary Dwelling Units, and  
Detached-Secondary Dwelling Units**

**Implementation**

Secondary Dwelling Unit (SDU) and Detached Secondary Dwelling Unit (D-SDU) regulations are located within the General Provision section of each Zoning By-law. SDUs and D-SDUs are not a primary use, but rather accessory to the principal dwelling on a lot.

The regulations established for converted dwellings are proposed to be located in the General Provisions section. Similar to SDUs and D-SDUs, a converted dwelling does not represent a change of use. Rather, the existing dwelling, if a single detached dwelling, remains a single detached dwelling, converted to contain additional dwelling units. Further, the regulations that apply to the existing dwelling continue to apply after a conversion.

**Structure**

Consistent with the implementation of SDU and D-SDU regulations, in each LDR Zone, a subsection will identify the regulations for converted dwellings and refer to the applicable section within General Provisions.

“1.1 REGULATIONS FOR CONVERTED DWELLINGS

1.1.1 The use shall comply with the provisions of Section X.XX”

**General Provisions –  
Converted Dwellings**

<b>Regulation</b>	<b>Description</b>
1) For the purpose of the converted dwelling regulations, a converted	Dwellings containing three and four dwelling units shall be permitted through conversions

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## Proposed Amendments to the Former Community Zoning By-laws

dwelling shall mean a dwelling, existing as of the date of passage of the implementing by-law, converted to contain greater than two but no more than four dwelling units.

only, thus these regulations apply to existing dwellings only. Furthermore, to align with the existing regulations for SDUs and D-SDUs, converted dwellings shall only apply to conversions of greater than two but no more than four dwelling units.

a) Notwithstanding, a street townhouse dwelling can be converted to contain a maximum of two dwelling units and is subject to the regulations for SDUs.

Given the built form characteristics and typically smaller lot sizes for street townhouse dwellings, it is considered appropriate to limit the number of dwelling units permitted to two. This restriction does not preclude the ability to also have a D-SDU on the lot.

2) In addition to the regulations for converted dwellings, all the regulations of the Zoning By-law that are applicable to the existing dwelling will continue to apply.

While an existing dwelling may be altered to contain a greater number of dwelling units, the built form does not change through a conversion. Thus, the regulations of the existing dwelling will continue to apply, in addition to the converted dwelling regulations.

3) No parking spaces are required for dwelling units within a converted dwelling, provided the required parking spaces which existed on the date of passage of the by-law for the existing dwelling continue to be provided and maintained.

This regulation intends to build on the established parking standards for SDUs and D-SDUs. No additional parking space is required for an SDU or D-SDU if the required parking spaces which existed on May 12, 2021 for the existing dwelling continue to be provided and maintained. This amounts to a possible total of three dwelling units on a property (principal dwelling, SDU, and D-SDU). A commensurate parking

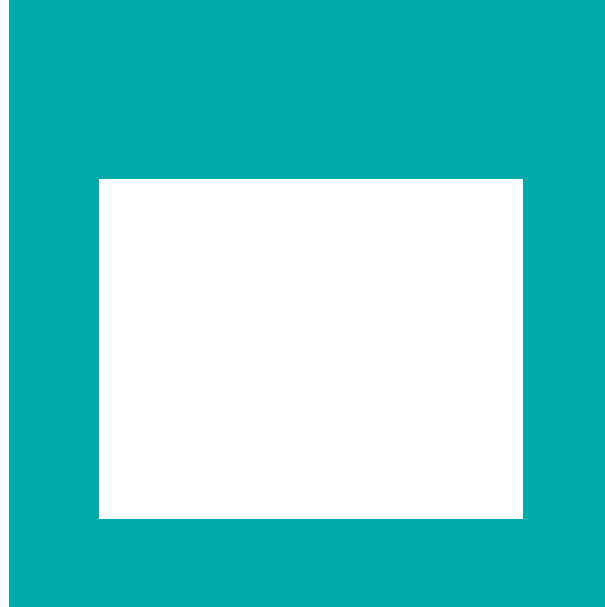
a) Notwithstanding the above, one parking space is required for the

**Proposed Amendments to the Former Community Zoning By-laws**

fourth dwelling unit in a converted dwelling.

standard is recommended for converted dwellings with the fourth dwelling unit in a converted dwelling triggering the need to provide a parking space.

This regulation is intended to be applied alongside the parking regulations for D-SDUs such that the fourth dwelling unit on a lot, be that the fourth dwelling unit in a converted dwelling or a D-SDU, is required to provide a parking space. The parking regulation for D-SDUs will be amended accordingly.



WELCOME TO THE CITY OF HAMILTON

# PLANNING COMMITTEE

May 17, 2022

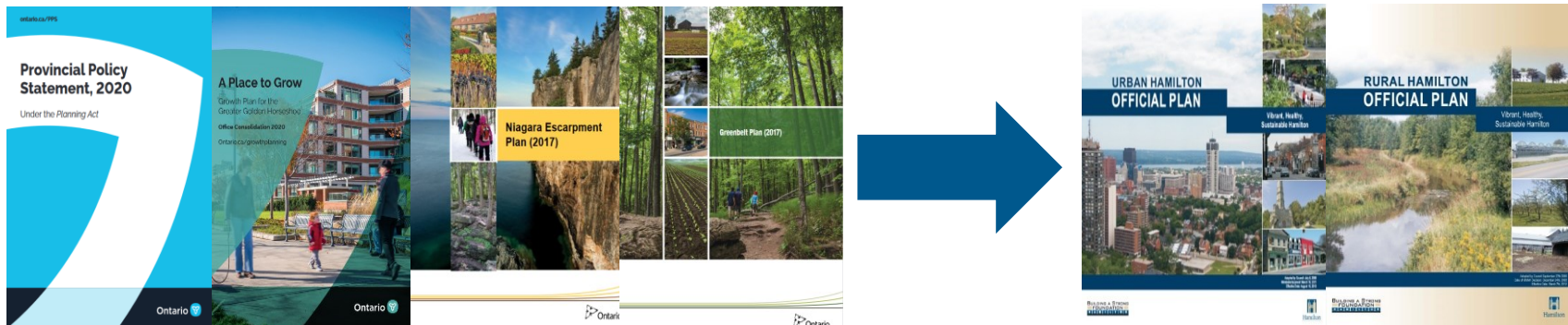
# **PED21067(b) – Municipal Comprehensive Review / Official Plan Review – Draft Amendments to the Urban Hamilton Official Plan (UHOP) and Rural Hamilton Official Plan (RHOP)**

- Conformity-Related Amendments to the Urban and Rural Hamilton Official Plans.
- Amendments to facilitate population and employment growth within the existing Urban Boundary.

Presented by: Delia McPhail

## Background

- Municipal Comprehensive Review (MCR)
  - Requirement of the Growth Plan for the Greater Golden Horseshoe.
  - Updates to Official Plans to ensure conformity with Provincial land use policies.
  - Ministerial Approval of Official Plan Amendments.



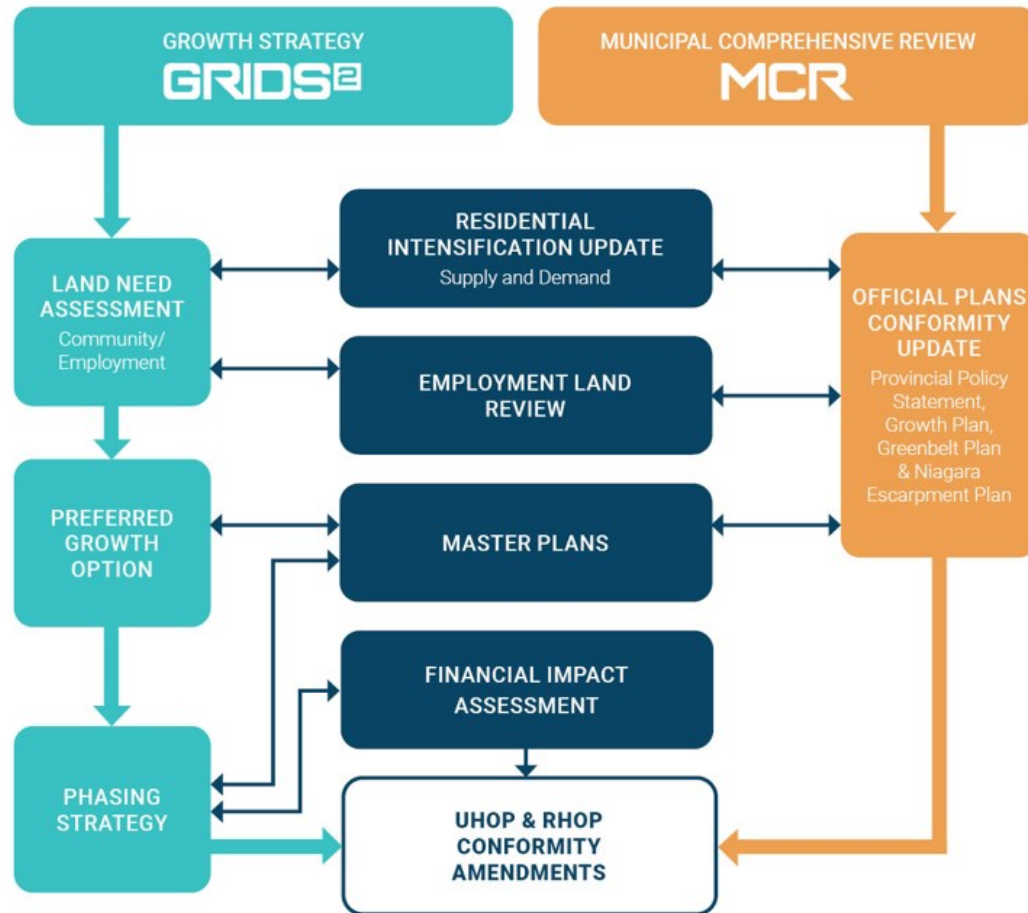


## Background



- No Urban Boundary Expansion growth scenario approved by Council November 2021.
- Forecasted population and employment growth to the year 2051 is to be accommodated within the existing Urban Area, as part of this Municipal Comprehensive Review.

# How did we get here?



## Official Plan Review Workplan

Action / Item	Date
Proposed Official Plan Amendments to MMAH for Review	January 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	May 3, 2022
Statutory Public Meeting (Planning Committee)	May 17, 2022
Submission of Council Adopted Official Plan Amendments to MMAH for Approval	Late May / Early June 2022

## GRIDS2/MCR Public Engagement 2018-2022



## Feedback from Recent Public Engagement

- Remove barriers to the creation of additional housing units with a mix of unit sizes.
- Endorse complete streets approach and transit-oriented neighbourhoods with higher densities and active transportation network.
- Support for green infrastructure, increased tree cover and protection of greenspaces to assist in mitigating climate change.
- Support commitment to meaningful engagement with First Nations.



