

Revised Growth Plan – Comparison to City of Hamilton Comments from Report PED15078

Policy Reference	Issue Identified	City of Hamilton Recommended Change	Response from MMAH
1.2.2 Guiding Principles	Existing Policy Build compact, vibrant and <i>complete communities</i> .	Amend the Guiding principle by adding the wording in bold: 1. Build and maintain existing compact, vibrant and <i>complete communities</i> ; or, 2. Include new principle specific to cultural heritage	1. Changed principle to “Design complete communities” 2. New principle added regarding cultural heritage: “conserve and promote <i>cultural heritage resources</i> to support the social, economic, and cultural well-being of all communities, including First Nations and Metis communities.” Staff are satisfied with this change.
	Healthy communities and the recognition of public health in land use planning have not been articulated in the Growth Plan. (Recommendation 18 in the staff report)	Add a new guiding principle to recognize the link between public health and the built environment.	First principle amended to include reference to healthy living: “Design <i>complete communities</i> to meet people’s needs for daily living throughout an entire lifetime, and support healthy and active living.” Staff are satisfied with this change.
2.2.1 Growth Forecasts	The forecasts are reviewed every five years yet the Plan policies are reviewed every 10 years (Recommendation 10 in the staff report)	The forecast and the policies reviewed every 10 years.	No change in this regard. Policy 5.2.7.1 (previously 2.2.1.2) requires the Minister to review forecasts at least every 5 years, in consultation with municipalities.
	The forecasts have definitive numbers (Recommendation 9 in the staff report)	The forecasts should be developed with a range and not one definitive number	No change – the forecasts have not been developed with a range.
	The municipality has to plan for the number of		No change – there is no policy added to

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	jobs and persons.		recognize fluctuations in yearly growth.
2.2.3 General Intensification	There is no specific policy in the Plan that explicitly allows municipalities to make choices as to appropriateness of intensification <i>(Recommendation 15 in the staff report)</i>	A new policy should be added to give municipalities discretion to deny intensification projects based on local circumstances.	<i>Strategic Growth Areas</i> is a new defined term - areas that are to be the focus of intensification. Policy 2.2.2.5 states that municipalities shall identify the appropriate type and scale of development in <i>Strategic Growth Areas</i> but does not explicitly state that other areas could be protected from intensification.
2.2.4 Urban Growth Centres 2.2.6 Employment Lands 2.2.7 Designated Greenfield Areas	50 Persons and Jobs per hectare <i>(Recommendation 11 in the staff report)</i>	Separate the target into two: one for Employment Areas and one for the remaining non employment areas (which includes residential, mixed use, institutional, commercial, etc.)	Target has been increased to 80 persons and jobs per hectare. <i>Prime Employment Areas</i> is a new defined term – identified in OP, lands adjacent to major goods movement corridors, to be protected over long term, does not include institutional, retail, commercial or office. <i>Prime Employment Areas</i> have been excluded from greenfield density calculation (2.2.7.3).
2.2.8 Settlement Area Boundary Expansions 5.3 Implementation Analysis	Inconsistent land budget methodology among municipalities <i>(Recommendation 14 in the staff report)</i>	Consistent Land Budget methodology to be used across the Province, not subject to Ontario Municipal Board (OMB) appeal	New Policy 2.2.1.5 – The Minister will establish a methodology for assessing land needs to implement this Plan. This methodology will be used for the purposes of assessing land needs to accommodate forecasted growth to the horizon of this Plan.

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2.2.6 Employment Lands	<p>Institutional uses should be excluded from employment areas</p> <p><i>(Recommendation 13 in the staff report)</i></p>	<p>A new policy is added to prohibit these uses from employment areas.</p>	<p>New Term: <i>Prime Employment Areas</i> (employment areas adjacent to, or in the vicinity of, <i>major goods movement facilities and corridors</i>, or additional areas defined by municipality) – Policy 2.2.5.5 prohibits Institutional uses within <i>Prime Employment Areas</i> (residential, retail, commercial and office uses are also prohibited). Staff are satisfied with this change.</p>
	<p>Protection of employment land in key areas (e.g. near major transportation corridors and hubs, adjacent to existing employment areas) for the long term (more than 20 years) is an important economic development strategy.</p> <p><i>(Recommendation 13 in the staff report)</i></p>	<p>To add a new policy to allow municipalities to provide long term protection of employment lands.</p> <p>The policy should include permission to identify these lands and provide very specific policies and mapping.</p>	<p>Policy 2.2.5.5 indicates that <i>Prime Employment Areas</i> will be designated in official plans and <u>protected for long term</u>. Definition also states that these areas will be protected for long term.</p> <p>Under “Horizon of this Plan”, it is stated that the time horizon for planning is 2041. However, it further states that “Nothing in this Plan limits the planning for <i>infrastructure</i> and <i>public service facilities</i> beyond the horizon of this Plan. However, planning for <i>infrastructure</i> will not predetermine the form, pattern or extent of <i>settlement area</i> boundary expansions. Planning authorities may also plan for the long-term protection of employment areas provided lands are not designated beyond the horizon of this Plan”.</p>

