

Schedule “1”

PROPOSED Urban Hamilton Official Plan Amendment No. X

The following text, together with:

Volume 1

Appendix “A”	Chapter A - Introduction
Appendix “B”	Chapter B – Communities
Appendix “C”	Chapter C – City Wide Systems and Designations
Appendix “D”	Chapter E – Urban Systems and Designations
Appendix “E”	Chapter F – Implementation
Appendix “F”	Chapter G – Glossary
Appendix “G”	Schedule A – Provincial Plans
Appendix “H”	Schedule E – Urban Structure
Appendix “I”	Schedule E-1 – Urban Land Use Designations
Appendix “J”	Schedule “X” – Provincially Significant Employment Zones (New)
Appendix “K”	Appendix B – Major Transportation Facilities and Routes

Volume 2

Appendix “L”	Chapter B – Secondary Plans
Appendix “M”	Map B.6.7-1 – Centennial Neighbourhoods Secondary Plan – Land Use Plan
Appendix “N”	Map B.6.7-2 – Centennial Neighbourhoods Secondary Plan – Maximum Building Heights in the Node
Appendix “O”	Map B.6.7-3 – Centennial Neighbourhoods Secondary Plan – Transportation and Connections
Appendix “P”	Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas
Appendix “Q”	Appendix A – Centennial Neighbourhoods Secondary Plan – Transition Areas
Appendix “R”	Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan

Volume 3

Appendix “S”	Chapter B – Urban Area Specific Policies
Appendix “T”	Chapter C – Urban Site Specific Policies
Appendix “U”	Map 1 – Area Specific Policies Key Map
Appendix “V”	Map H-1 – Hamilton Area Specific Policies
Appendix “W”	Map H-“X” – Hamilton Area Specific Policies (New)
Appendix “X”	Map H-“Y” – Hamilton Area Specific Policies (New)

Appendix “Y”	Map H-“Z” – Hamilton Area Specific Policies (New)
Appendix “Z”	Map 2 – Urban Site Specific Key Map
Appendix “AA”	Map 2a – Urban Site Specific Key Map (Lower City)

attached hereto, constitutes Official Plan Amendment No. “X” to the Urban Hamilton Official Plan.

1.0 Purpose and Effect:

The purpose and effect of this Amendment is to amend, add, and delete policies and definitions to reflect the updated provincial policy framework and to implement Council direction for the No Urban Boundary Expansion growth strategy to accommodate population and job growth to the year 2051, as part of the City of Hamilton's Municipal Comprehensive Review.

2.0 Location:

The lands affected by this Amendment are located within the Urban Area of the City of Hamilton.

3.0 Basis:

The basis for permitting this Amendment is:

- To update the Urban Hamilton Official Plan to conform to the Provincial Policy Statement, 2020, the Growth Plan for the Greater Golden Horseshoe, 2019, as amended, the Greenbelt Plan, 2017, and the Niagara Escarpment Plan, 2017.
- To update the Urban Hamilton Official Plan and Rural Hamilton Official Plan to implement Council direction for the No Urban Boundary Expansion growth management strategy.

4.0 Actual Changes:

4.1 Volume 1 – Parent Plan

Text

4.1.1 Chapter A – Introduction

- a. That the following policies of Volume 1: Chapter A – Introduction be amended, added or deleted, as outlined in Appendix “A”, attached to this Amendment:

- | | | | |
|---|--|--|--|
| <ul style="list-style-type: none"> • Introduction • A.1.1 • A.1.2 • A.1.3 • A.1.4 • A.1.6 | <ul style="list-style-type: none"> • A.2.1 • A.2.3 • A.2.3.1 • A.2.3.2 (New) • A.2.3.2 (Existing) | <ul style="list-style-type: none"> • A.2.3.3.1 (Existing) • A.2.3.3.2 • A.2.3.3.3 (Existing) • A.2.3.3.4 (Existing) • A.2.3.3.5 (New) | <ul style="list-style-type: none"> • A.2.4 • A.2.5.1 • A.2.5.2 • A.2.5.5 |
|---|--|--|--|

4.1.2 Chapter B – Communities

- a. That the following policies of Volume 1: Chapter B – Communities be amended, added or deleted, as outlined in Appendix “B”, attached to this Amendment:

- | | | | |
|--|---|--|--|
| <ul style="list-style-type: none"> • B.1.0 • B.2.1.1 • B.2.2.2 (Existing) • B.2.2.3 (Existing) • B.2.2.4 (Existing) • B.2.3 Heading (Existing) • B.2.3.1 • B.2.3.2 • B.2.3.3 • B.2.1.4.4 • B.2.4.1.2 • B.2.4.1.2 • B.2.4.1.3 • B.2.4.2.1 • B.3.0 • B.3.1 • B.3.1.2 • B.3.1.15 • B.3.2.1.7 | <ul style="list-style-type: none"> • B.3.2.2 • B.3.2.2.1 • B.3.2.4.1 • B.3.2.4.2 • B.3.2.4.7 • B.3.2.4.8 • B.3.2.4.9 • B.3.2.4.10 • B.3.3.1.6 • B.3.3.2.5 • B.3.3.2.8 • B.3.3.2.9 • B.3.3.2.10 • B.3.3.9.6 • B.3.3.10.8 • B.3.4 • B.3.4.1.3 • B.3.4.2.1 j) (New) • B.3.4.2.7 • B.3.4.2.8 • B.3.4.2.9 • B.3.4.2.10 | <ul style="list-style-type: none"> • B.3.4.2.14 (Existing) • B.3.4.2.14 (New) • B.3.4.4.2 (New) • B.3.4.4.5 • B.3.4.4.6 • B.3.4.4.9 • B.3.4.4.10 • B.3.4.5.2 • B.3.4.5.5 • B.3.5.2.2 (New) • B.3.5.2.5 • B.3.5.2.12 • B.3.5.2.13 • B.3.5.2.14 (New) • B.3.5.2.16 • B.3.5.3.10 • B.3.5.6.1 | <ul style="list-style-type: none"> • B.3.6.2 • B.3.6.2.2 • B.3.6.2.4 • B.3.6.2.6 • B.3.6.2.7 • B.3.6.5.9 • B.3.6.5.16 (New) • B.3.6.5.17 (New) • B.3.6.5.18 (New) • B.3.7 • B.3.7.1 • B.3.7.2 • B.3.7.3 (New) • B.3.7.3 (Existing) • B.3.7.4 (Existing) • B.3.7.7 • B.3.7.8 (New) |
|--|---|--|--|

4.1.3 Chapter C – City Wide Systems and Designations

- a. That the following policies of Volume 1: Chapter C – City Wide Systems and Designations be amended, added or deleted, as outlined in Appendix “C”, attached to this Amendment:

- | | | | |
|------------------|----------------------|-----------------------|------------------|
| • C.1.0 | • C.4.2.7 | • C.4.4.7 | • C.5.0 |
| • C.1.11 | • C.4.2.8 | • C.4.4.8 | • C.5.3.3 (New) |
| • C.1.3.1 | • C.4.2.9 (New) | • C.4.4.9 | • C.5.3.9 |
| • C.1.4 | • C.4.2.9 (Existing) | • C.4.4.10 | • C.5.3.10 (New) |
| • C.1.4.1 (New) | • C.4.2.10 | • C.4.4.11 | • C.5.3.11 |
| • C.2.5.1 | • C.4.2.15 | • C.4.4.12 | • C.5.3.17 (New) |
| • C.2.8.3 (New) | • C.4.2.16 | • C.4.4.13 (New) | • C.5.4.1 (New) |
| • C.2.11.5 (New) | • C.4.3 | • C.4.4.13 (Existing) | • C.5.4.9 (New) |
| • C.2.13.4 (New) | • C.4.3.3 | • C.4.4.15 | • C.5.4.10 (New) |
| • C.4.0 | • C.4.3.4 | • C.4.5.4 | • C.5.5.6 (New) |
| • C.4.1.1 | • C.4.3.5 | • C.4.5.6.5 | • C.5.5.9 (New) |
| • C.4.1.2 | • C.4.3.6 (New) | • C.4.6.5 | • C.5.6 (New) |
| • C.4.1.3 | • C.4.4 | • C.4.5.6.7 | • C.5.6.1 (New) |
| • C.4.1.5 | • C.4.4.1 | • C.4.6 | • C.5.7 (New |
| • C.4.1.6 | • C.4.2.2 (New) | • C.4.6.1 | Section) |
| • C.4.1.8 (New) | • C.4.2.2 (Existing) | • C.4.6.2 | • C.5.7.1 (New) |
| • C.4.2.1 | • C.4.4.5 | • C.4.6.3 | • C.5.7.2 (New) |
| • C.4.2.2 (New) | | • C.4.6.5 | |
| • C.4.2.4.1 | | | |

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.2.3.2.11 | • E.3.4.4 | • E.5.1.16 (New) |
| • E.2.1 a) and e) | • E.2.3.3.6 | • E.3.5.2 | • E.5.1.17 (New) |
| • E.2.2.1 | • E.2.3.3.7 | • E.3.5.3 | • E.5.1.18 (New) |
| • E.2.2.1 c) (New) | • E.2.3.3.12 | • E.3.5.4 | • E.5.2.6 |
| • E.2.2.5 (New) | • E.2.4.1 | • E.3.5.8 | • E.5.2.7.1 b), g) |
| • E.2.2.6 (New) | • E.2.5 (New | • E.3.6.6 | (New), l) |
| • E.2.3.1.4 | Section) | • E.3.6.7 (New) | (New), m) |
| • E.2.3.1.9 | • E.2.5.1 (New) | • E.3.6.7 | (New) |
| • E.2.3.1.10 | • E.2.5.2 (New) | (Existing) | • E.5.2.8 (New) |
| • E.2.3.1.14 | • E.2.5.3 (New) | • E.4.5.11 | • E.5.4.2 |
| • E.2.3.2.7 | • E.2.5.4 (New) | • E.4.6.8 | • E.5.4.5 |
| | • E.2.7.7 | • E.4.6.14 | • E.5.5.3 |
| | • E.3.4.3 | • E.5.1.11 | • E.5.7 (New) |

4.1.5 Chapter F – Implementation

- a. That the following policies of Volume 1: Chapter F – Implementation be amended, added or deleted, as outlined in Appendix “E”, attached to this Amendment:

- | | | | |
|------------------|-------------------|-------------------|-----------------|
| • F.1.1.10 c) | • F.3.2.8 (New | • F.3.4.5 | • F.3.5 Heading |
| • F.1.1.13 (New) | Section) | • F.3.4.5.1 | • F.3.5.1 |
| • F.1.17.8 (New) | • F.3.1.8.1 (New) | • F.3.4.5.2 (New) | • F.3.5.2 |
| • Table F.1.19.1 | • F.3.1.8.2 (New) | • Table F.3.4.2 | • F.3.7 (New |
| • F.3.1.3.1 | • F.3.1.8.3 (New) | • F.3.4.5.3 (New) | Section) |
| • F.3.1.3.2 | | • Table F.3.4.3 | • F.3.7.1 (New) |
| • F.3.1.5.1 | | (New) | |
| • F.3.2.11 | | • 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 E – Urban Structure be amended, as shown on Appendix “H”, attached to this Amendment.
- c. That Volume 1: Schedule E-1 – Urban Land Use Designations be amended, as shown on Appendix “I”, attached to this Amendment.
- d. That Volume 1: Schedule “X” – Provincially Significant Employment Zones be added, as shown on Appendix “J”, attached to this Amendment.