## Highlights of the Draft Official Plan Amendments

- Promoting intensification, redevelopment, and compact built form throughout the existing Urban Area:
  - Increased Density Targets:
    - Downtown Urban Growth Centre: From 250 to 500 residents + jobs per hectare.
    - Designated Greenfield Area: From 50 to 60 residents + jobs per hectare (Areas not subject to existing approvals 70 residents + jobs per hectare).
    - NEW Major Transit Station Areas: Minimum of 160 residents + jobs per hectare or alternative as approved by Province.
    - NEW Employment Areas: 29 jobs per hectare (Overall).



## Highlights of the Draft Official Plan Amendments (cont'd)

- Promoting intensification, redevelopment, and compact built form throughout the existing Urban Area: (cont'd)
  - Residential Intensification Targets:
    - Minimum of 80% throughout the Built-Up Area.
    - Intensification units distributed to Downtown Urban Growth Centre (30%), Urban Nodes and Corridors (40%), and Neighbourhoods (30%).



## Highlights of the Draft Official Plan Amendments (cont'd)

- Promoting intensification, redevelopment, and compact built form throughout the existing Urban Area: (cont'd)
  - Flexibility in neighbourhoods for future development:
    - Residential density ranges lifted at the site level.
    - Additional forms permitted within the low density residential category.
    - Increasing building heights provided the development incorporates a mix of unit sizes and sustainable building and development techniques.
    - Protecting public views and vistas of the Niagara Escarpment.





## Highlights of the Draft Official Plan Amendments (cont'd)

- Promoting an efficient transportation system with a complete streets approach:
  - Prioritizing active transportation as an integral component of the transportation network;
  - Planning and promoting pedestrian friendly streets; and,
  - Planning for a transit system that is planned and managed for the safety of all users.



## Highlights of the Draft Official Plan Amendments (cont'd)

- Enhanced policy framework to prepare for and reduce the impacts of a changing climate:
  - Assessing infrastructure risks, vulnerabilities, and impacts of extreme weather.
  - Preserving/enhancing natural features in subdivision design.
  - Incorporation of low impact development techniques.
  - Energy conservation of municipally owned facilities and Sustainable Building and Development Guidelines for private developments.



## Highlights of the Draft Official Plan Amendments (cont'd)

- Enhanced engagement with Indigenous communities:
  - Cultural heritage, archaeological resources and land use planning.
  - Importance of landscapes, as part of cultural heritage.
  - Partnering in the development of climate change policies and plans.
  - Recognition of various levels of engagement and respecting existing consultation protocols of Indigenous communities.
  - Developing an engagement protocol between the City and Indigenous communities for land use planning matters.



## Highlights of the Draft Official Plan Amendments (cont'd)

- Other important updates:
  - Implementing approved employment land conversions.
  - New policies to require annual reporting on the City's land supply.
  - Mapping updates to implement changes to the Greenbelt Plan and Niagara Escarpment Plan.



## Next Steps – Official Plan Amendments

- Council Adoption of Official Plan Amendments
- Official Plan Amendments forwarded to the Province for Ministerial Approval
- Amendments to the Zoning By-laws of the Former Communities to Planning Committee

## Highlights of Proposed Changes to Low Density Residential Zones

- Flexibility for residents by improving housing choices.
- Providing opportunities for small-scale intensification, by allowing a broader range of housing types in neighbourhoods across the City.

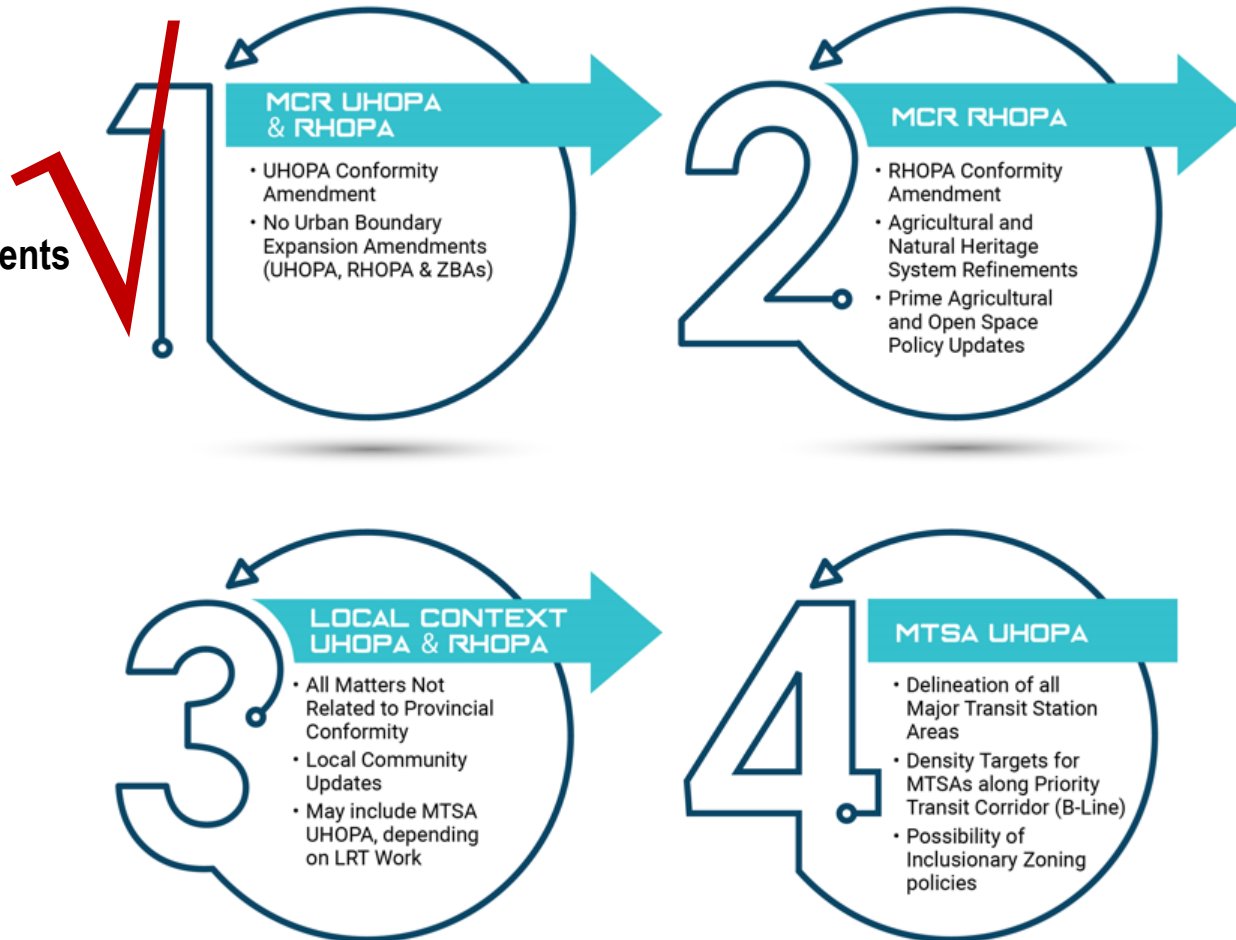


## Highlights of Proposed Changes to Low Density Residential Zones

- Low Density Residential Zones in the Ancaster, Dundas, Flamborough, Glanbrook, former City of Hamilton, and Stoney Creek Zoning By-laws total over 40 individual zones.
- Many of these zones only permit single detached dwellings.
- Providing housing options means expanding the range of housing types in low density residential areas to include:
  - Semi-detached, duplex dwellings, and street townhouse dwellings.
  - The conversion of existing dwellings to permit up to four dwellings units within an existing dwelling.

## Future OP Review Phases

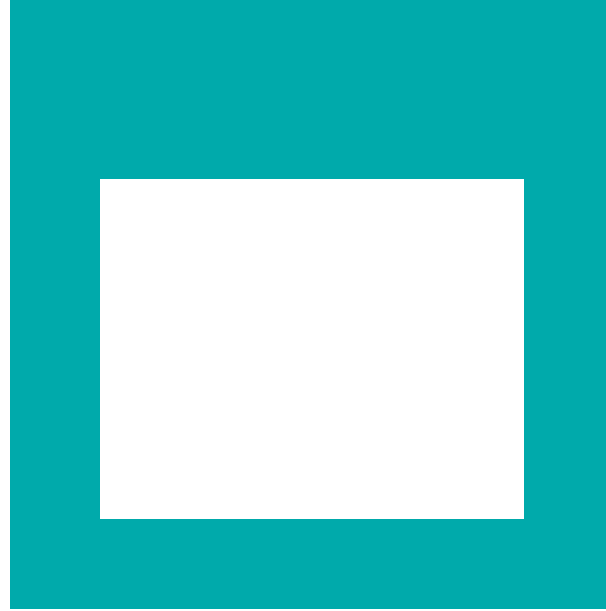
This report represents the conclusion of Phase 1





## Other Ongoing Related Projects

- Family Friendly Housing
- Community Energy and Emissions Plan
- Climate Change Adaptation Plan
- Biodiversity Action Plan
- Sustainable Building and Development Guidelines
- Community Benefits Charges Strategy
- Master Plans – Water/Wastewater/ Stormwater, Parks, Recreation
- Complete Liveable Better Streets Design Manual



# THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE

---

**Stovel and Associates Inc.**  
*Planners, Agrologists and Environmental Consultants*

March 07, 2022

Hamilton City Hall  
71 Main Street West  
Hamilton, Ontario  
L8P 4Y5

Attention: **Heather Travis**, Senior Project Manager, Policy Planning

**RE: City of Hamilton Official Plan Update**

Dear Ms. Travis:

Further to our correspondence to you dated February 12, 2021, May 14, 2021, May 31, 2021, August 17, 2021, and November 08, 2021 my client has had an opportunity to review the proposed MCR GRIDS 2 – Official Plan Review (Topic 2 – Employment).

As you are aware, my clients, Greenhorizons Holdings Inc. and The Greenhorizons Group of Farms Ltd.. (“Greenhorizons”), 1231 Shantz Station Road Inc. (“Shantz”) and Willow Valley Holdings Inc. (“Willow”), have scoped their request for inclusion in the Urban Area boundary line to include only the following parcels:

- 8474 English Church Road,
- 2907 Highway 6,
- 3065 Upper James Street,
- 3005 Upper James Street.