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2.2.7.3 Designated Greenfield Areas	Netting out features for the purposes of calculating density <i>(Recommendation 12 in the staff report)</i>	Add infrastructure and transportation corridors to the list of features that can be excluded from the density calculation	Policy 2.2.7.3(b) – rights-of-way for electricity transmission lines, energy transmission pipelines, freeways and railways can be excluded from the greenfield density calculation.
3.2.3 Moving People Schedule 5	Regional transportation corridors in Hamilton identified by Metrolinx should be identified and strong policies to accompany the protection of these corridors. The importance of local transportation networks to implement the Growth Plan is not recognized. <i>(Recommendation 16 in the staff report)</i>	Add Regional corridors to Schedule 5. Add additional policies to recognize the importance of both the regional transit corridors and the local transit networks as critical infrastructure required to implement the Growth Plan.	Schedule 5 appears to identify the B-line, but does not identify the A-line. Section 2.2.4 provides stronger policies on Transit Corridors and Station Areas. <i>Priority Transit Corridors</i> are shown on Schedule 5 or additional corridors may be identified by Province (Policy 2.2.4.10). <i>Major Transit Station Areas</i> – area around a higher order transit station or stop (500 m). Policy 2.2.4.5 and 2.2.4.7 - <i>Major Transit Station Areas</i> will be planned to achieve density of 160 pjh (light rail or bus rapid transit). Supported by updated zoning, including mix of uses, affordable housing , alternative development standards and prohibiting land use and built form that would adversely affect achievement of density target.

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			<p>Policy 2.2.4.8 - Municipalities shall protect lands adjacent to, or in vicinity of, <i>higher order transit</i> corridors, which may be need for enhancement or expansion of infrastructure.</p> <p>Policy 2.2.4.9 - Lands with easy access to <i>frequent transit</i> (runs every 15 mins throughout day and into evening every day of week) service should be identified as strategic growth areas and planned to be developed as transit – supportive with minimum density targets to reflect existing and planned transit service levels where no minimum density target is specified in this Plan.</p>
<p>5.3 Implementation Analysis</p> <p>5.4 Policies for Implementation and Interpretation</p>	<p>An update of the 2006 Built Boundary</p> <p>Alternatively, keep 2006 boundary as a reference point – clarify tracking of intensification and where – within built boundary vs. within an area defined by a new built boundary</p>	<p>The built boundary should be revised to remove the holes (areas completely surrounded as built up area) as well as remove built up area based on the date of the revised Growth Plan.</p>	<p>There is no indication that the built boundary has been revised.</p>
<p>5.4 Policies for Implementation and Interpretation</p>	<p>Policies of the Niagara Escarpment Plan (NEP) were in conflict with the Growth Plan</p>	<p>Ensure policy direction within urban areas where NEP and Growth Plan overlap</p>	<p>No change in this regard.</p>
<p>3.2.6</p>	<p>Policies on cultural heritage which includes</p>	<p>Clearer integration of Cultural Heritage</p>	