4.1.8 Appendices

- a. That Volume 1: Appendix B – Major Transportation Facilities and Routes be amended, as shown on Appendix “K”, attached to this Amendment.

4.2 Volume 2 – Secondary Plans

Text

4.2.1 Chapter B – Secondary Plans

- a. That Volume 2: Chapter B – Secondary Plans be amended to revise, add or delete policies, as outlined in Appendix “L”, attached to this Amendment:
- B.6.4.3.1 e) • B.6.7.18.1 • B.6.7.18.8 • B.7.4.18.8
 - B.3.7.13 g) • B.6.7.18.4 • B.6.718.X (New)

Maps

4.2.2 Map

- a. That Volume 2: Map B.6.7-1 – Centennial Neighbourhoods Secondary Plan – Land Use Plan be amended, as shown on Appendix “M”, attached to this Amendment.
- b. That Volume 2: Map B.6.7-2 – Centennial Neighbourhoods Secondary Plan – Maximum Building Heights in the Node be amended, as shown on Appendix “N”, attached to this Amendment.
- c. That Volume 2: Map B.6.7-3 – Centennial Neighbourhoods Secondary Plan – Transportation and Connections be amended, as shown on Appendix “O”, attached to this Amendment.
- d. That Volume 2: Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas be amended, as shown on Appendix “P”, attached to this Amendment.
- e. That Volume 2: Appendix A– Centennial Neighbourhoods Secondary Plan – Transition Areas be amended, as shown on Appendix “Q”, attached to this Amendment.
- f. That Volume 2: Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan be amended, as shown on Appendix “R”, attached to this Amendment.

4.3 Volume 3 – Special Policy Areas, Area Specific Policies, and Site Specific Policies

Text

4.3.1 Chapter B – Urban Area Specific Policies

- a. That Volume 3: Chapter B – Urban Area Specific Policies be amended to revise policies, as outlined in Appendix “S”, attached to this Amendment:
- UH-“X” (New) • UH-“Y” (New) • UH-“Z” (New) • UH-“XX” (New)

4.3.2 Chapter C – Urban Site Specific Policies

a. That Volume 3: Chapter C – Urban Site Specific Policies be amended to revise or add policies, as outlined in Appendix “T”, attached to this Amendment:

- UHN-“X” (New)
- UHN-“Y” (New)
- UHN-“Z” (New)
- UHN-“XX” (New)
- UHC-“X” (New)
- UHSCC-“X”

Maps and Appendices

4.3.3 Maps

- a. That Volume 3: Map 1 – Area Specific Policies Key Map be amended, as shown on Appendix “U”, attached to this Amendment.
- b. That Volume 3: Map H-1 – Hamilton Area Specific Policies be amended, as shown on Appendix “V”, attached to this Amendment.
- c. That Volume 3: Map H-“X” – Hamilton Area Specific Policies (New) be added, as shown on Appendix “W”, attached to this Amendment.
- d. That Volume 3: Map H-“Y” – Hamilton Area Specific Policies (New) be added, as shown on Appendix “X”, attached to this Amendment.
- e. That Volume 3: Map H-“Z” – Hamilton Area Specific Policies (New) be added, as shown on Appendix “Y”, attached to this Amendment.
- f. That Volume 3: Map 2 – Site Specific Policies Key Map be amended, as shown on Appendix “Z”, attached to this Amendment.
- g. That Volume 3: Map 2a – Site Specific Policies Key Map (Lower City) be amended, as shown on Appendix “AA”, attached to this Amendment.

5.0 Implementation:

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

This Official Plan Amendment is Schedule “1” to By-law No. _____ passed on the ____th day of ___, 2022.

**The
City of Hamilton**

F. Eisenberger
MAYOR

A. Holland
CITY CLERK

Appendix “A” – Volume 1: Chapter A – Introduction

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Chapter A – Introduction</p> <p>Hamilton is a city of many communities: diverse by nature of geography and history; united by a common future. Hamilton has a vision for its future – a vision for a vibrant, healthy, sustainable city. The vision, known as Vision 2020 Our Future Hamilton, that builds on Vision 2020, has been shared by citizens, businesses, community groups, organizations and our local government since 1992 2017.</p> <p>An Official Plan is a guiding document – its goals and policies move the City towards achieving its visions for the future – visions that are expressed both through Vision 2020 Our Future Hamilton and the City's Strategic Plan. ... This Plan and the policies contained herein implement many of the principles expressed by in Vision 2020 Our Future Hamilton and the City's Strategic Plan.</p>	<p>Chapter A – Introduction</p> <p>Hamilton is a city of many communities: diverse by nature of geography and history; united by a common future. Hamilton has a vision for its future – a vision for a vibrant, healthy, sustainable city. The vision, known as Our Future Hamilton, that builds on Vision 2020, has been shared by citizens, businesses, community groups, organizations and our local government since 2017.</p> <p>An Official Plan is a guiding document – its goals and policies move the City towards achieving its visions for the future – visions that are expressed both through Our Future Hamilton and the City's Strategic Plan. ... This Plan and the policies contained herein implement many of the principles in Our Future Hamilton and the City's Strategic Plan.</p>
<p>A.1.1 The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. This land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation. The City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.</p> <p>Hamilton is a dynamic city with unique geographic attributes. Its varied landscape includes an urban area which is the centre for employment uses, community services, and residential dwellings. ...</p>	<p>A.1.1 The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. This land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation. The City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.</p> <p>Hamilton is a dynamic city with unique geographic attributes. Its varied landscape includes an urban area which is the centre for employment uses, community services, and residential dwellings. ...</p>
<p>A.1.2 Hamilton's Future – A Time for Change</p> <p>Over the next 30 years By 2051, the City is expected to grow to achieve a population of 660,000 820,000 and 300,000 360,000 jobs. The shape, look and feel of the City will change - influenced not only by physical growth but by economic, and demographic and climate</p>	<p>A.1.2 Hamilton's Future – A Time for Change</p> <p>By 2051, the City is expected to grow to achieve a population of 820,000 and 360,000 jobs. The shape, look and feel of the City will change - influenced not only by physical growth but by economic, demographic and climate change, as well. An aging population,</p>

Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p> <p>change, as well. An aging population, a declining number of people per household, the effects of the global economy on local companies, increasing pressures on community services, <i>the impacts of a changing climate</i>, and urban pressure on rural resources will result in change – physical, economic and social. The City will experience many changes over the lifetime of this Plan. Change brings energy and opportunities. To effect positive change the City must harness that energy, take advantage of the opportunities, and manage any undesirable impacts.</p> <p>Responding to the <i>impacts of a changing climate</i> is an urgent challenge the City must face now and over the next 30 years. The City has declared a Climate Emergency and established a goal to achieve net zero carbon emissions by 2050. The implications of not responding to the Climate Emergency are dire. It is predicted that the number of very hot days per year (above 30 degree Celsius) will increase from an average of 16 between 1976 – 2005 to an average of 37 per year. In a high emissions scenario, the Province of Ontario would be anticipated to see an average annual temperature rise of 5.1 degrees Celsius, and Hamilton would be anticipated to see an average annual precipitation increase of 66.7 mm in the 2050s.</p> <p>These potentially severe consequences of climate change reinforce that actions to reduce and respond to the <i>impacts of a changing climate</i> will be required across all City departments, and will include both corporate and community initiatives. A climate change lens must be applied to all planning decisions going forward, as per the City's Corporate Goals and Areas of Focus for Climate Change Mitigation and Adaptation, to plan for a City that is resilient to the <i>impacts of a changing climate</i>.</p> <p>Our location in the Golden Horseshoe, as well as the City's strengthening relationship with the Greater Toronto Area (GTA) municipalities, provide both benefits and challenges. Hamilton has become an attractive place to live because of its the amenities and reasonable housing prices relative to other cities in the region. However, many of our residents are commuting commute to jobs outside Hamilton. One of the</p>	<p>Bolded text = text to be added</p> <p>a declining number of people per household, the effects of the global economy on local companies, increasing pressures on community services, <i>the impacts of a changing climate</i>, and urban pressure on rural resources will result in change – physical, economic and social. The City will experience many changes over the lifetime of this Plan. Change brings energy and opportunities. To effect positive change the City must harness that energy, take advantage of the opportunities, and manage any undesirable impacts.</p> <p>Responding to the <i>impacts of a changing climate</i> is an urgent challenge the City must face now and over the next 30 years. The City has declared a Climate Emergency and established a goal to achieve net zero carbon emissions by 2050. The implications of not responding to the Climate Emergency are dire. It is predicted that the number of very hot days per year (above 30 degree Celsius) will increase from an average of 16 between 1976 – 2005 to an average of 37 per year. In a high emissions scenario, the Province of Ontario would be anticipated to see an average annual temperature rise of 5.1 degrees Celsius, and Hamilton would be anticipated to see an average annual precipitation increase of 66.7 mm in the 2050s.</p> <p>These potentially severe consequences of climate change reinforce that actions to reduce and respond to the <i>impacts of a changing climate</i> will be required across all City departments, and will include both corporate and community initiatives. A climate change lens must be applied to all planning decisions going forward, as per the City's Corporate Goals and Areas of Focus for Climate Change Mitigation and Adaptation, to plan for a City that is resilient to the <i>impacts of a changing climate</i>.</p> <p>Our location in the Golden Horseshoe, as well as the City's strengthening relationship with the Greater Toronto Area (GTA) municipalities, provide both benefits and challenges. Hamilton has become an attractive place to live because of its amenities and reasonable housing prices relative to other cities in the region. However, many of our residents</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>City's key priorities is to increase employment opportunities within our boundaries. Another challenge is that our strong social service network serves populations both within and outside the City who require assistance and reside both within and outside the City.</p>	<p>commute to jobs outside Hamilton. One of the City's key priorities is to increase employment opportunities within our boundaries. Another challenge is that our strong social service network serves populations who require assistance and reside both within and outside the City.</p>
<p>A.1.3 Function of the Official Plan This Plan projects a long-term vision for the physical <i>development</i> of the City over the next 30 years to 2051. It's The policies provide the direction for managing long term <i>development</i> to achieve social, economic and environmental objectives of the City's vision. The Plan:</p> <ul style="list-style-type: none"> • is one of the primary implementation arms of Vision 2020 Implements Our Future Hamilton and the City's Strategic Plan; • is a legal document whose origin is derived from the <u>Planning Act, R.S.O., 1990 c. P.13</u>; • builds on the concepts of provincial initiatives that support the building of strong communities [such as the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, the Greenbelt Niagara Escarpment Plan]; and, • is one of the key implementation mechanisms for the City's Growth Strategy (GRIDS 2) and other corporate initiatives, including Master Plans (Transportation and Infrastructure, Recreational, Parks), and the Social Development Strategy, the Corporate Energy and Sustainability Policy and the Community Climate Change Action Plan. <p>The Urban Hamilton Official Plan applies to lands within the <i>urban area</i>.</p>	<p>A.1.3 Function of the Official Plan This Plan projects a long-term vision for the physical <i>development</i> of the City to 2051. The policies provide the direction for managing long term <i>development</i> to achieve social, economic and environmental objectives of the City's vision. The Plan:</p> <ul style="list-style-type: none"> • Implements Our Future Hamilton and the City's Strategic Plan; • is a legal document whose origin is derived from the <u>Planning Act, R.S.O., 1990 c. P.13</u>; • builds on the concepts of provincial initiatives that support the building of strong communities [such as the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, the Niagara Escarpment Plan]; and, • is one of the key implementation mechanisms for the City's Growth Strategy (GRIDS 2) and other corporate initiatives, including Master Plans (Transportation and Infrastructure, Recreational, Parks), the Social Development Strategy, the Corporate Energy and Sustainability Policy and the Community Climate Change Action Plan. <p>The Urban Hamilton Official Plan applies to lands within the <i>urban area</i>.</p>
<p>A.1.4 Principles of the Official Plan The Official Plan plays a major role in setting a framework of actions that will lead to the sustainable, healthy future envisioned by Vision 2020 Our Future Hamilton and the City's Strategic Plan. The framework of the Official Plan is centred on the following principles:</p> <ul style="list-style-type: none"> • compact and healthy urban communities that provide opportunities to live, work, play, and learn; • a strong rural community protected by firm urban boundaries; • environmental systems – land, air and water – that are protected and enhanced; • balanced transportation networks that offer 	<p>A.1.4 Principles of the Official Plan The Official Plan plays a major role in setting a framework of actions that will lead to the sustainable, healthy future envisioned by Our Future Hamilton and the City's Strategic Plan. The framework of the Official Plan is centred on the following principles:</p> <ul style="list-style-type: none"> • compact and healthy urban communities that provide opportunities to live, work, play, and learn; • a strong rural community protected by firm urban boundaries; • environmental systems – land, air and water – that are protected and enhanced; • balanced transportation networks that offer