Please note that these parcels are immediately east of the John C. Munro International Airport (“Airport”); these lands are included within the Airport Influence Area. In total, the lands in question comprise approximately 139 acres.

We continue to request that these lands be included within the Urban Area of the City of Hamilton and designated as Employment Lands.

In the alternative, we request that the lands in question be considered as part of Special Study Area for future Employment Lands. We have outlined the many beneficial qualities associated with these lands, including proximity to the Airport and existing municipal services and the size of the lands (making it easier to develop).

Furthermore, we note that new policy E.5.1.18 establishes a policy framework that would support the future needs of Agri-Food businesses, including transportation considerations, with available serviced lands located in the transition zone between existing Employment Uses (associated with the Airport) and Agriculture. We see a high demand for these types of land uses, especially given the planning paradigm that will be defined by global events like COVID-19. We are of the view that additional policies could be put in place to assist our client in developing its lands for supportive employment uses in keeping with this new policy.

We look forward to participating in discussions with the City and their planning staff/consultant in regards to the Official Plan update.

*Stovel and Associates Inc. 651 Orangeville Road, Fergus, ON N1M 1T9 519 766-8042*

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Please do not hesitate to contact me should you have any questions.

Yours truly

A handwritten signature in black ink that reads "R. Stovel". The signature is written in a cursive style with a large, stylized "R" and "S".

Robert P. Stovel, M.Sc., M.C.I.P., R.P.P., P.Ag.

cc. Clerks Department, City of Hamilton  
Steve Schiedel, Greenhorizons Holdings Inc., Willow Valley Holdings Inc.,  
Jeff Wilker, Thomson, Rogers Lawyers



March 8, 2022

049-14

**VIA EMAIL**

Members of the  
City of Hamilton  
General Issues Committee

c/o Ms. Stephanie Paparella  
Legislative Coordinator

City of Hamilton  
City Hall - 71 Main St. West  
Hamilton, ON  
L8P 4Y5  
[Stephanie.Paparella@hamilton.ca](mailto:Stephanie.Paparella@hamilton.ca)

Dear Ms. Paparella,

**RE: GROWTH RELATED INTEGRATED DEVELOPMENT STRATEGY 2  
MUNICIPAL COMPREHENSIVE REVIEW**

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) is the authorized planning consultant acting on behalf of Artstone Holdings Ltd., (the Owner) of the property municipally known as 467 Highway No. 56 in the City of Hamilton, who have been participating in the related growth discussions since 2006. Most recently, UrbanSolutions has submitted comments on behalf of the owner on May 29, 2021 and November 9, 2021 in relation to the Growth Related Integrated Development Strategy 2 and Municipal Comprehensive Review (GRIDS2/MCR).

It is with great frustration and disappointment we provide this submission in response to the draft changes contemplated to the Urban Hamilton Official Plan and Rural Official Plan that are required to implement Council's November 2021 decision ignore the expert advice of City staff and attempt to accommodate all the City's growth within the existing urban boundary.

The draft policy changes have been reviewed and are fundamentally flawed as there has not been sufficient analysis to demonstrate proposed amendments will provide the necessary wide range and healthy supply of housing options for current and future residents. Further, no analysis has been completed to confirm how this growth strategy will be serviced.

With an understanding of the complexity of development proposals within the urban boundary, it is very apparent, the City is not in a position to review, evaluate and approve the required 88,820 units within the existing built-up area by 2051. Having an Official Plan that does not accommodate the required population targets is inconsistent with the Provincial Policy Statement and fails to conform to the Growth Plan for the Greater Golden Horseshoe.

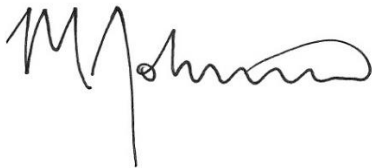
Accordingly, on behalf of the owner, UrbanSolutions recommends Council direct staff to bring forward the necessary amendments to the Urban and Rural Official Plans that are consistent and in conformity with the Provincial policy documents.

In keeping with the *Planning Act* we request to be notified of any future meetings or decision of the City of Hamilton.

Please feel free to contact the undersigned with any questions or comments.

Regards,

**UrbanSolutions**

A handwritten signature in black ink, appearing to read 'Matt Johnston', with a long horizontal flourish extending to the right.

Matt Johnston, MCIP, RPP  
Principal

cc: Mr. Steve Robichaud, City of Hamilton (via email)  
Ms. Heather Travis, City of Hamilton (via email)  
Artstone Holdings Ltd. (via email)  
Mr. Scott Snider and Ms. Anna Toumanians, Turkstra Mazza Associates (via email)  
Mses. Audrey Jacob and Robyn Brown, IBI Group (via email)  
Mr. Sergio Manchia, UrbanSolutions (via email)



1547 Bloor Street West  
Toronto, Ontario M6P 1A5  
☎ (416) 923-6630  
✉ info@sglplanning.ca

March 7, 2022

Project: FE.HA

**VIA EMAIL to [GRIDS2-MCR@hamilton.ca](mailto:GRIDS2-MCR@hamilton.ca)**

City of Hamilton  
Hamilton City Hall  
71 Main Street West  
Hamilton, ON L8P 4Y5

**Attention: Mayor Eisenberger & Councilors**

**Re: GRIDS 2 and Municipal Comprehensive Review – Draft Official Plan**

We are planners to 1507565 Ontario Limited otherwise known as the Frisina Group, who own approximately 106 acres of land located within the Elfrida Community.

Your staff and your highly experienced and respected consultants previously recommended the Ambitious Density Scenario although noting that that scenario will be challenging to achieve. The intensification and greenfield density targets in that scenario were in combination the highest being proposed in the Greater Golden Horseshoe.

Although your staff noted that it will be a challenge to implement the high levels of intensification, the Ambitious Density Scenario provided a balance of intensification and greenfield growth and addressed climate change by creating compact new communities with the highest greenfield density in the Greater Golden Horseshoe.

The Growth Plan sets out an intensification first approach, but the Growth Plan needs to be read as a whole. The Growth Plan, Provincial Policy Statement and the land needs assessment methodology all require that growth to 2051 satisfy market demand as well as to provide intensification. Satisfying market demand requires intensification primarily in the form of apartments in the Built-up Area, but also requires greenfield growth to provide for market-based family housing. The Ambitious Density Scenario provided for much needed ground related housing to satisfy market demand and to address the housing affordability and housing supply crisis for families.

Despite the professional recommendations received, on a very aggressive growth scenario, Council chose a no urban boundary expansion.

As a result of Council's decision, the proposed amendments to the Urban Hamilton Official Plan (UHOP) and Rural Hamilton Official Plan (RHOP) as set out in Report PED21067 contain policy changes to implement the no urban boundary expansion.

The proposed policy changes to the UHOP to implement the no urban boundary expansion include:

- A.2.1 Direction 3 on concentrating new development within existing built-up areas with no reference to need for greenfield growth;
- A.2.3.3.4 with a minimum 80% of residential develop to occur within the built-up area;
- A.2.4 in reference to a No Urban Boundary Expansion and accommodating all growth within the existing Urban Area;
- B.2.1.1 in reference to the existing urban boundary representing all of the City's project urban growth for 30 year;
- B.2.2.1 referring to the City's urban boundary as firm and no expansion being required;
- B.2.2.3 not permitting expansions of 40 hectares or less;
- The deletion of current policies B.2.2.3 and B.2.2.4 requiring a municipal comprehensive review for an urban boundary expansion; and
- Schedule A and the lack of a settlement boundary expansion.

The proposed policy changes to the RHOP to implement the no boundary expansion include:

- B.2.1 in refence to maintaining a firm urban boundary and not adding lands to the Urban Area;
- The deletion of Special Policy Area B; and
- Volume 3: Map A – the deletion of the Elfrida Special Policy Area B.

We do not support these changes. Although they seek to increase the supply of housing through apartments, they will not satisfy market demand. Council needs to be cognizant that apartment units on a per square foot basis are more expensive than an equally sized townhouse. Placing a reliance on apartments through the no urban boundary expansion scenario, will result in higher costs for families looking for three-bedroom accommodation.

In our opinion the proposed policy changes do not conform to the Growth Plan and are not consistent with the Provincial Policy Statement and ignore the considerable amount of work undertaken by the City's consultants and Staff on the Land Needs Assessment and Municipal Comprehensive Review. In addition, this policy direction will not help to address the housing crisis for families who seek ground related housing.

The City has spent a considerable amount of money in the range of \$300 million on secondary plan studies and infrastructure within the areas being studied for settlement expansion in anticipation of an approved urban boundary expansion. Conversely, the



City has not identified the cost required to upgrade the current infrastructure in order to accommodate the no urban boundary expansion and associated 80% intensification target in the Built-up Area. I am informed that this infrastructure cost within the Built-up Area is estimated to be many hundreds of millions of dollars and will take years to complete. Due to this infrastructure requirement, the no urban boundary expansion will do little to address the lack of affordable housing supply in Hamilton over the next 10 years and will not help to address the housing crisis for families who seek ground related housing. Areas outside the urban boundary, including those where the City has invested hundreds of millions of dollars in public infrastructure could be developed in a shorter period of time and accommodate the need expressed by the market for ground level development.

Yours very truly,  
**SGL PLANNING & DESIGN INC.**



Paul Lowes, MES, MCIP, RPP

c.c. Heather Travis, Senior Project Manager, City of Hamilton  
David Sunday, Gowling WLG  
Jonathan Minnes, Gowling WLG  
Frisina Group



March 8, 2022

049-14

**VIA EMAIL**

Members of the  
City of Hamilton  
General Issues Committee

c/o Ms. Stephanie Paparella  
Legislative Coordinator

City of Hamilton  
City Hall - 71 Main St. West  
Hamilton, ON  
L8P 4Y5  
[Stephanie.Paparella@hamilton.ca](mailto:Stephanie.Paparella@hamilton.ca)

Dear Ms. Paparella,

**RE: GROWTH RELATED INTEGRATED DEVELOPMENT STRATEGY 2  
MUNICIPAL COMPREHENSIVE REVIEW**

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) is the authorized planning consultant acting on behalf of Corpveil Holdings Ltd., (the Owner) of the property municipally known as 467 Highway No. 56 in the City of Hamilton, who have been participating in the related growth discussions since 2006. Most recently, UrbanSolutions has submitted comments on behalf of the owner on May 29, 2021 and November 9, 2021 in relation to the Growth Related Integrated Development Strategy 2 and Municipal Comprehensive Review (GRIDS2/MCR).