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Community Infrastructure 4.2.4(e) A Culture of Conservation 7 Definitions	built heritage, archeological resources and cultural heritage landscapes is weak and in some cases, unclear.	Resources (CHR) and implementation in the plan, clear policy direction in terms of retention of existing cultural heritage resources and accommodating cultural heritage building stock	
4.2.4.(e) A Culture of Conservation	Cultural heritage conservation, including conservation of cultural heritage and archaeological resources were feasible, as <i>built-up</i> areas are intensified.	Revise policy to include the wording in bold: Cultural heritage conservation, including conservation of cultural heritage and archaeological resources <i>should be strongly encouraged, and intensification in built-up areas shall incorporate and have regard for these cultural heritage and archaeological resources.</i>	Exact wording as proposed has not been incorporated. Policy 4.2.7 added: 1. <i>Cultural heritage resources</i> will be conserved in accordance with the policies in the PPS to foster a sense of place and benefit communities, particularly in <i>strategic growth areas</i> . 2. Municipalities will work with stakeholders, as well as First Nations and Metis communities, to develop and implement official plan policies and strategies for the identification, wise use and management of <i>cultural heritage resources</i> . Staff are satisfied with these changes.
7 Definitions	Need consistency between all Plans and PPS		Policy 4.2.7.1 requires conservation in accordance with PPS.
	New Definitions required	1. cultural heritage resources 2. archaeological resources	Definitions of <i>Cultural Heritage Landscape</i> (PPS), <i>Cultural Heritage Resources</i> , and <i>Archaeological</i>

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			<i>Resources</i> (PPS) have been added.
General Commentary			
Lands outside of Greenbelt Plan and Growth Plan	The area outside municipal urban boundaries and the Greenbelt Plan are considered as lands waiting for urban development.	A new policy section should be added to clearly articulate how the lands outside the Growth Plan and Greenbelt Plans should be dealt with by the municipalities.	No change in this regard.
Food access in urban area	Lack of consideration for food access/urban agriculture and social equity	Provide a policy direction for urban agriculture and aging in place, building cities to encourage social equality	<p>Urban agriculture: Policy 4.2.6.6(a) – municipalities are encouraged to provide opportunities to support local food, urban and near-urban agriculture, and promote the sustainability of agricultural, agri-food and agri-product businesses through protecting agricultural resources and minimizing land use conflicts.</p> <p>Policy 4.2.5.2 – encourage opportunities for urban agriculture within open space system</p> <p>Policy 2.2.1.3(d)(iv) – <i>complete communities</i> support overall quality of life, including human health, for people of all ages and abilities through the planning and provision of convenient access to local, healthy and affordable food options, including through urban agriculture.</p>
Waste management	Waste management is not considered infrastructure	Include waste management as part of infrastructure	Waste management system is included in the definition of Infrastructure (from

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considered as infrastructure			PPS 2014).
Alignment of reviews for infrastructure and transportation	<p>Transportation and infrastructure have 50 year plan horizons verses planning which has a 20 year plan horizons</p> <p><i>(Recommendation 17 in the staff report)</i></p>	<p>Allow municipalities to protect lands used for future development though both mapping (such as a special policy area) and text.</p>	<p>Section added on “Horizon of this Plan” – notes the horizon for land use planning is 2041. Further states “Nothing in this Plan limits the planning for <i>infrastructure</i> and <i>public service facilities</i> beyond the horizon of this Plan. However, planning for <i>infrastructure</i> will not predetermine the form, pattern or extent of <i>settlement area</i> boundary expansions. Planning authorities may also plan for the long-term protection of <i>employment areas</i> provided lands are not designated beyond the horizon of this Plan.</p>
Alternative Transportation	<p>Weak alternative transportation policies within the Growth Plan</p> <p><i>(Recommendation 16 in the staff report)</i></p>	<p>Include stronger policies for alternative transportation options</p>	<p>Policy 3.2.2.3 - complete streets approach will be adopted that ensures the needs and safety of all road users, including pedestrians, cyclists, transit-users and operators, and drivers of cars and trucks are considered and appropriately accommodated.</p> <p>Policy 3.2.2.4 – <i>transportation demand management</i> policies to be implemented to reduce trip distance and time, increase modal share of alternatives to automobile (including targets), prioritize active transportation, transit and goods movement and target</p>

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			<p>significant trip generators.</p> <p>Policy 2.2.1.3 – complete communities includes a range of transportation options including safe, comfortable and convenient use of <i>active transportation</i></p> <p>Policy 2.2.4 – <i>Major transit station areas</i> designed to be transit supportive and achieve multi-modal access to stations, including active transportation options</p> <p>Policy 3.2.3.4 – ensure <i>active transportation</i> networks are comprehensive and integrated into transportation planning</p>