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>choice so people can walk, cycle, take transit, or drive, and recognize the importance of goods movement to our local economy;</p> <ul style="list-style-type: none"> • reducing Greenhouse Gas (GHG) emissions and adapting to the impacts of a changing climate; • a growing, strong, prosperous and diverse economy; • a wide range and healthy supply of housing options for current and future residents; • planning for a City that is equitable and inclusive, and which meets the evolving needs of Hamilton’s diverse population; • financial stability; and, • strategic and wise use of infrastructure services and existing built environment. 	<p>choice so people can walk, cycle, take transit, or drive, and recognize the importance of goods movement to our local economy;</p> <ul style="list-style-type: none"> • reducing Greenhouse Gas (GHG) emissions and adapting to the <i>impacts of a changing climate</i>; • a growing, strong, prosperous and diverse economy; • a wide range and healthy supply of housing options for current and future residents; • planning for a City that is equitable and inclusive, and which meets the evolving needs of Hamilton’s diverse population; • financial stability; and, <p>strategic and wise use of infrastructure services and existing built environment.</p>
<p>A.1.6 Supporting Plans and Strategies This Official Plan relies on legislation, strategies, plans and guidelines as implementation tools to move the City’s communities forward to meet, not only City directions, but also provincial requirements. Examples include:</p> <ul style="list-style-type: none"> • Growth Related Integrated Development Strategy (GRIDS 2) - The purpose of GRIDS 2 is to integrate growth management for land use and community services to achieve the City’s Vision through the long-term <i>development</i> of land uses and services based on environmental priorities, social issues, economic opportunities and population studies. <p>...</p> <ul style="list-style-type: none"> • Other Initiatives – The City has developed a Corporate Energy and Sustainability Policy, a Community Climate Change Action Plan, and developed Corporate Goals and Areas of Focus for Climate Mitigation and Adaptation to provide a comprehensive, coordinated and multidisciplinary approach to climate change mitigation and adaptation. These plans will require, where possible, incentivize and encourage environmental sustainability including reducing GHG emissions and improving climate resiliency. 	<p>A.1.6 Supporting Plans and Strategies This Official Plan relies on legislation, strategies, plans and guidelines as implementation tools to move the City’s communities forward to meet, not only City directions, but also provincial requirements. Examples include:</p> <ul style="list-style-type: none"> • Growth Related Integrated Development Strategy (GRIDS 2) - The purpose of GRIDS 2 is to integrate growth management for land use and community services to achieve the City’s Vision through the long-term <i>development</i> of land uses and services based on environmental priorities, social issues, economic opportunities and population studies. <p>...</p> <ul style="list-style-type: none"> • Other Initiatives – The City has developed a Corporate Energy and Sustainability Policy, a Community Climate Change Action Plan, and developed Corporate Goals and Areas of Focus for Climate Mitigation and Adaptation to provide a comprehensive, coordinated and multidisciplinary approach to climate change mitigation and adaptation. These plans will require, where possible, incentivize and encourage environmental sustainability including reducing GHG emissions and improving climate resiliency.
<p>A.2.1 Vision 2020 Our Future Hamilton The City has long been a leader in the area of community sustainability. In 1992, the former Region of Hamilton-Wentworth adopted Vision 2020. In 2002, the City undertook a review of the Vision in light of many changes that had taken place within the previous 10 years. The ‘Building</p>	<p>A.2.1 Our Future Hamilton The City has long been a leader in the area of community sustainability. In 1992, the former Region of Hamilton-Wentworth adopted Vision 2020. Adopted by Council in 2016, Our Future Hamilton provides a 25-year community vision that builds on the legacy of Vision 2020, and</p>

Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p>Bolded text = text to be added</p>
<p>a 'Strong Foundation' public consultation process renewed not only the City's commitment, but also the community's commitment to making informed decisions based on environmental, economic and social considerations. The updated vision was adopted by City Council in September, 2003. Adopted by Council in 2016, Our Future Hamilton provides a 25-year community vision that builds on the legacy of Vision 2020, and reflects the values and aspirations of the nearly 55,000 residents who participated in the visioning process.</p> <p>Hamilton's Vision 2020</p> <p>As citizens, businesses and government of the City of Hamilton we accept responsibility for making decisions that lead to a healthy, sustainable future. We celebrate our strengths as a vibrant, diverse City of natural beauty nestled around the Niagara Escarpment and Hamilton Harbour. We are able to achieve our full potential through safe access to clean air and water, food, shelter, education, satisfying employment, spirituality and culture. We weigh social/health, economic and environmental costs, benefits and risks equally when making decisions.</p> <p>Action – Sustainable community goals, strategies and targets are achieved by committing resources and acting decisively.</p> <p>Access – People have the ability to contribute and participate in community life regardless of physical and mental ability, income, age, gender, spiritual or cultural background or geographic location.</p> <p>Accountability – Community leaders measure and report on progress in achieving the Vision.</p> <p>Adaptability – We learn from the past and take action to create positive change.</p> <p>Our Future Hamilton – Community Priorities</p> <p>Community Engagement and Participation – Our Future Hamilton is a collaborative place where...</p> <ul style="list-style-type: none"> • People work together and make a positive impact on the community. • Citizens are consulted and involved in making the decisions that impact them. • A passion and sense of pride for the city exists among residents, driving volunteerism and community-based initiatives. <p>Economic Prosperity & Growth – Our Future</p>	<p>reflects the values and aspirations of the nearly 55,000 residents who participated in the visioning process.</p> <p>Our Future Hamilton – Community Priorities</p> <p>Community Engagement and Participation – Our Future Hamilton is a collaborative place where...</p> <ul style="list-style-type: none"> • People work together and make a positive impact on the community. • Citizens are consulted and involved in making the decisions that impact them. • A passion and sense of pride for the city exists among residents, driving volunteerism and community-based initiatives. <p>Economic Prosperity & Growth – Our Future Hamilton is an ambitious place where...</p> <ul style="list-style-type: none"> • People successfully provide for themselves and their families and have opportunities to grow and develop. • Post-secondary institutions and businesses collaborate with the City, contributing to the success of our economy. • Residents can work in the city in one of the increasing number of quality, well-paying local jobs. • A prosperous and diverse local and regional economy benefits all residents. <p>Healthy & Safe Communities – Our Future Hamilton is a caring place where...</p> <ul style="list-style-type: none"> • People lead happy lives in safe neighbourhoods and friendly communities. • We all have access to the services and supports we need to be healthy and active. • Our city is safe and inviting, and people continue to work together to take care of and support each other. <p>Clean & Green – Our Future Hamilton is an environmentally sustainable place where...</p> <ul style="list-style-type: none"> • A flourishing natural environment enriches the quality of life for community members. • Organizations take a leadership role and operate in a sustainable manner. • Everyone has a deep understanding and respect for the natural environment and its important contribution to our lives. <p>Built Environment & Infrastructure – Our Future Hamilton is a people friendly place where...</p> <ul style="list-style-type: none"> • The quality of life, well-being and enjoyment of its residents influences design and planning • It is easy to get around our city and