It is with great frustration and disappointment we provide this submission in response to the draft changes contemplated to the Urban Hamilton Official Plan and Rural Official Plan that are required to implement Council's November 2021 decision ignore the expert advice of City staff and attempt to accommodate all the City's growth within the existing urban boundary.

The draft policy changes have been reviewed and are fundamentally flawed as there has not been sufficient analysis to demonstrate proposed amendments will provide the necessary wide range and healthy supply of housing options for current and future residents. Further, no analysis has been completed to confirm how this growth strategy will be serviced.

With an understanding of the complexity of development proposals within the urban boundary, it is very apparent, the City is not in a position to review, evaluate and approve the required 88,820 units within the existing built-up area by 2051. Having an Official Plan that does not accommodate the required population targets is inconsistent with the Provincial Policy Statement and fails to conform to the Growth Plan for the Greater Golden Horseshoe.

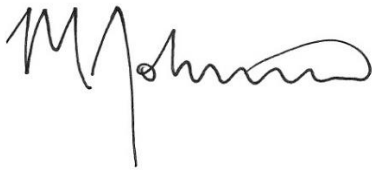
Accordingly, on behalf of the owner, UrbanSolutions recommends Council direct staff to bring forward the necessary amendments to the Urban and Rural Official Plans that are consistent and in conformity with the Provincial policy documents.

In keeping with the *Planning Act* we request to be notified of any future meetings or decision of the City of Hamilton.

Please feel free to contact the undersigned with any questions or comments.

Regards,

**UrbanSolutions**

A handwritten signature in black ink, appearing to read 'Matt Johnston', with a long horizontal flourish extending to the right.

Matt Johnston, MCIP, RPP  
Principal

cc: Mr. Steve Robichaud, City of Hamilton (via email)  
Ms. Heather Travis, City of Hamilton (via email)  
Corpveil Holdings Ltd. (via email)  
Mr. Scott Snider and Ms. Anna Toumanians, Turkstra Mazza Associates (via email)  
Mses. Audrey Jacob and Robyn Brown, IBI Group (via email)  
Mr. Sergio Manchia, UrbanSolutions (via email)



Barristers &amp; Solicitors

Bay Adelaide Centre  
333 Bay Street, Suite 3400  
Toronto, Ontario M5H 2S7

Telephone: 416.979.2211  
Facsimile: 416.979.1234  
goodmans.ca

Direct Line: 416.597.4299  
dbronskill@goodmans.ca

January 12, 2022

Our File No.: 211697

**Via Email:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

City of Hamilton  
71 Main St. West, 1<sup>st</sup> 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.<sup>1</sup>

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*

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<sup>1</sup> 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”.

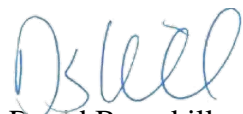
Zoning By-law 3692-92 was approved in 2010. While the UHOP was not in force and effect at that time (subsequently approved by the Ontario Municipal Board, coming into effect on August 16, 2012), our understanding is that the UHOP had been adopted by City Council on July 9, 2009 and in advance of approval 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.<sup>2</sup> 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/

---

<sup>2</sup> 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](mailto:steve.clark@pc.ola.org)  
Assistant Deputy Minister for the Ontario Growth Secretariat, Sandra Bickford  
[Sandra.Bickford@ontario.ca](mailto:Sandra.Bickford@ontario.ca)  
Legislative Coordinator – General Issues Committee, Stephanie Paparella  
[stephanie.paparella@hamilton.ca](mailto:stephanie.paparella@hamilton.ca)  
Legislative Coordinator – Planning Committee, Lisa Kelsey [Lisa.Kelsey@hamilton.ca](mailto:Lisa.Kelsey@hamilton.ca)  
Director, Planning and Chief Planner, Steve Robichaud [steve.robichaud@hamilton.ca](mailto:steve.robichaud@hamilton.ca)

7236496

April 14, 2022

**VIA EMAIL**

Mayor Eisenberger & Councillors

City of Hamilton  
Hamilton City Hall  
71 Main Street West  
Hamilton, ON L8P 4Y5

**Attention: City Clerk**

**Re: GRIDS 2 and Municipal Comprehensive Review – Draft Official Plan**

We are Hamilton homebuilders and developers. We own lands in the Elfrida, Twenty Road East and Twenty Road West/Garner Road areas. We are not land speculators. We are long-standing members of the Hamilton community and, collectively, have constructed a very significant proportion of Hamilton's housing stock.

We continue to build homes and communities for Hamilton's growing population. Today's developments are smart, well-planned, complete communities. They make efficient use of land by incorporating a mix of residential densities, community facilities, open spaces, and environmental innovations.

We are writing to provide our comments on the proposed amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan, attached as Appendices "A" and "B" to Report PED21067(a) (the "**Proposed OPAs**"). The Proposed OPAs are intended to implement a No Urban Boundary Expansion ("**NUBE**") growth option to accommodate the City's forecasted population and employment growth to the year 2051, as endorsed by City Council in November.

Our overriding comment is that City Council should reverse its endorsement of the NUBE growth option, and thus not adopt the Proposed OPAs. As you have been consistently advised by your planning staff and consultants, **the NUBE growth option does not conform to Provincial policy, does not represent good planning and, most importantly, does not address the acute housing supply shortage that currently exists in Hamilton.**

The Proposed OPAs should not be adopted, and City Council should instead adopt official plan amendments which include an urban boundary expansion that comprises the Elfrida, Twenty Road East and Twenty Road West/Garner Road areas and implements the Ambitious Density Scenario recommended by your planning staff and consultants. The NUBE Growth Option Should Be Rejected and the Ambitious Density Scenario Should Be Supported for the following reasons:

1. **The Ambitious Density Scenario Provides a Balanced Approach to Intensification and Greenfield Growth by Proposing Compact New Communities with the Highest Greenfield Densities in the Greater Golden Horseshoe.** The November 2021 Land Needs Assessment ("LNA") prepared by the City's consultant, Lorus and Associates,

noted, on pg. 9, that under the Ambitious Density Scenario, a “substantial increase in total residential intensification and shift to higher-density apartment forms is envisioned, which has the effect of substantially reducing the amount of new urban expansion lands required”. The LNA further notes that achieving the necessary shifts in housing mix will be a challenge from a market and demographic perspective, and therefore “the Ambitious Density Scenario is not a pure market-based approach to the LNA, but rather embodies a high level of policy intervention to optimize the use of the existing urban supply and avoid over-designating land for future urban development while still planning to achieve the Schedule 3 Growth Plan forecasts”.

2. **By Contrast, the NUBE Growth Option is Based on Unrealistic Growth Assumptions that Will Not be Realized.** The proposed policy changes to implement the NUBE growth option would implement the following growth assumptions: a density of 60 residents and jobs per hectare (“rjha”), an intensification rate of 80% and increases in the minimum density targets for the Downtown Urban Growth Centre, Sub-Regional Service Nodes and Community Nodes from 250 to 500 rjha, 100 to 150-200 rjha and 100 to 100-150 rjha. There has been no analysis to suggest that these assumptions are achievable or defensible. To the contrary, Lorus and Associates have raised serious concerns about the NUBE growth option on several occasions, and City staff continued to recommend in November 2021 that Council adopt the Ambitious Density Scenario even after City Council had directed it earlier in the year to consider the NUBE growth option. Here are some key facts available to Council which demonstrate that the NUBE growth option is not workable:

- “Planning to achieve a density of 60 rjha in the existing DGA is likely to be a challenge and represents an optimistic view of the future.” (pg. 13, November 2021 LNA)
- The proposed intensification rate of 80% is 1/3 higher than the aggressive level of intensification assumed under the Ambitious Density Scenario, and entirely unrealistic when considered in the context of intensification rates achieved within the City since the Growth Plan was introduced in 2006. As noted on page 3 of the March 2021 *City of Hamilton Residential Market Demand Analysis* prepared by Lorus and Associates, the City’s achieved intensification rate from 2008 to 2019 was only 35% and has never exceeded 50% in any year.
- There has been no analysis undertaken of how the increased density targets for the Downtown and Sub-Regional and Community Nodes were determined and how they might be achieved.
- The City has not identified the cost required to upgrade the current infrastructure in order to accommodate the NUBE growth option and it is expected that these costs will be many hundreds of millions of dollars and the infrastructure upgrades will take many years to complete.
- In Report PED17010(o) dated November 9, 2021, your staff noted that the Ambitious Density Scenario represents an achievable, albeit challenging, growth



management objective. By contrast, they had this to say about the NUBE growth option: **“It is staff’s opinion that achieving the intensification levels as required under the No UBE scenario (81% intensification over the entirety of the planning period) are not realistic.”**

3. **The NUBE Growth Option Does Not Conform to Provincial Policy and Does Not Represent Good Planning.** The City’s staff and consultants have consistently advised that the NUBE growth option does not conform to Provincial policy and does not represent good planning: The LNA states the following at page 20: **“As discussed at the December 2020 and March 2021 GIC meetings, the NUBE scenario was not modelled in the LNA because it did not meet Provincial planning policy requirements and was not considered to be good planning. We remain of this view for reasons summarized below ...”** (pg. 20, November 2021 LNA). Provincial staff share this view: **“Ministry staff also wish to acknowledge the strong growth management principles that underpin the City’s *Ambitious Density* scenario. The *Ambitious Density* scenario appears to balance market-demand for different housing types while also implementing an intensification target (60%) and a designated greenfield area density target (77 [rjha]) which exceeds the targets set out in ... A Place to Grow. Based on Ministry staff review ..., it appears that the *No Urban Boundary Expansion* scenario poses a risk that the City would not conform with Provincial requirements.”** (March 17, 2021 letter from Heather Watt, Ministry of Municipal Affairs and Housing, to Steve Robichaud, City’s Chief Planner).
4. **Council’s Endorsement of the NUBE Growth Option Fails to Address Hamilton’s Acute Housing Supply Shortage.** A June 2021 research paper by Smart Prosperity Institute addressed Hamilton’s housing supply shortage as follows: **“Our rough estimate is that Hamilton CMA saw 13,000-15,000 people, on net, leave the community between 2015 and 2020 due to a lack of housing. This exodus, primarily of young families, represents a multi-million-dollar loss of annual municipal revenue and economic activity.”** In its July 12, 2021 Technical Update memorandum to the City, Lorus and Associates commented as follows: **“In our view, the *No Urban Boundary Expansion* scenario would likely have the effect of redirecting growth away from the City of Hamilton which is not in accordance with the *Growth Plan* and is not considered to be good planning. The City of Hamilton is very well-suited to accommodate growth because of its urban structure, strategic location and well-developed multi-modal transportation connections within the broader metropolitan region.”**
5. **The City’s Ambitious Density Scenario Will Not Encroach On Hamilton’s Prime Agricultural Lands In Any Material Way and the NUBE Growth Option Will Place Pressure on Prime Agricultural Lands Elsewhere.** Your staff have advised you that the urban boundary expansion required by the Ambitious Density Scenario represents approximately 1.5% of the City’s rural land area and 2% of the City’s prime agricultural lands. The overwhelming majority of the City’s rural land, including prime agricultural lands, will remain protected. City and Provincial staff have also noted that the shortfall of available land and ground-related units that will result from the NUBE growth options will redirect growth to outer ring municipalities that are less suited to accommodate growth, with negative regional impacts on prime agricultural areas, natural systems and planning for infrastructure.