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Hamilton is an ambitious place where...</p> <ul style="list-style-type: none"> • People successfully provide for themselves and their families and have opportunities to grow and develop. • Post-secondary institutions and businesses collaborate with the City, contributing to the success of our economy. • Residents can work in the city in one of the increasing number of quality, well-paying local jobs. • A prosperous and diverse local and regional economy benefits all residents. <p>Healthy & Safe Communities – Our Future Hamilton is a caring place where...</p> <ul style="list-style-type: none"> • People lead happy lives in safe neighbourhoods and friendly communities. • We all have access to the services and supports we need to be healthy and active. • Our city is safe and inviting, and people continue to work together to take care of and support each other. <p>Clean & Green – Our Future Hamilton is an environmentally sustainable place where...</p> <ul style="list-style-type: none"> • A flourishing natural environment enriches the quality of life for community members. • Organizations take a leadership role and operate in a sustainable manner. • Everyone has a deep understanding and respect for the natural environment and its important contribution to our lives. <p>Built Environment & Infrastructure – Our Future Hamilton is a people friendly place where...</p> <ul style="list-style-type: none"> • The quality of life, well-being and enjoyment of its residents influences design and planning • It is easy to get around our city and Hamilton's transportation systems are well-connected regionally. • Hamilton is connected to its rich history through architecture. • Public spaces are well maintained and vibrant, with greenspace and attractions for residents and visitors. • Neighbourhoods have a variety of homes and amenities. <p>Culture & Diversity – Our Future Hamilton is a vibrant place where...</p> <ul style="list-style-type: none"> • People of all ages, backgrounds and abilities are accepted and celebrated. • There is always something to do in Hamilton, with a year-round calendar of events and a 	<p>Hamilton's transportation systems are well-connected regionally.</p> <ul style="list-style-type: none"> • Hamilton is connected to its rich history through architecture. • Public spaces are well maintained and vibrant, with greenspace and attractions for residents and visitors. • Neighbourhoods have a variety of homes and amenities. <p>Culture & Diversity – Our Future Hamilton is a vibrant place where...</p> <ul style="list-style-type: none"> • People of all ages, backgrounds and abilities are accepted and celebrated. • There is always something to do in Hamilton, with a year-round calendar of events and a thriving local arts scene. • All of our downtown areas are bustling centres of economic and community activity. • People of all backgrounds, ages and abilities call Hamilton home and have access to the support and opportunities they need to succeed. <p>In addition to Our Future Hamilton, the first phase of the City's updated Growth Related Integrated Strategy (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</p> <p>Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.</p> <p>Direction #2</p> <p>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</p> <p>Concentrate new development and infrastructure within existing built-up areas and within the urban boundary through intensification and adaptive re-use.</p>

Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p> <p>thriving local arts scene.</p> <ul style="list-style-type: none"> • All of our downtown areas are bustling centres of economic and community activity. • People of all backgrounds, ages and abilities call Hamilton home and have access to the support and opportunities they need to succeed. <p>In addition to the Vision, Phase 1 of the GRIDS program identified nine ‘Directions’ to guide development decisions. These directions inform the requirements for background studies and were used as the basis for creating development options and growth policy concepts. The directions also informed the development of this Official Plan.</p> <p>In addition to Our Future Hamilton, the first phase of the City’s updated Growth Related Integrated Strategy (GRIDS2) identified the following 10 ‘Directions’ endorsed by Council to evaluate decisions related to urban growth and development, and have informed the development options and growth policy concepts provided in the 10-year update to this Official Plan.</p> <p>Nine Ten Directions to Guide Development:</p> <p>Direction #1</p> <p>Encourage a compatible mix of uses in neighbourhoods that provide opportunities to live, work, and play. Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.</p> <p>Direction #2</p> <p>Concentrate new development within existing built-up areas and within a firm urban boundary. Encourage a compatible mix of uses in neighbourhoods, including a range of housing types and affordabilities, that provide opportunities to live, work, learn, shop and play, promoting a healthy, safe and complete community.</p> <p>Direction #3</p> <p>Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and enjoyment of the rural landscape. In Rural Hamilton Official Plan, Concentrate new development and infrastructure within existing built-up areas and within the urban boundary through intensification and adaptive re-use.</p> <p>Direction #4</p> <p>Design neighbourhoods to improve access to</p>	<p>Bolded text = text to be added</p> <p>Direction #4</p> <p>Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape.</p> <p>Direction #5</p> <p>Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and spirituality.</p> <p>Direction #6</p> <p>Retain and intensify existing employment land, attract jobs in Hamilton’s strength areas and targeted new sectors, and support access to education and training for all residents.</p> <p>Direction #7</p> <p>Expand transportation options through the development of complete streets that encourage travel by foot, bike and transit, and enhance efficient inter-regional transportation connections.</p> <p>Direction #8</p> <p>Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.</p> <p>Direction #9</p> <p>Protect ecological systems and the natural environment, reduce waste, improve air, land and water quality, and encourage the use of green infrastructure.</p> <p>Direction #10</p> <p>Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and communities, protect cultural heritage resources, and support arts and culture as an important part of community identity.</p>

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>community life. Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape.</p> <p>Direction #5</p> <p>Retain and attract jobs in Hamilton's strength areas and in targeted new sectors. Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and spirituality.</p> <p>Direction #6</p> <p>Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections. Retain and intensify existing employment land, attract jobs in Hamilton's strength areas and targeted new sectors, and support access to education and training for all residents.</p> <p>Direction #7</p> <p>Maximize the use of existing buildings, infrastructure and vacant or abandoned land. Expand transportation options through the development of complete streets that encourage travel by foot, bike and transit, and enhance efficient inter-regional transportation connections.</p> <p>Direction #8</p> <p>Protect ecological systems and improve air, land and water quality. Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.</p> <p>Direction #9</p> <p>Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and settlements. Protect ecological systems and the natural environment, reduce waste, improve air, land and water quality, and encourage the use of green infrastructure.</p> <p>Direction #10</p> <p>Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and communities, protect cultural heritage resources, and support arts and culture as an important part of community identity.</p>	
A.2.3 Growth Management – Provincial	A.2.3 Growth Management – Provincial

Proposed Change	Proposed New / Revised Policy																												
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added																												
<p>The Province of Ontario's A Places-to Grow: Growth Plan for the Greater Golden Horseshoe (2006-2019) (Growth Plan), as amended, sets out a vision to 20312051 for how and how much growth should occur in the Greater Golden Horseshoe (GGH). This area is expected to grow by 3.74.6 million people by 20312051 with Hamilton projecting to take a 1.75.1% share of the GGH growth.</p>	<p>The Province of Ontario's A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (Growth Plan), as amended, sets out a vision to 2051 for how and how much growth should occur in the Greater Golden Horseshoe (GGH). This area is expected to grow by 4.6 million people by 2051 with Hamilton projecting to take a 5.1% share of the GGH growth.</p>																												
<p>A.2.3.1 Population Forecasts – City Wide Hamilton's 20312051 population forecasts are as follows: Table A.1 – Population Forecasts, 2001-2031-2051</p> <table border="1"> <thead> <tr> <th>Year</th><th>Population</th></tr> </thead> <tbody> <tr> <td>2001</td><td>510,000</td></tr> <tr> <td>2011</td><td>540,000</td></tr> <tr> <td>2021</td><td>590584,000</td></tr> <tr> <td>2031</td><td>660652,000</td></tr> <tr> <td>2041</td><td>733,000</td></tr> <tr> <td>2051</td><td>820,000</td></tr> <tr> <td>Change 2001-2021 - 2031 2051</td><td>150236,000</td></tr> </tbody> </table> <p>Source: Growth Plan for the Greater Golden Horseshoe – Schedule 3Hemson Consulting Ltd. based on Statistics Canada Census data and Growth Plan Schedule 3 forecasts for 2051.</p>	Year	Population	2001	510,000	2011	540,000	2021	590 584,000	2031	660 652,000	2041	733,000	2051	820,000	Change 2001-2021 - 2031 2051	150 236,000	<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"> <thead> <tr> <th>Year</th><th>Population</th></tr> </thead> <tbody> <tr> <td>2021</td><td>584,000</td></tr> <tr> <td>2031</td><td>652,000</td></tr> <tr> <td>2041</td><td>733,000</td></tr> <tr> <td>2051</td><td>820,000</td></tr> <tr> <td>Change 2021 - 2051</td><td>236,000</td></tr> </tbody> </table> <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
Year	Population																												
2001	510,000																												
2011	540,000																												
2021	590 584,000																												
2031	660 652,000																												
2041	733,000																												
2051	820,000																												
Change 2001-2021 - 2031 2051	150 236,000																												
Year	Population																												
2021	584,000																												
2031	652,000																												
2041	733,000																												
2051	820,000																												
Change 2021 - 2051	236,000																												
<p>Insert new Policy A.2.3.2 and renumber subsequent policies. A.2.3.2 Household Forecasts – City Wide Hamilton's 2051 household forecasts are as follows: Table A.2 – Household Forecasts, 2021-2051</p> <table border="1"> <thead> <tr> <th>Year</th><th>Population</th></tr> </thead> <tbody> <tr> <td>2021</td><td>222,500</td></tr> <tr> <td>2031</td><td>258,100</td></tr> <tr> <td>2041</td><td>295,200</td></tr> <tr> <td>2051</td><td>332,800</td></tr> <tr> <td>Change 2021 - 2051</td><td>110,300</td></tr> </tbody> </table> <p>Source: Hemson Consulting Ltd. based on Statistics Canada Census data and Growth Plan Schedule 3 forecasts for 2051.</p>	Year	Population	2021	222,500	2031	258,100	2041	295,200	2051	332,800	Change 2021 - 2051	110,300	<p>A.2.3.2 Household Forecasts – City Wide Hamilton's 2051 household forecasts are as follows: Table A.2 – Household Forecasts, 2021-2051</p> <table border="1"> <thead> <tr> <th>Year</th><th>Population</th></tr> </thead> <tbody> <tr> <td>2021</td><td>222,500</td></tr> <tr> <td>2031</td><td>258,100</td></tr> <tr> <td>2041</td><td>295,200</td></tr> <tr> <td>2051</td><td>332,800</td></tr> <tr> <td>Change 2021 - 2051</td><td>110,300</td></tr> </tbody> </table> <p>Source: Hemson Consulting Ltd. based on Statistics Canada Census data and Growth Plan Schedule 3 forecasts for 2051</p>	Year	Population	2021	222,500	2031	258,100	2041	295,200	2051	332,800	Change 2021 - 2051	110,300				
Year	Population																												
2021	222,500																												
2031	258,100																												
2041	295,200																												
2051	332,800																												
Change 2021 - 2051	110,300																												
Year	Population																												
2021	222,500																												
2031	258,100																												
2041	295,200																												
2051	332,800																												
Change 2021 - 2051	110,300																												
<p>A.2.3.23 Hamilton's employment forecasts for 2021-20512021-2051 by type are as follows: Table A.2. Employment Forecasts¹</p> <table border="1"> <thead> <tr> <th>Year</th><th>Total¹</th></tr> </thead> <tbody> <tr> <td>2021-2001</td><td>238,000 210,000</td></tr> </tbody> </table>	Year	Total ¹	2021-2001	238,000 210,000	<p>A.2.3.3 Hamilton's employment forecasts for 2021-2051 are as follows: Table A.2. Employment Forecasts¹</p> <table border="1"> <thead> <tr> <th>Year</th><th>Total¹</th></tr> </thead> <tbody> <tr> <td>2021</td><td>238,000</td></tr> </tbody> </table>	Year	Total ¹	2021	238,000																				
Year	Total ¹																												
2021-2001	238,000 210,000																												
Year	Total ¹																												
2021	238,000																												

Proposed Change		Proposed New / Revised Policy																		
Grey highlighted strikethrough text = text to be deleted		Bolded text = text to be added																		
<table><tr><td>2031 2011</td><td>271,000 230,000</td></tr><tr><td>2041 2021</td><td>310,000 270,000</td></tr><tr><td>2051 2031</td><td>357,000 300,000</td></tr><tr><td>Change 2021 – 2051</td><td>119,000 90,000</td></tr><tr><td>2001 – 2031</td><td></td></tr></table>	2031 2011	271,000 230,000	2041 2021	310,000 270,000	2051 2031	357,000 300,000	Change 2021 – 2051	119,000 90,000	2001 – 2031			<table><tr><td>2031</td><td>271,000</td></tr><tr><td>2041</td><td>310,000</td></tr><tr><td>2051</td><td>357,000</td></tr><tr><td>Change 2021 - 2051</td><td>119,000</td></tr></table>	2031	271,000	2041	310,000	2051	357,000	Change 2021 - 2051	119,000
2031 2011	271,000 230,000																			
2041 2021	310,000 270,000																			
2051 2031	357,000 300,000																			
Change 2021 – 2051	119,000 90,000																			
2001 – 2031																				
2031	271,000																			
2041	310,000																			
2051	357,000																			
Change 2021 - 2051	119,000																			
Source: ¹ Growth Plan for the Greater Golden Horseshoe – number rounded up Greater Golden Horseshoe: Growth Forecasts to 2051 by Hemson Consulting Ltd., 2020		Source: ¹ Greater Golden Horseshoe: Growth Forecasts to 2051 by Hemson Consulting Ltd., 2020																		
Downtown Urban Growth Centre Density Target A.2.3.3.4.1 Hamilton's Downtown Urban Growth Centre shall be has been planned to achieve a minimum gross density of 250 500 people and jobs per hectare by 2035 2051 . Overall density in excess of this target may be achievable and desirable.		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.																		
A.2.3.3.2 Increases to the Downtown Urban Growth Centre density target shall be considered as part of a review of the Downtown Secondary Plan. The review of the Downtown Secondary Plan shall consider the results of office and employment strategy studies and infrastructure needs studies completed for the downtown area.																				
Greenfield Density Target A.2.3.3.3 <i>Greenfield areas</i> shall be planned to achieve an overall minimum density of 50 60 people and jobs per hectare. The <i>greenfield</i> density target shall be measured over Hamilton's <i>greenfield area</i> , excluding natural heritage features designated in this Plan, right- of-way for electrical transmission lines, energy transmission pipelines, roads classified as freeways, as defined and mapped as part of the Ontario Road Network, as well as railways, employment areas, and cemeteries. The greenfield area includes designated employment areas. On employment lands, the City shall plan to meet a density target of 37 people and jobs per hectare. On non-employment lands, densities will need to achieve a minimum average density of 70 persons and jobs per hectare to meet the overall density target.		Greenfield Density Target A.2.3.3.3 <i>Greenfield areas</i> shall be planned to achieve an overall minimum density of 60 people and jobs per hectare. The <i>greenfield</i> density target shall be measured over Hamilton's <i>greenfield area</i> , excluding natural heritage features designated in this Plan, right-of-way for electrical transmission lines, energy transmission pipelines, roads classified as freeways, as defined and mapped as part of the Ontario Road Network, as well as railways, <i>employment areas</i> , and cemeteries.																		
A.2.3.3.4 Hamilton is required to plan to achieve a minimum of 40% of all residential development occurring annually within its built-up area by 2015. A total of 26,500 The City shall plan to achieve a minimum of 80% of all residential development occurring annually within its built-up area by 2015. A total of 88,280 units are to be accommodated		A.2.3.3.4 The City shall plan to achieve a minimum of 80% of all residential <i>development</i> occurring annually within its <i>built-up area</i> . A total of 88,280 units are to be accommodated within the <i>built-up area</i> between 2021 and																		

Proposed Change	Proposed New / Revised Policy																				
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added																				
within the <i>built-up area</i> between 2001 2021 and 2031 2051 . The <i>built-up area</i> for Hamilton is identified on Appendix G.	2051. The <i>built-up area</i> for Hamilton is identified on Appendix G.																				
<p>Insert new Policy A.2.3.3.5, as follows:</p> <p>A.2.3.3.5 Employment Area Density Targets Hamilton's Employment Areas are planned to achieve an overall density target of 29 jobs per hectare by the year 2051. The density target prescribed to each Employment Area land use designation shall be the average of all lands within the designation determined based on the nature of the employment uses anticipated for these areas over the planning horizon, as follows:</p> <p>Table A.3. Employment Area Densities</p> <table> <tr> <th>Designation</th><th>Average Density in people and jobs per hectare</th></tr> <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> </table>	Designation	Average Density in people and jobs per hectare	Industrial Land	21.0	Business Park	38.0	Airport Employment Growth District	30.0	Shipping and Navigation	21.0	<p>A.2.3.3.5 Employment Area Density Targets Hamilton's Employment Areas are planned to achieve an overall density target of 29 jobs per hectare by the year 2051. The density target prescribed to each Employment Area land use designation shall be the average of all lands within the designation determined based on the nature of the employment uses anticipated for these areas over the planning horizon, as follows:</p> <p>Table A.3. Employment Area Densities</p> <table> <tr> <th>Designation</th><th>Average Density in people and jobs per hectare</th></tr> <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> </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
Designation	Average Density in people and jobs per hectare																				
Industrial Land	21.0																				
Business Park	38.0																				
Airport Employment Growth District	30.0																				
Shipping and Navigation	21.0																				
Designation	Average Density in people and jobs per hectare																				
Industrial Land	21.0																				
Business Park	38.0																				
Airport Employment Growth District	30.0																				
Shipping and Navigation	21.0																				
<p>A.2.4 Growth Management - Hamilton</p> <p>In May 2006, City Council adopted the City's first Growth Management Strategy. The Growth Related Integrated Development Strategy (GRIDS) identified the broad land use structure, associated infrastructure and major transportation networks to be in place for Hamilton by 2031. In November 2021, through the update to GRIDS known as GRIDS 2, City Council endorsed a No Urban Boundary Expansion growth scenario to plan for the City's growth to 2051. The No Urban Boundary Expansion scenario accommodates the City's growth to 2051 within the existing Urban Area through intensification and development of existing designated greenfield lands, and a limited amount of infill development within Rural Hamilton.</p> <p>The City will be required to accommodate 109,880 new housing units within the existing Urban Area, of which 88,280 will be within the built-up area and 21,600 will be within the greenfield area. An additional 440 housing units will be developed through limited infill within Rural Hamilton.</p>	<p>A.2.4 Growth Management - Hamilton</p> <p>In May 2006, City Council adopted the City's first Growth Management Strategy. The Growth Related Integrated Development Strategy (GRIDS) identified the broad land use structure, associated infrastructure and major transportation networks to be in place for Hamilton by 2031. In November 2021, through the update to GRIDS known as GRIDS 2, City Council endorsed a No Urban Boundary Expansion growth scenario to plan for the City's growth to 2051. The No Urban Boundary Expansion scenario accommodates the City's growth to 2051 within the existing Urban Area through intensification and development of existing designated greenfield lands, and a limited amount of infill development within <i>Rural Hamilton</i>.</p> <p>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>																				

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
The recommended growth options were developed in accordance with the provincial growth forecasts. The land use recommendations from GRIDS form the basis of many policies within this Plan.	
<p>A.2.5.1 Provincial Policy Statement The Provincial Policy Statement, 2005 2020 was issued under the authority of the <u>Planning Act, R.S.O., 1990 c. P.13</u>, and provides policy direction on matters of provincial interest related to land use planning and <i>development</i>. ... The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. It includes enhanced policies on issues that affect communities, such as: the efficient use and management of land and infrastructure; improving air quality, energy conservancy and reducing greenhouse gas emissions; protection of the environment and resources, including agricultural resources and <i>mineral aggregate resources</i>; and ensuring appropriate opportunities are provided for employment and residential <i>development</i>, including support for a mix of uses.</p>	<p>A.2.5.1 Provincial Policy Statement The Provincial Policy Statement, 2020 was issued under the authority of the <u>Planning Act, R.S.O., 1990 c. P.13</u>, and provides policy direction on matters of provincial interest related to land use planning and <i>development</i>. ... The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. It includes enhanced policies on issues that affect communities, such as: the efficient use and management of land and infrastructure; improving air quality, energy conservancy and reducing greenhouse gas emissions; protection of the environment and resources, including agricultural resources and <i>mineral aggregate resources</i>; and ensuring appropriate opportunities are provided for employment and residential <i>development</i>, including support for a mix of uses.</p>
<p>A.2.5.2 The Niagara Escarpment Plan ... The objectives and policies of the Niagara Escarpment Plan (1985, last amended 20052017) strike a balance between <i>development</i>, preservation and the enjoyment of this important resource.</p>	<p>A.2.5.2 The Niagara Escarpment Plan ... The objectives and policies of the Niagara Escarpment Plan (1985, last amended 2017) strike a balance between <i>development</i>, preservation and the enjoyment of this important resource.</p>
<p>A.2.5.5 Growth Plan for the Greater Golden Horseshoe The Growth Plan for the Greater Golden Horseshoe was originally released in June 2006 to build stronger and more prosperous communities by better managing growth by 2031. The current Plan, (2019, as amended) extended the timeframe to the year 2051, and is based on a series of guiding principles which are aimed at building compact, complete and vibrant communities; providing a range of housing options including affordable housing; managing growth to support a strong competitive economy; making more efficient and effective use of infrastructure and public service facilities; conserving and promoting cultural heritage resources; and protecting and enhancing our natural resources including land, air and water; and planning for more resilient</p>	<p>A.2.5.5 Growth Plan for the Greater Golden Horseshoe The Growth Plan for the Greater Golden Horseshoe was originally released in June 2006 to build stronger and more prosperous communities by better managing growth by 2031. The current Plan, (2019, as amended) extended the timeframe to the year 2051, and is based on a series of guiding principles which are aimed at building compact, complete and vibrant communities; providing a range of housing options including affordable housing; managing growth to support a strong competitive economy making more efficient and effective use of infrastructure and public service facilities; conserving and promoting cultural heritage resources; protecting and enhancing our natural resources including land, air and water; and planning for more resilient</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>communities and infrastructure that are adaptive to the impacts of a changing climate and incorporate approaches to reducing greenhouse gas emissions. This vision will be realized through partnerships with other levels of government, the private sector, residents and non-profit agencies. The Official Plan must conform to the Growth Plan for the Greater Golden Horseshoe.</p>	<p>communities and infrastructure that are adaptive to the impacts of a changing climate and incorporate approaches to reducing greenhouse gas emissions. This vision will be realized through partnerships with other levels of government, the private sector, residents and non-profit agencies. The Official Plan must conform to the Growth Plan for the Greater Golden Horseshoe.</p>