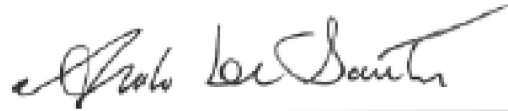
6. **The NUBE Growth Option is Not Supported by Climate Change Considerations.** As we noted in our November 8, 2021 letter to you, climate change is real and needs to be addressed, but the NUBE growth option is not a silver bullet solution to climate change. To the contrary, your staff's November 9, 2021 Report PED17010(o) noted, on pg. 18, that there is no material difference between the Greenhouse Gas Emissions resulting from the Ambitious Density Scenario and the NUBE growth option.

For the reasons noted above, and in our November 2021 letter, we urge you to support the well-researched and carefully considered advice of your professional planning staff and consultants to deliver on Hamilton's promising future. You should rescind your endorsement of the NUBE growth option, endorse instead the Ambitious Density Scenario, and adopt official plan amendments which approve an urban boundary expansion that includes the Elfrida, Twenty Road East and Twenty Road West/Garner Road areas as identified on Schedule "A" to this letter. These lands are the only remaining Whitebelt lands contiguous to the City's existing urban boundary, and they comprise approximately 1,330 gross developable hectares, the size of the urban boundary expansion required by the Ambitious Density Scenario. The City has spent or allocated hundreds of millions of dollars on infrastructure projects serving each of these areas in anticipation of a needed urban boundary expansion.

Yours very truly,



Al Frisina  
President - Frisina Group



Aldo De Santis  
President - Multi-Area Developments



David Horwood  
Artstone Holdings Limited / Corpveil  
Holdings Limited



Paul Paletta  
President - Penta Properties & Paletta  
International Corporation



Carmen Chiaravalle  
President - Sonoma Homes



Nando De Cario  
Desozio Homes



John Demik  
President - Demik Construction



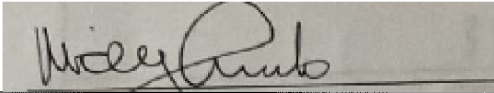
Dan Gabriele  
President - Marz Homes



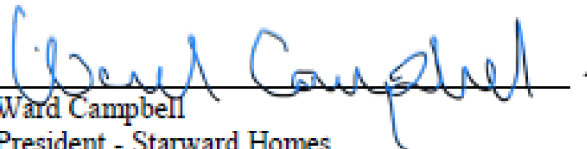
Paul Silvestri  
Silvestri Investments



Ray Rocci  
Cardi Construction Limited



Michael Corrado  
President – Micor Developments Inc.



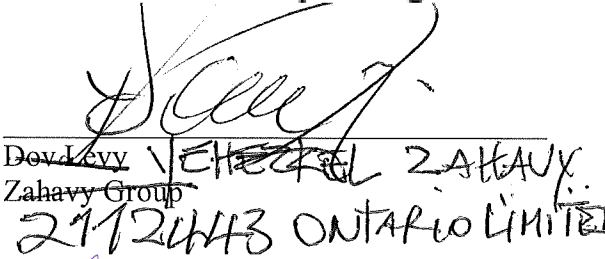
Ward Campbell  
President - Starward Homes



Paul Parente  
President - Parente Group Holdings Ltd.



Andrew Mulder  
Executive Director of Land Development  
- Liv Communities / Landmart Development



Dov Levy  
Zahavy Group  
2112443 ONTARIO LIMITED

Dov Levy  
Zahavy Group



Frank Spallacci  
President – Spallacci & Sons Limited and  
Twenty Road Developments

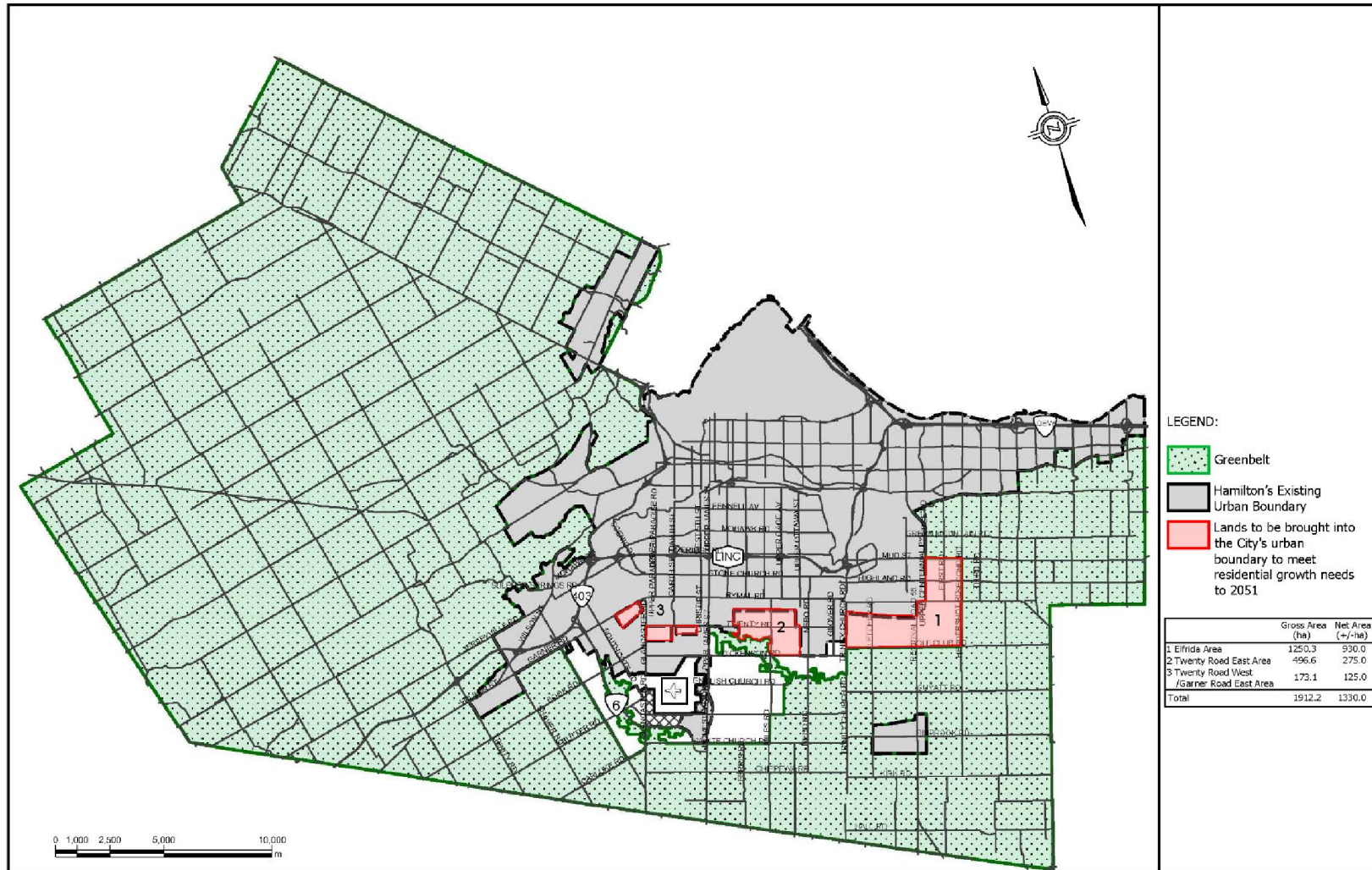


Anthony G. DiCenzo  
President – The DiCenzo Group of  
Companies




cc:

Steve Robichaud, Director, Planning and Chief Planner

**SCHEDULE "A"**



**LEGEND:**

-  Greenbelt
-  Hamilton's Existing Urban Boundary
-  Lands to be brought into the City's urban boundary to meet residential growth needs to 2051

	Gross Area (ha)	Net Area (+/- ha)
1 Elfrida Area	1250.3	930.0
2 Twenty Road East Area	496.6	275.0
3 Twenty Road West	173.1	125.0
Total	1912.2	1330.0

 **BOUSFIELDS inc.**  
20135 - 18sk March 2, 2022

**Hamilton Urban Boundary Expansion Areas**

# FPD

## FOTHERGILL PLANNING & DEVELOPMENT INC.

62 DAFFODIL CRES. • HAMILTON, ON L9K 1E1 • PHONE: (905) 577-1077 • FAX: (905) 546-0545 • E-MAIL: edf@nas.net

April 28, 2022

Rose Caterini  
City Clerk  
City of Hamilton  
71 Main St W, 4<sup>th</sup> floor  
Hamilton ON L8P 4Y5

Dear Ms. Caterini:

**Re: Proposed Minor Urban Boundary Expansion - 329 and 345 Parkside Drive**

Please accept this correspondence on behalf of the owner of Alexander Place as support for the staff recommendation to include their property within an urban boundary expansion.

The owner supports the Municipal Comprehensive Review process and the results of this exercise as outlined in Report PED17010(q) which was presented to the General Issues Committee on April 20, 2022. We understand that the recommendations are being considered by the Planning Committee at their upcoming meeting of May 17, 2022. We would ask that this correspondence be presented to the Committee as support for the staff recommendations.

In the consideration of the addition of these lands to the Urban Area, we feel that it is important to recognize that the property is currently used as a long-term care facility. The current zoning of the property permits a new, or expanded, long term care facility as well as a retirement home. The proposed amendment will allow the existing use to continue and expand. It will also allow this development site to be used for multiple residential dwellings which are intended to be used for seniors. We believe the proposed amendment will allow for the proper continuation of the existing use as well as redevelopment options which will provide enhancements to the housing and long-term care needs of Waterdown.