Appendix “B” – Volume 1: Chapter B – Communities

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = 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, supported which supports and are further enhanced by a strong economy. This section of the Plan contains policies that direct the physical shape and quality of these distinct, yet interrelated components, and promote a culture of creativity and innovation.</p> <p>...</p> <ul style="list-style-type: none"> Health and safety in our communities is essential. Policies ensure that our communities are safe and healthy, mitigate and adapt to the impacts of a changing climate, improve resilience, reduce greenhouse gas emissions, and contribute to environmental sustainability. A broad interpretation of health recognizes the inter-relationships between all aspects of our environment and the impacts on the health of citizens. Policies in this section enable healthy lifestyles, promote a healthy and safe community, and promote a high quality of life. 	<p>B.1.0 INTRODUCTION</p> <p>The strength and quality of our communities is derived from the individual components of the built, natural, social and cultural environments, which supports and are further enhanced by a strong economy. This section of the Plan contains policies that direct the physical shape and quality of these distinct, yet interrelated components, and promote a culture of creativity and innovation.</p> <p>...</p> <ul style="list-style-type: none"> Health and safety in our communities is essential. Policies ensure that our communities are safe and healthy, mitigate and adapt to the <i>impacts of a changing climate</i>, improve resilience, reduce greenhouse gas emissions, and contribute to environmental sustainability. A broad interpretation of health recognizes the inter-relationships between all aspects of our environment and the impacts on the health of citizens. Policies in this section enable healthy lifestyles, promote a healthy and safe community, and promote a high quality of life.
<p>B.2.1.1 The <i>urban boundary</i> defines the area where all <i>urban development</i> occurs. Lands within the <i>urban boundary</i> are already serviced or planned to be serviced with major roads, transit and full municipal services. The land within the <i>urban boundary</i> includes both the area within the <i>built-up area</i> and <i>greenfield area</i>. Lands within the existing <i>urban boundary</i> represent a 2030 year supply of designated urban land and are intended to accommodate the majority all of the City's projected urban growth.</p>	<p>B.2.1.1 The <i>urban boundary</i> defines the area where all <i>urban development</i> occurs. Lands within the <i>urban boundary</i> are already serviced or planned to be serviced with major roads, transit and full municipal services. The land within the <i>urban boundary</i> includes both the area within the <i>built-up area</i> and <i>greenfield area</i>. Lands within the existing <i>urban boundary</i> represent a 30 year supply of designated urban land and are intended to accommodate all of the City's projected urban growth.</p>
<p>Delete existing policy in its entirety and replace with new policy, as follows:</p> <p>B.2.2.1 The exact limits of the lands to be included as part of the <i>urban boundary</i> expansion shall be determined as part of a municipally initiated comprehensive review and secondary plan. The City's urban boundary is firm and expansion to accommodate growth to the year 2051 is not required. All planned growth to 2051 shall be accommodated through development of the City's existing designated greenfield area and intensification throughout</p>	<p>B.2.2.1 The City's urban boundary is firm and expansion to accommodate growth to the year 2051 is not required. All planned growth to 2051 shall be accommodated through development of the City's existing designated <i>greenfield area</i> and intensification throughout the <i>Urban Area</i>, and a limited amount of infill development within <i>Rural Hamilton</i>.</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>the Urban Area, and a limited amount of infill development within Rural Hamilton.</p> <p>Delete existing policy B.2.2.2 in its entirety and replace with new policy, as follows.</p> <p>B.2.2.3 2.2.2 — No urban boundary expansion shall occur until a municipally initiated comprehensive review and secondary plan have been completed.</p> <p>B.2.2.2 Notwithstanding Policy B.2.2.1, adjustments to the urban boundary may be permitted through a municipal comprehensive review provided:</p> <p>a) there is no net increase in land within the urban area;</p> <p>b) the adjustment would support the City's ability to meet intensification and redevelopment targets provided in Section A.2.3 – Growth Management – Provincial;</p> <p>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;</p> <p>d) the lands are not located within the Greenbelt Area and,</p> <p>e) there is sufficient reserve infrastructure capacity to service the lands.</p>	<p>B.2.2.2 Notwithstanding Policy B.2.2.1, adjustments to the <i>urban boundary</i> may be permitted through a municipal comprehensive review provided:</p> <p>a) there is no net increase in land within the <i>urban area</i>;</p> <p>b) the adjustment would support the City's ability to meet <i>intensification</i> and <i>redevelopment</i> targets provided in Section A.2.3 – Growth Management – Provincial;</p> <p>c) <i>prime agricultural areas</i> are avoided where possible. Alternative locations will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating impacts on the Agricultural System;</p> <p>d) the lands are not located within the <i>Greenbelt Area</i> and,</p> <p>e) there is sufficient reserve <i>infrastructure</i> capacity to service the lands.</p>
<p>Delete existing Policy B.2.2.3 in its entirety and replace with new policy as follows.</p> <p>B.2.2.3 Expansions of the Urban Area of 40 hectares or less in accordance with policy 2.2.8.5 and 2.2.8.6 of the A Place to Grow: Growth Plan shall not be permitted in advance of a municipal comprehensive review.</p> <p>B.2.2.4 2.2.3 — Prior to the initiation of an urban boundary expansion, the City shall undertake a municipally initiated comprehensive review and secondary plan, in accordance with the policies of the Growth Plan for the Greater Golden Horseshoe. As part of these processes, the City shall complete background studies and conduct community planning and public consultation events including the establishment of a community liaison committee. The background studies and consultation processes shall assist in identifying the layout of future land uses, determining more precise needs, land supply and infrastructure requirements, and development of community growth</p>	<p>B.2.2.3 Expansions of the Urban Area of 40 hectares or less in accordance with policy 2.2.8.5 and 2.2.8.6 of the A Place to Grow: Growth Plan shall not be permitted in advance of a municipal comprehensive review.</p>

Proposed Change	Proposed New / Revised Policy
<p>Gray highlighted strikethrough text = text to be deleted</p>	<p>Bolded text = text to be added</p>
<p>management policies and designations. More specifically, a municipally initiated comprehensive review and secondary plan shall include the following elements:</p> <ul style="list-style-type: none"> 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; 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; c) Environmental Impact Statement(s) pertaining to the natural heritage system, as required by applicable Official Plan and provincial policies; d) in prime agricultural areas, the lands do not comprise specialty crop areas, there are no reasonable alternatives that avoid prime agricultural areas and there are no reasonable alternatives on lower priority agricultural lands; 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; 	

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>and,</p> <p>g) other studies and policies which the City deems necessary for the development of the future urban growth district as a sustainable transit-oriented urban community;</p> <p>h) the urban boundary expansion makes available sufficient lands for a time horizon not exceeding 20 years, based on the analysis provided for in Policy B.2.2.3 a.</p>	
<p>Delete Policy B.2.2.4 in its entirety.</p> <p>B.2.2.5 The City shall establish a comprehensive public participation process that will include a community liaison committee comprised of landowners, public agencies and appointed City Councillors to oversee the development of the secondary plan referred to in Policy B.2.2.4.</p> <p>B.2.2.3.</p>	
<p>Delete Section B.2.3 Heading in its entirety.</p> <p>B.2.3 Future Airport Employment Growth District</p>	
<p>Delete Policy B.2.3.1 in its entirety.</p> <p>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)].</p>	
<p>Delete Policy B.2.3.2 in its entirety.</p> <p>B.2.3.2 Upon completion of the secondary plan, including the phasing of development for the future Airport Employment Growth District, the City shall initiate an Official Plan amendment:</p> <p>a) to include specific lands within the urban boundary;</p> <p>b) to add new parent and secondary plan policies and mapping for the lands identified in Policy B.2.2.1 a) B.2.3.1 [Mod 5(c)]; and,</p> <p>c) to protect and reserve any additional lands deemed necessary for future employment growth. [Mod 5 (d)]</p>	

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Delete Policy B.2.3.3 in its entirety.</p> <p>B.2.3.3 The City recognizes the long-term economic importance of the John C. Munro International Airport and associated highway infrastructure for its unique role as a catalyst for airport related and other employment uses. These future employment lands shall be subject to Policies B.2.2.1 to B.2.2.4 – Urban Boundary Expansions. Lands in the vicinity of the John C. Munro International Airport should be designated for employment purposes that rely on this infrastructure [Mod 5(d)].</p>	
<p>B.2.1.4.4 Residential intensification shall be encouraged throughout the entire <i>built-up area</i> as shown on Appendix G in accordance with the policies of Chapter E – Urban Systems and Designations and Chapter F- Implementation</p>	<p>B.2.1.4.4 Residential intensification shall be encouraged throughout the entire <i>built-up area</i> as shown on Appendix G in accordance with the policies of Chapter E – Urban Systems and Designations and Chapter F- Implementation</p>
<p>B.2.4.1.2 The City's primary intensification strategic growth areas shall be the <i>Urban Nodes</i>, and Urban Corridors and Major Transit Station Areas 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</i>, <i>Urban Corridors</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>B.2.4.1.3 The residential intensification target of 80% or 88,280 housing units, specified in Policy A.2.3.3.4 shall generally be distributed through the <i>built-up area</i> as follows:</p> <p>a) The <i>Downtown Urban Growth Centre</i> shall be planned to accommodate approximately 2030% of the intensification target.</p> <p>b) The <i>Urban Nodes</i> and <i>Urban Corridors</i> identified in Section E.2.0 - Urban Structure, excluding the <i>Downtown Urban Growth Centre</i>, shall be planned to accommodate approximately 40% of the <i>residential intensification</i> target.</p> <p>c) 4030% of the <i>residential intensification</i> target is anticipated to occur within the Neighbourhoods as illustrated on Schedule E – Urban Structure.</p> <p>The City will review and update its Zoning By-law to facilitate the planned 27,000 housing units to be developed within the Neighbourhoods through intensification.</p>	<p>B.2.4.1.3 The residential intensification target of 80% or 88,280 housing units, specified in Policy A.2.3.3.4 shall generally be distributed through the <i>built-up area</i> as follows:</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</i> and <i>Urban Corridors</i> identified in Section E.2.0 - Urban Structure, excluding the <i>Downtown Urban Growth Centre</i>, shall be planned to accommodate approximately 40% of the <i>residential intensification</i> target.</p> <p>c) 30% of the <i>residential intensification</i> target is anticipated to occur within the Neighbourhoods as illustrated on Schedule E – Urban Structure. The City will review and update its Zoning By-law to facilitate the planned 27,000 housing units to be developed within the Neighbourhoods through intensification.</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>B.2.4.1.4 <i>Residential intensification</i> developments within the built-up area shall be evaluated based on the following criteria:</p> <p>a) a balanced evaluation of the criteria in b) through g) I), as follows;</p> <p>b) the relationship of the proposed proposed development to existing neighbourhood character so that it maintains, and where possible, enhances and builds upon desirable established patterns and built form;</p> <p>c) the development's contribution of the proposed development to maintaining and achieving a range of dwelling types and tenures;</p> <p>d) the <i>compatible</i> integration of the proposed development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques;</p> <p>e) the development's contribution of the proposed development to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;</p> <p>f) infrastructure and transportation existing and planned water, wastewater and stormwater capacity and,</p> <p>g) the incorporation and utilization of green infrastructure and sustainable design elements in the proposed development;</p> <p>h) the contribution of the proposed development to supporting and facilitating active transportation modes;</p> <p>i) the contribution of the development to be transit-supportive and supporting the use of existing and planned local and regional transit services;</p> <p>j) the availability and location of existing and proposed public community facilities/services;</p> <p>k) the ability of the development to retain and / or enhance the natural attributes of the site and surrounding community including, but not limited to native vegetation and trees; and,</p> <p>g) I) the ability of the development to comply compliance of the proposed development with all other applicable policies.</p>	<p>B.2.4.1.4 <i>Residential intensification</i> developments within the <i>built-up area</i> shall be evaluated based on the following criteria:</p> <p>a) a balanced evaluation of the criteria in b) through I), as follows;</p> <p>b) the relationship of the proposed development to existing neighbourhood character so that it builds upon desirable established patterns and built form;</p> <p>c) the contribution of the proposed development to maintaining and achieving a range of dwelling types and tenures;</p> <p>d) the <i>compatible</i> integration of the proposed development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques;</p> <p>e) the contribution of the proposed development to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;</p> <p>f) existing and planned water, wastewater and stormwater capacity,</p> <p>g) the incorporation and utilization of <i>green infrastructure</i> and sustainable design elements in the proposed development;</p> <p>h) the contribution of the proposed development to supporting and facilitating active transportation modes;</p> <p>i) the contribution of the development to be transit-supportive and supporting the use of existing and planned local and regional transit services;</p> <p>j) the availability and location of existing and proposed public community facilities/services;</p> <p>k) the ability of the development to retain and / or enhance the natural attributes of the site and surrounding community including, but not limited to native vegetation and trees; and,</p> <p>l) compliance of the proposed development with all other applicable policies.</p>
<p>B.2.4.2.1 <i>Residential intensification</i> within the built-up area and on lands designated Neighbourhoods identified on Schedule E-1 - Urban Land Use Designations shall comply with Section E.3.0 – Neighbourhoods Designation.</p>	<p>B.2.4.2.1 <i>Residential intensification</i> within the <i>built-up area</i> and on lands designated Neighbourhoods identified on Schedule E-1 - Urban Land Use Designations shall comply with Section E.3.0 – Neighbourhoods Designation.</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>B.3.0 QUALITY OF LIFE AND COMPLETE COMMUNITIES</p> <p>...</p> <p><i>Complete communities</i> provide convenient access to a mix of jobs, local services and shops, a full range of housing and community facilities such as schools, recreation facilities, open space, health care facilities, <i>cultural facilities</i>, and more. Complete communities enable residents to meet most of their daily needs within a short distance from their homes, facilitating ease of access and use of public transit and active modes of transportation. Therefore, complete communities also improve air quality and reduce greenhouse gas emissions that contribute to, and worsen, the impacts of a changing climate.</p>	<p>B.3.0 QUALITY OF LIFE AND COMPLETE COMMUNITIES</p> <p>...</p> <p><i>Complete communities</i> provide convenient access to a mix of jobs, local services and shops, a full range of housing and community facilities such as schools, recreation facilities, open space, health care facilities, <i>cultural facilities</i>, and more. Complete communities enable residents to meet most of their daily needs within a short distance from their homes, facilitating ease of access and use of public transit and active modes of transportation. Therefore, <i>complete communities</i> also improve air quality and reduce greenhouse gas emissions that contribute to, and worsen, the impacts of climate change.</p>
<p>B.3.1 Strong Economy</p> <p>...</p> <p>The creation of a strong economy is contingent upon several key interdependent factors including developing and retaining a skilled labour force which is adaptable to changing technologies; providing infrastructure; creating an environment of innovation; supporting and enhancing the arts and culture sector; reducing poverty by providing better access to education, social programs, improving quality of life indicators such as housing choices, and having abundant open spaces, good air quality and a stable climate.</p> <p>...</p> <p>The policies of this Plan are both directly and indirectly intended to strengthen Hamilton's economic competitiveness, prosperity and resilience as envisaged by Vision 2020 Our Future Hamilton, the City's Strategic Plan, the Economic Development Strategy Action Plan and the Growth Plan for the Greater Golden Horseshoe.</p>	<p>B.3.1 Strong Economy</p> <p>...</p> <p>The creation of a strong economy is contingent upon several key interdependent factors including developing and retaining a skilled labour force which is adaptable to changing technologies; providing infrastructure; creating an environment of innovation; supporting and enhancing the arts and culture sector; reducing poverty by providing better access to education, social programs, improving quality of life indicators such as housing choices, having abundant open spaces, good air quality and a stable climate.</p> <p>...</p> <p>The policies of this Plan are both directly and indirectly intended to strengthen Hamilton's economic competitiveness, prosperity and resilience as envisaged by Our Future Hamilton, the City's Strategic Plan, the Economic Development Action Plan and the Growth Plan for the Greater Golden Horseshoe.</p>
<p>B.3.1.2 Employment Lands Areas</p> <p>a) protect the supply of Employment Areas, as designated on Schedule E-1 – Urban Land Use Designations, for employment uses by minimizing the establishment of non-employment lands uses, in accordance with the policies of this Plan;</p> <p>b) increase the supply of shovel market-ready employment lands sites though various initiatives;</p> <p>c) complete the Airport Employment Growth District Secondary Plan, associated Class Environmental Assessments, financial analysis</p>	<p>B.3.1.2 Employment Areas</p> <p>a) protect the supply of Employment Areas, as designated on Schedule E-1 – Urban Land Use Designations, for employment uses by minimizing the establishment of non-employment lands uses, in accordance with the policies of this Plan;</p> <p>b) increase the supply of market-ready employment sites though various initiatives;</p> <p>c) complete the Airport Employment Growth District Secondary Plan, associated Class</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
and any other required studies; and, d) endeavour to provide for and plan for a range of lot sizes throughout the designated e Employment lands Areas .	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.
B.3.1.15 The City shall support and participate in multi-sectoral collaborations and initiatives that focus on improving Hamilton's economy economic, environmental, and social resiliency .	B.3.1.15 The City shall support and participate in multi-sectoral collaborations and initiatives that focus on improving Hamilton's economic, environmental, and social resiliency.
Insert new Policy B.3.2.1.7, as follows: B.3.2.1.7 Promote subdivision design and building orientation to maximize energy efficiency and conservation, improved air quality, reduction of greenhouse gas emissions and green infrastructure.	B.3.2.1.7 Promote subdivision design and building orientation to maximize energy efficiency and conservation, improved air quality, reduction of greenhouse gas emissions and <i>green infrastructure</i> .
B.3.2.2 The housing targets in Tables B.3.2.1 – Housing Targets – Ownership and B.3.2.2 – Housing Targets – Rental are based on future population growth forecasts to the year 2031 2051 and future housing need. Targets for <i>affordable</i> rental housing are divided into housing <i>affordable</i> for <i>low and moderate income households</i> . The targets for the provision of housing which is affordable to low and moderate income households is informed by, and shall align with the City's Housing and Homelessness Action Plan. Meeting the housing targets for housing <i>affordable</i> for <i>low and moderate income households</i> will require sustainable and predictable funding from senior levels of government.	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.
B.3.2.2.1 In addition to P Projected housing needs targets based on population and household forecasts in Tables A.1 and A.2 are provided in Table B.3.2.1 – Housing Targets – Ownership, and Table B.3.2.2 – Housing Targets – Rental. , the City has a substantial existing shortage of affordable rental housing. In particular, 12,650 renter households (1 in 5) are currently paying more than 50% of their income on rent (2006 Census) and are at risk of homelessness. This need shall be addressed through a target of 1,265 new annual rent supplements/housing allowances, over a period of ten years (2006 to 2016), in addition to the targets for future new rental housing shown in Table B.3.2.2 – Housing Targets – Rental. This need will require sustainable and predictable funding from senior levels of government to be	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.

Proposed Change					Proposed New / Revised Policy				
Grey highlighted strikethrough text = text to be deleted					Bolded text = text to be added				
met.									
Update Table B.3.2.1 – Housing Targets – Ownership, as follows:									
Target Type	Target # of Units Annually	% of Total Annual Target by Tenure	Product to Achieve Target	Methods to Achieve Target	Target Type	Target # of Units Annually	% of Total Annual Target by Tenure	Product to Achieve Target	Methods to Achieve Target
New Ownership Housing (market rate not affordable)	1071 948	40 42.3 %	New and resale homes	Housing market	New Ownership Housing (market rate)	1071	40%	New and resale homes	Housing market
New Ownership Housing Affordable to Low & Moderate Income Households (includes housing with supports)	1606 1291	60 57.7 %	New and resale homes	Housing market, low-down payment options, first-time buyer programs, support services	New Ownership Housing Affordable to Low & Moderate Income Households (includes housing with supports)	1606	60%	New and resale homes	Housing market, low-down payment options, first-time buyer programs, support services
Total New Ownership Housing	2677 2239	100%			Total New Ownership Housing	2677	100%		

Proposed Change					Proposed New / Revised Policy				
Grey highlighted strikethrough text = text to be deleted					Bolded text = text to be added				
Update Table B.3.2.2 – Housing Targets – Rental, as follows:									
Target Type	Target # of Units Annually	% of Total Annual Target by Tenure	Product to Achieve Target	Methods to Achieve Target	Target Type	Target # of Units Annually	% of Total Annual Target by Tenure	Product to Achieve Target	Methods to Achieve Target
New Rental Housing (market rate not affordable)	396 252	40%	New rental housing, both primary and secondary market (rented condos, second dwelling units)	Primary rental housing development, conversion to rental residential, secondary rental market (rented condos, second dwelling units)	New Rental Housing (market rate)	396	40%	New rental housing, both primary and secondary market (rented condos, second dwelling units)	Primary rental housing development, conversion to rental residential, secondary rental market (rented condos, second dwelling units)
New Rental Housing Affordable to Moderate Income Households (includes housing with supports)	198 125	20%	New rental housing, both primary and secondary market (rented condos, second dwelling units) between average	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