Thank you very much for your consideration.

Sincerely,

**FOTHERGILL PLANNING AND DEVELOPMENT INC.**

  
E.J. Fothergill, MCIP, RPP  
President

cc. Bob Campbell  
Brandi Clement  
Valerie Dawn  
Heather Travis

Chris Gunther  
David Jarlette  
Councillor Judi Partridge  
Lisa Kelsey

From: **Dina D'Ermo**

Date: Thu, May 5, 2022 at 3:03 PM

Subject: Comments on Open house from May 3rd , 2022

To: GRIDS 2 and MCR <[GRIDS2-MCR@hamilton.ca](mailto:GRIDS2-MCR@hamilton.ca)>

Hello,

I was really pleased to be part of the virtual meeting on May 3rd. It is great for the City of Hamilton to take the time to listen to resident concerns. I know that other homeowners, like myself, had many questions about how their neighbourhoods will be affected by the increased density. I believe that it is very important for the City to take each development on a case by case basis, to ensure that neighbourhoods don't become ghettoized by that increased density, ie parking issues, concrete driveways instead of a reasonable amount of green space on front lawns etc.

That evening, I asked a question about expropriation , as I believe it is an important factor the City should take into consideration to ensure areas like Kenilworth and Barton Street achieve the opportunities they could offer to increase density upwards ( apartment , condo buildings, townhouses etc.) in these areas. There are many low rise unkempt, derelict properties , that have not been improved in decades, where a nudge from the City to develop or face expropriation would be welcome in these neighbourhoods.

These are my comments for now.

Thank you,

Dina D'Ermo



# Official Plan Amendment to Implement GRIDS 2 / MCR

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May 17, 2022

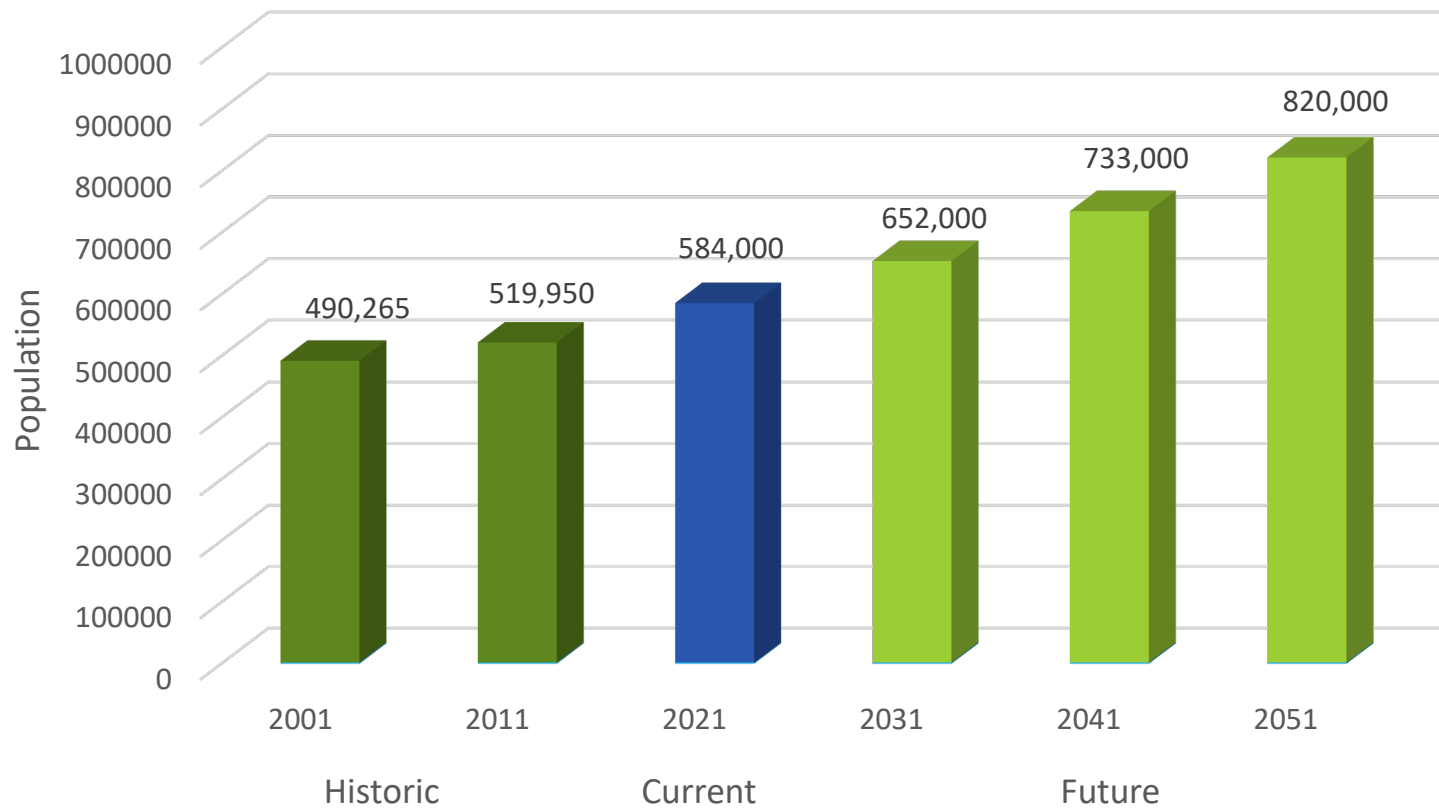
## **Residential Construction Impacts**

- 20000+ jobs
- \$ 1.3 billion in wages
- \$ 2.3 billion in investment value  
to the Hamilton economy in 2020.



# Growing into the Future

Historic and Projected Growth in Hamilton





# Housing - Challenges Ahead

Figure 13: Intraprovincial migration for Hamilton CMA and regions for ages 0 to 14



Source: Calculated from Statistics Canada. Table 17-10-0136-01 Components of population change by census metropolitan area and census agglomeration, 2016 boundaries

# Zoning Changes – Enabling the Missing Middle



# Official Plan Policies – Enabling Density Downtown and City-wide

Policy	West End Home Builders' Response
<p>A.2.3.4.1 Hamilton's Downtown Urban Growth Centre 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>WE HBA is very supportive of this change. Council may wish to consider which other policies might need to be amended to support such an increase in density.</p>
<p>B.2.4.1.4 Residential intensification developments within the built-up area shall be evaluated based on the following criteria: a) a balanced evaluation of the criteria in b) through l), as follows; b) the relationship of the proposed development to existing neighbourhood character so that it builds upon desirable established patterns and built form;</p>	<p>WE HBA strongly supports this policy shift, especially the removal of the concept of maintaining neighbourhood character.</p>

# Official Plan Policies – Sustainability and Parking

Policy	Response
<p>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>WE HBA supports the policy change that had been made from the initial draft Official Plan. A guideline approach is preferred to a checklist as it allows flexibility for each development to meet sustainability objectives in a way that suits the site.</p>
<p>C.4.2.5.1 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;</p>	<p>WE HBA strongly supports this policy. We wish to encourage the City to be bold in it's approach and consider a full removal of minimum parking requirements that allow property owners to determine how much parking to provide their users with.</p>

# Official Plan Policies – Neighbourhood Change

Policy	Response
<p>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.</p>	<p>Removal of the concept of “stable” neighbourhoods is appreciated. Existing neighbourhoods should be targeted for incremental growth and change over the coming decades.</p>
<p>E.3.4.3 Uses permitted in low density residential areas: a) shall include single-detached, semidetached, 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</p>	<p>Uses permitted in low density residential areas including all forms of low-density housing is a progressive start. This should be encouraged through OP and Zoning changes.</p>

# Official Plan Policies – As-of-Right Medium Density

Policy	Response
<p>E.3.5.8 For medium density residential uses, the maximum height shall be six storeys, but the height may be increased to 12 storeys without an amendment to this Plan, provided [...] that</p> <p>a) [...] shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law; b) [...] shall incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficiently techniques and low impact development approaches; [...] d) buildings are progressively stepped back from adjacent areas designated Neighbourhoods.</p>	<p>WE HBA is supportive of this change, but we do have significant concerns. We appreciate City Staff taking the opportunity to align the midrise height limit to align with upcoming building code changes allowing for tall wood buildings up to 12 stories. We wish to caution the City on the use of angular planes being set out in the Official Plan, as they have significant drawbacks for energy efficiency and increasing housing supply. Furthermore, all of the policies outlined in the subsection will make it very difficult to achieve anything over six stories when working together, therefore limiting intensification potential City-wide.</p>

# Official Plan Policies – As-of-Right Medium Density

Policy	Response
<p>E.4.6.8 Additional height up to a total of 12 storeys may be permitted without an amendment to this Plan, provided the Applicant demonstrates: a) the development shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law; b) the development shall incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficient techniques and low impact development approaches; [...] d) buildings are progressively stepped back from adjacent areas designated Neighbourhoods.</p>	<p>Similar to WE HBA’s concerns with policy E.3.5.8, we strongly support additional height allowances, but feel the prescriptiveness of the policy will make higher levels of intensification on sites that might otherwise be suitable candidates difficult to achieve without an Official Plan Amendment.</p>

# Official Plan Policies – 30 Storey Height Cap

Policy	Response
<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, nearest to the development site. Applicants shall demonstrate that the proposed development shall not exceed the height of the top of the Niagara Escarpment through the submission of a height elevation survey depicting the proposed building in profile to the height of the top of the escarpment located nearest to the development site, to the satisfaction of the City</p>	<p>WE HBA cannot support this change to the Official Plan. While we have heard through discussions with Staff that they will permit heights greater than 30 storeys, they just wish to have a greater level of control over those application types, WE HBA believes this is planning by negotiation rather than appropriately planning for growth.</p> <p>This policy runs contrary to the City’s stated goals of intensification. There are already proposed developments seeking planning permissions for heights greater than the escarpment limit throughout the City. A height limit of 30-storeys or the escarpment is overly prescriptive and limits intensification potential within Hamilton.</p>



# Official Plan Policies – As-of-Right High Density

Policy	Response
<p>E.3.6.8 Development within the high density residential category shall be evaluated on the basis of the following criteria: b) Multiple dwellings greater than 12 storeys shall not generally be permitted immediately adjacent to low density 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.</p>	<p>WE HBA echoes our earlier concerns about the use of angular planes, setbacks, and other requirements limiting the as-of-right potential for growth. Furthermore, we have concerns about the requirement for multiple land uses being required on a high density site.</p>

# Official Plan Policies – Ongoing Monitoring

Policy	Response
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.	WE HBA strongly supports this change in monitoring, and would be pleased to assist the City in ongoing monitoring of the Official Plan.



- The policy you approve today governs how Hamilton's housing system functions. **Having in place permissive, flexible, and predictable planning policy with a vision towards the future will serve Hamilton well.**
- Housing affordability and home prices are driven by many factors, but significantly impacted by available supply and approval timelines for new construction.
- Streamlining the addition of new housing supply in Hamilton across the income spectrum eases pressures on housing affordability.

Staff have put before you today an important guiding document for growth. It is important to recognize that while it will require tweaks down the road, the improvement in flexibility for intensification is significant.

WE HBA strongly supports increased flexibility for intensification projects as we definitely need room to grow.

**HAMILTON NEEDS ROOM TO GROW.**





Monday, May 16, 2022

City of Hamilton  
Planning Committee  
71 Main Street West, 4<sup>th</sup> Floor  
Hamilton ON L8R 2K3

**RE: PED21067(B) – Municipal Comprehensive Review / Official Plan Review – Phase 1 Amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan**

**PED17010 – GRIDS 2 and Municipal Comprehensive Review - Deferred Employment Land Conversion Requests**

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To the Chair and Members of Planning Committee:

On behalf of the Upper West Side Landowners Group (UWSLG) (formerly Twenty Road West Landowners Group), Corbett Land Strategies Inc. (CLS) wishes to submit this letter in response to items PED21067(B) and PED17010 which is recommending refusal of the employment conversion request for the lands south of Twenty Road West. The UWSLG made submissions to the City in September 2017 and March 2021, requesting the City allow the conversion of lands located within the Twenty Road West, Upper James Street, Dickenson Road and Glancaster Road block.

As set out in PED17010, at the August 2021 General Issues Committee (GIC) meeting staff recommended that the proposed request be deferred until completion of the Final Land Needs Assessment (LNA). At the November 19<sup>th</sup> 2021 GIC meeting, Planning Staff presented the results of the final LNA and peer review which advised that the City had a surplus of approximately 60 ha of employment land. Staff presented a recommendation of adopting the Ambitious Density Growth Scenario which would result in an urban boundary expansion of 1,340 ha. At the following meeting, direction was provided by the GIC that a “No Urban Boundary Expansion” growth option be advanced and approved. At the April 20<sup>th</sup>, 2022 GIC meeting, Staff presented final recommendations for any conversion requests which included that the UWSLG conversion request not be approved. The GIC moved to have the recommendations approved.

In accordance with Staff Reports PED21067 (A & B), Staff are presenting the proposed amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan to



Planning Committee as part of the Statutory Public Meeting. Included within these amendments are the results of the recommendations from the City's Employment Land Review.

This submission is intended to provide further information to Planning Committee in consideration of the UWSLG conversion request for approval.

### **PROPOSED CONVERSION**

The UWSLG requested that the City consider the conversion of approximately 55.2 hectares or 135.9 acres of employment lands, located within the Airport Employment Growth District (AEGD). The request was made to support the creation of a mixed-use, compact residential and employment community. A community plan has been prepared which illustrates the locations of the proposed conversion and their proposed use (See Appendix A).

The lands proposed for conversion are located south of two rural pockets (white belt areas) which are entirely surrounded by the urban area. The conversion lands are generally located to south of the white belts areas and on either side of the future Garth Street extension (to Dickenson Road).

### **JUSTIFICATION**

#### **INTRODUCTION OF DESIREABLE MIXED USE/SUSTAINABLE DEVELOPMENT IN PROXIMITY TO THE AIRPORT:**

The proposed conversion is supportable for several reasons including (and as noted above) there is a surplus of employment lands, both on a city-wide and area-specific basis for growth to 2051. Additionally, a portion of the lands requested for conversion would be used for mixed-use purposes which would be appropriate along the future Garth Street corridor and could assist in addressing the City's 2051 intensification target within the existing urban boundary.

#### **PROVISION OF MAJOR INFRASTRUCTURE AS A CATALYST FOR EMPLOYMENT:**

As part of the Upper West Side proposal, the land owners are prepared to front-end finance the extension of Garth Street from Twenty Road West to Glancaster Road which is a key component of the City's AEGD road network master plan necessary to achieve the overall employment goals. To demonstrate the land owner's intent in this regard, they have submitted a draft plan of subdivision to implement the Garth Road extension and have initiated an Integrated Environmental Assessment which is fully funded by this Group. This represents defensible planning rationale to support the



conversion in consideration of the provision of this major piece of infrastructure to stimulate and accommodate employment growth within the AEGD.

### **SUSTAINABILITY:**

The portions of the lands proposed to be converted would effectively bring residential and mixed uses in close proximity to the airport as well as to facilitate the construction of a critical transportation corridor into and out of the AEGD. If converted, the proximity to employment would reduce the length and time of vehicular trips for residents travelling to and from work. Additionally, the proposed uses would improve the overall visibility, quality and profile of the AEGD lands, thereby improving the marketability to both airside and non-airside employment uses.

### **ECONOMIC DEVELOPMENT, POSITIVE MUNICIPAL FINANCIAL IMPACT AND DELIVERY OF COMPLETE COMMUNITIES:**

The proposed employment land strategy associated with the Twenty Road West precinct is to deliver higher quality and higher density jobs. The proposed conversion could assist with this as the current employment policies may be conducive to primarily warehousing or distribution centres which typically result in significantly lower employment densities and real estate assessment.

Additionally, several of the lands proposed for conversion are too small or are contained by the natural heritage system to be used for large land sensitive employment uses. It is also important to note, that the proposed conversion lands have been designed through the creation of a comprehensive community plan which was formed on the basis of numerous technical studies including functional servicing and stormwater assessments, transportation analysis, environmental impact studies (EIS), tree protection plans and linkage assessments all funded by the landowners in consultation with City staff.

### **POSITIVE EMPLOYMENT IMPACT:**

The proposed conversion would imply a minor numerical reduction of only 14% percent of the total area provided within the development block to be used for non-employment uses. Over the planning period to 2051, this can be considered a minor or rounding adjustment to the forecast period. This reduction may also be reduced due to increases in the number of residents permanently working from home as an outcome of the COVID pandemic trend to “work-from-home”. In addition, major employers are now experiencing a critical shortage of labour supply. The residential use of the subject lands would bring residents in close proximity to major employment opportunities within the AEGD which they could reach within easy walking or cycling distances. This presents a major opportunity for the City to be a leader in mixed-use/sustainable





development in an urban context. Further, as the AEGD permits research and office within parts of these areas, it would follow trends currently permitted within areas such as the McMaster Innovation District. Accordingly, the minor conversion request will not impact the City's overall employment land supply in any meaningful way but rather will support employment growth by increasing labour markets in close proximity to the airport.

#### **ACHIEVE NEEDED HOUSING SUPPLY:**

The approval of the conversion request will address the critical housing supply issue in the City of Hamilton on an immediate basis by providing additional intensification opportunities within the urban area.

#### **AFFORDABLE/ATTAINABLE HOUSING:**

The UWSLG have always been committed to delivering affordable housing, and will incorporate this aspect into the conversion request. The provision of affordable housing in this area which is in close proximity to major airport businesses is essential to the City's employment goals for the AEGD and the city-wide housing strategy. Particularly along the future Garth Street extension, higher density residential uses such as walk-up apartments and stacked townhouses are envisioned (in keeping with the height restrictions of airport).

#### **INFILL / INTENSIFICATION OF DEVELOPMENT:**

As the subject lands are contained entirely within the City's urban boundary, the approval of this conversion request will represent a meaningful contribution to the City's intensification strategy arising out of the City's Municipal Comprehensive Review (MCR) process. On this basis, the application merits approval to assist Council in implementing its strategic direction through the MCR.

#### **STAFF TECHNICAL COMMENTS**

As set out in the Employment Land Review: Deferred Conversion Requests and Analysis (April 2022), staff advised Committee that as the white belt areas are no longer being considered for urban boundary expansion and therefore the conversion requests are no longer necessary. Staff further advised that the removal of the lands may result in the effect of putting the City into a deficit over the planning horizon to 2051 and that the placement of sensitive uses up to the 30 NEF airport noise contours may impact the viability of the airport.



As set out in the submitted land needs assessment, undertaken by MGP City Plan (on behalf of UWSLG), it was determined that the City possesses an oversupply of employment lands of approximately 245 hectares (greater than that determined through the City's LNA). Although the City has already recommended the conversion of approximately 52 hectares of employment lands, even the ambitious density scenario preferred by staff is very optimistic and the additional conversion request enables the use of existing urban area to fulfill the overall intensification targets..

Further, the proposed conversion lands would act as a permanent buffer between the planned employment uses of the AEGD and the existing residential communities on the north side of Twenty Road West. The envisioned buffer uses would include higher density residential and mixed uses and would be separated through the use of the Natural Heritage System, noise attenuation measures and building design.

Of critical importance to the structure of the community is the boundary between employment and residential uses. In this regard, the proposed conversion lands are located up to the 30 NEF aircraft noise contour, associated with the John C Munro International Airport. As part of the application materials submitted alongside the UWSLG request, HGC Engineering prepared a Noise Impact Study which confirmed that in accordance with the Provincial Policy Statement (PPS), residential and other sensitive uses are permitted up to the 30 NEF:

*“Airports shall be protected from incompatible land uses and development by:*

- (a) Prohibiting new residential development and other sensitive land use in areas near airports above 30 NEF/NEP:*
- (b) Considering redevelopment of existing residential **uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP** only if it has been demonstrated that there will be no negative impacts on the long- term functioning of the airport; and,*
- (c) Discouraging land uses which may cause a potential aviation safety hazard.”*

HGC advises that the permission of these sensitive uses occurs throughout the Greater Toronto Area and even up to the 35 NEF contour. Airports including the Lester B. Pearson International Airport, the Region of Waterloo International Airport, the Billy Bishop Airport and the Buttonville Airport all permit residential and sensitive uses within or up to the 30 NEF contours. HGC further advises that through new and improved runways, quieter aircraft and overall general reduction in noise disturbance the NEF





contours associated with the Hamilton airport are expected to shrink from 2015 to 2025. This shrinking is confirmed within the Hamilton Airport Master Plan, following the completion of the Hamilton International Airport Noise Impact & Evaluation Study (2006). Although the anticipated NEF contours have not been updated within the City's Official Plan schedules, the proposed location of the conversion lands have taken incorporated the latest delineation of the contours shared within that report.

It is also important to acknowledge, that the City ***has considered and approved residential uses within the NEF 30 contours***, since the implementation of the Hamilton Official Plans. Similar to these developments, residential uses would necessitate the completion of a detailed noise study at the time of the land use planning application and would be required to employ noise mitigation measures and appropriate warning clauses. In our submission, the City should be accepting the provincial standard as one additional mechanism by which to ensure all urban land is available to be utilized for intensification.

## **CONCLUSION**

Through the review of the Provincial Policy Statement (2020), Provincial Growth Plan (2020), the City's draft Land Needs Assessment and an independent review of residential and employment land needs, it is revealed that there is a distinct and unique opportunity to implement the City's strategic goals through the approval of the requested conversions.

The UWSLG emphasizes that the approval of the conversion request would assist in the delivery of critical infrastructure that will effectively implement and not preclude the Airport Employment Growth District (AEGD) Secondary Plan. Rather, it would set a precedent in achieving mixed - use sustainable development in close proximity to major employers. In this regard, we believe that the Planning Committee should consider request for employment conversion is appropriate and should be considered for approval.

Sincerely,

*John Corbett*

---

**John B. Corbett, MCIP, RPP**  
President  
Corbett Land Strategies Inc.  
[john@corbettlandstrategies.ca](mailto:john@corbettlandstrategies.ca)  
289-725-9229

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5045 South Service Road - Suite 301  
Burlington, Ontario L7L 5Y7



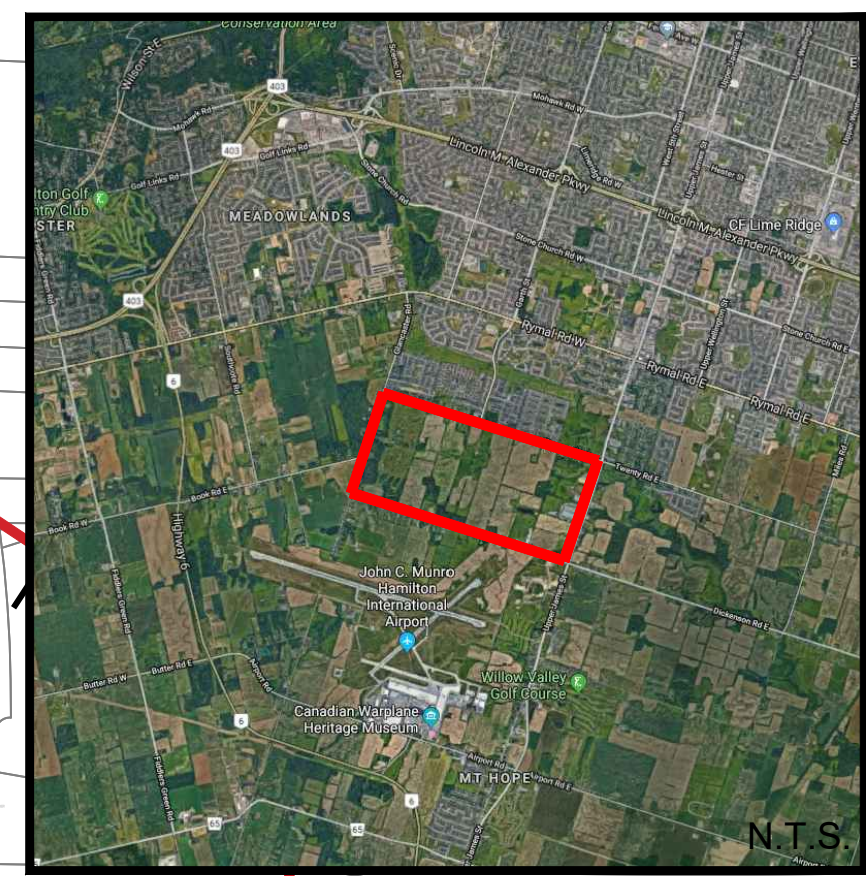
CC: Clerk, City of Hamilton  
Jason Thorne, General Manager of Planning and Economic Development  
Steve Robichaud, Chief Planner



## **APPENDIX A**



KEY MAP:

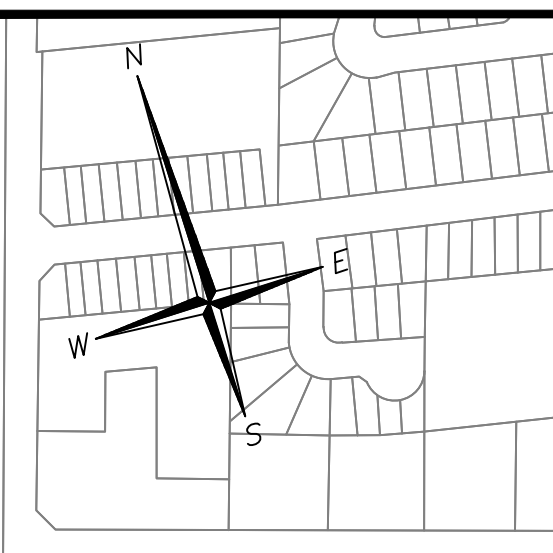
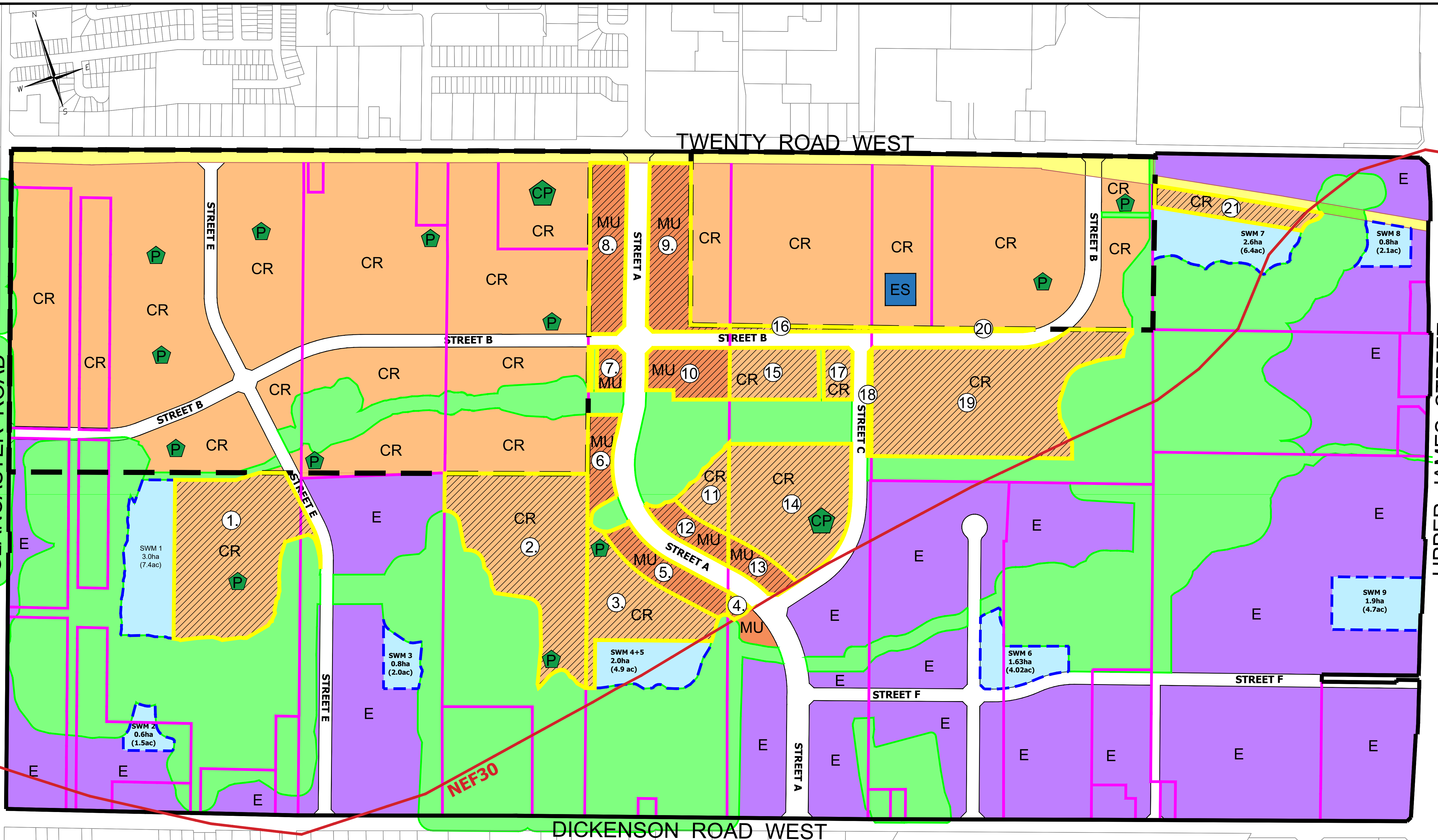


LEGEND:

- Compact Residential Development:
- Mixed Use Development:
- Employment:
- Natural Heritage System:
- Stormwater Management Ponds:
- Hydro Corridor:
- Lands to be Converted:
- Block Boundaries:
- Property Lines:
- Community Park:
- Parkette:
- Elementary School:

BLOCK STATS:

Block Number:	Area:	Block Number:	Area:
1.	8.77 ha /21.66 ac	12.	0.96 ha /2.37 ac
2.	8.35 ha /20.64 ac	13.	0.79 ha /1.95 ac
3.	3.52 ha /8.69 ac	14.	5.73 ha /14.16 ac
4.	0.12 ha /0.30 ac	15.	1.87 ha /4.63 ac
5.	1.51 ha /3.74 ac	16.	0.30 ha /0.75 ac
6.	1.04 ha /2.58 ac	17.	0.61 ha /1.51 ac
7.	0.54 ha /1.34 ac	18.	0.15 ha /0.37 ac
8.	2.54 ha /6.27 ac	19.	10.81 ha /26.70 ac
9.	3.07 ha /7.58 ac	20.	0.20 ha /0.49 ac
10.	1.67 ha /4.12 ac	21.	1.37 ha /3.38 ac
11.	1.08 ha /2.66 ac	Totals:	55.00 ha /135.91 ac



Scale: N.T.S.

# Proposed Lands to be Converted

## Upper West Side Community Plan

**CORBETT LAND STRATEGIES INC.**  
VISION • EXPERTISE

483 Dundas St W, Unit 212  
Oakville, ON L6M 1L9  
corbettlandstrategies.ca