Proposed Change					Proposed New / Revised Policy				
Grey highlighted strikethrough text = text to be deleted					Bolded text = text to be added				
			ge market rent and 20% below average market rent					between average market rent and 20% below average market rent	
New Rental Housing Affordable to Low Income Households (includes housing with supports)	396 252	40%	New primary rental housing, more than 20% below average market rent	Same as above but requires rent-geared-to-income housing assistance (e.g. rent supplement, housing allowance), as well as support services	New Rental Housing Affordable to Low Income Households (includes housing with supports)	396	40%	New primary rental housing, more than 20% below average market rent	Same as above but requires rent-geared-to-income housing assistance (e.g. rent supplement, housing allowance), as well as support services
Total New Rental	990 629	100 %			Total New Rental	990	100 %		
<p>B.3.2.4.1 The City shall plan for the full continuum of housing to ensure that an appropriate development of a full range and mix of housing forms, types and densities to meet market-based and affordable housing needs of current and future residents shall be provided for and promoted throughout the City of Hamilton through residential intensification and, new development, and redevelopment is available. The full continuum of housing includes built form, tenure and affordability A full range of housing forms, types, and densities means the full spectrum of physical housing types including single detached dwellings, semi-detached dwellings, duplexes, townhouses of various types (street, block, stacked), apartments and other forms of multiple dwellings, and lodging houses,</p>					<p>B.3.2.4.1 The City shall plan for the full continuum of housing to ensure that an appropriate range and mix of housing forms, types and densities to meet market-based and affordable housing needs of current and future residents through <i>residential intensification</i>, 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 <i>multiple dwellings</i>, and lodging houses, built at a range of densities and ownership and rental tenures.</p>				

Proposed Change	Proposed New / Revised Policy
Gray highlighted strikethrough text = text to be deleted	Bolded text = text to be added
built at a range of densities and ownership and rental tenures.	
B.3.2.4.2 The <i>development</i> of housing with a full range of tenure, affordability, and support services shall be provided for and promoted throughout the City in accordance with the City's Housing and Homelessness Action Plan, and the Housing Targets provided in Tables B.3.2.1 and B.3.2.2 Where there are documented unmet needs for housing tenure, affordability levels or support services, priority shall be given to development applications that help meet those needs. Housing with a full range of tenure, affordability and support services in a full range of built housing forms means both ownership and <i>primary rental housing</i> with a full range of affordability, <i>social housing</i> , rent-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.3.2.4.7 The construction of new buildings and the retrofitting of the existing building stock shall be encouraged to utilize locally sourced materials and to incorporate water conservation and energy efficiency techniques, the expansion of district energy generation, and renewable energy systems, through the policies of this Plan and other strategies.	B.3.2.4.7 The construction of new buildings and the retrofitting of the existing building stock shall be encouraged to utilize locally sourced materials and to incorporate water conservation and energy efficiency techniques, the expansion of district energy generation, and <i>renewable energy systems</i> , through the policies of this Plan and other strategies.
Insert new Policy B.3.2.4.8, as follows: B.3.2.4.8 Where there are documented unmet needs for housing tenure, affordability levels or support services, priority shall be given to development applications that help meet those needs.	B.3.2.4.8 Where there are documented unmet needs for housing tenure, affordability levels or support services, priority shall be given to <i>development</i> applications that help meet those needs.
Insert new Policy B.3.2.4.9, as follows: B.3.2.4.9 In planning for the creation of complete communities and to support the creation of family friendly housing, the City will utilize available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a range of household sizes and income levels.	B.3.2.4.5 In planning for the creation of complete communities and to support the creation of family friendly housing, the City will utilize available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a range of household sizes and income levels.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Insert new Policy B.3.2.4.10, as follows:</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:</p> <p>a) the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment, and lands designated and available for residential development within the City's urban area;</p> <p>b) where new development is to occur, land with servicing capacity sufficient to provide a three-year supply of residential units available through suitably zoned lands to facilitate residential intensification, and lands in draft approved or registered plans.</p>	<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:</p> <p>a) the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment, and lands designated and available for residential development within the City's <i>urban area</i>;</p> <p>b) where new development is to occur, land with servicing capacity sufficient to provide a three-year supply of residential units available through suitably zoned lands to facilitate residential intensification, and lands in draft approved or registered plans.</p>
B.3.3.1.6 Create places that are adaptable and flexible to accommodate future demographic and environmental changes, including the impacts of a changing climate.	B.3.3.1.6 Create places that are adaptable and flexible to accommodate future demographic and environmental changes, including the <i>impacts of a changing climate</i> .
B.3.3.1.10 Create urban places and spaces that improve air quality and supports active, healthy lifestyles that reduce greenhouse gas emissions.	B.3.3.1.10 Create urban places and spaces that improve air quality and supports active, healthy lifestyles that reduce greenhouse gas emissions.
<p>B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by using the following design applications, where appropriate:</p> <p>a) connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, and pathways, and trails.</p> <p>e) providing appropriate way-finding signage considering size, placement, and material that clearly identifies publicly accessible landmarks, pathways, intersections, cycling and transit routes, and significant natural and cultural heritage features;</p>	<p>B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by using the following design applications, where appropriate:</p> <p>a) connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, pathways, and trails.</p> <p>e) providing appropriate way-finding signage considering size, placement, and material that clearly identifies publicly accessible landmarks, pathways, intersections, cycling and transit routes, and significant natural and cultural heritage features;</p>
<p>B.3.3.2.8 Urban design should promote environmental sustainability the reduction of greenhouse emissions, ability to adapt to the impacts of a changing climate now and in the future, and protect and enhance the natural urban environment by:</p> <p>a) achieving compact <i>development</i> and resulting built forms that promotes the reduction of greenhouse gas emissions;</p> <p>c) encouraging on-site storm water management and infiltration through the use of techniques and technologies, including storm</p>	<p>B.3.3.2.8 Urban design should promote the reduction of greenhouse emissions, ability to adapt to the <i>impacts of a changing climate</i> now and in the future, and protect and enhance the natural urban environment by:</p> <p>a) achieving compact <i>development</i> and resulting built forms that promotes the reduction of greenhouse gas emissions;</p> <p>c) encouraging on-site storm water management and infiltration through the use of techniques and technologies, including storm water management ponds, green roofs,</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>water management ponds, green roofs, and vegetated swales, and other low impact development techniques and green infrastructure;</p> <p>d) encouraging the use of Leadership in Energy and Environmental Design (LEED), R-2000 Home, Passive House, Canadian Green Building Council's Zero Carbon Standard, or other environmental building rating tools and techniques that reduce energy consumption and greenhouse gas emissions for buildings and infrastructure for all <i>development and redevelopment</i>;</p> <p>e) encouraging the reduction of resource consumption in building and site development and avoiding the release of contaminants into the environment, including promoting building conservation and adaptive reuse and encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon; and,</p> <p>f) encouraging energy efficiency in neighbourhood design and <i>development</i> as set out in Section B.3.7.1.</p>	<p>vegetated swales, and other <i>low impact development techniques</i> and green infrastructure;</p> <p>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>;</p> <p>e) encouraging the reduction of resource consumption in building and site development and avoiding the release of contaminants into the environment, including promoting building conservation and <i>adaptive reuse and</i> encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon;</p> <p>f) encouraging energy efficiency in neighbourhood design and <i>development</i> as set out in Section B.3.7.1.</p>
<p>B.3.3.2.9 Urban design plays a significant role in the physical and mental health of our citizens. Community health and well-being shall be enhanced and supported through the following actions, where appropriate:</p> <p>a) creating high quality, safe streetscapes, parks, and open spaces that encourage social interaction, physical activity and <i>active transportation</i>;</p>	<p>B.3.3.2.9 Urban design plays a significant role in the physical and mental health of our citizens. Community health and well-being shall be enhanced and supported through the following actions, where appropriate:</p> <p>a) creating high quality, safe streetscapes, parks, and open spaces that encourage social interaction, physical activity and <i>active transportation</i>;</p>
<p>B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate:</p> <p>a) adequate and accessible space for pedestrians, bicycles active transportation, as well as transit, other vehicles, and utilities; ...</p> <p>g) amenities and spaces that encourage social interaction, pedestrian activity and animate the streetscape such as public gathering places, patios and sidewalk cafés.</p>	<p>B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate:</p> <p>a) adequate and accessible space for pedestrians, bicycles active transportation, as well as transit, other vehicles, and utilities; ...</p> <p>g) amenities and spaces that encourage social interaction, pedestrian activity and animate the streetscape such as public gathering places, patios and sidewalk cafés.</p>
<p>B.3.3.9.6 Transit access shall be enhanced by:</p> <p>a) connecting sidewalks, open space and trails to transit stops and shelters;</p>	<p>B.3.3.9.6 Transit access shall be enhanced by:</p> <p>a) connecting sidewalks, open space and trails to transit stops and shelters;</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
B.3.3.10.8 Parking lots shall be paved with hard surfaces to reduce dust and promote improved air quality. The use of permeable pavement systems or other <i>low impact development</i> and green infrastructure practices is encouraged for storm water management, when technically possible.	B.3.3.10.8 Parking lots shall be paved with hard surfaces to reduce dust and promote improved air quality. The use of permeable pavement systems or other <i>low impact development</i> and <i>green infrastructure</i> practices is encouraged for storm water management, when technically possible.
B.3.4 Cultural Heritage Resources Policies Wise management and conservation of <i>cultural heritage resources</i> benefits the community. <i>Cultural heritage resources</i> may include tangible features, structures, sites, or landscapes that, either individually or as part of a whole, are of historical, architectural, archaeological, or scenic value. <i>Cultural heritage resources</i> represent intangible heritage, such as customs, ways-of-life, values, and activities. The resources may represent local, regional, provincial, or national, or Indigenous heritage interests and values. ...	B.3.4 Cultural Heritage Resources Policies Wise management and conservation of <i>cultural heritage resources</i> benefits the community. <i>Cultural heritage resources</i> may include tangible features, structures, sites, or landscapes that, either individually or as part of a whole, are of historical, architectural, archaeological, or scenic value. <i>Cultural heritage resources</i> represent intangible heritage, such as customs, ways-of-life, values, and activities. The resources may represent local, regional, provincial, national, or Indigenous heritage interests and values. ...
Add new policy goal to Section B.3.4.1 – Policy Goals and re-number subsequent policy goals. B.3.4.1.3 Encourage meaningful engagement with indigenous communities regarding cultural heritage and archaeological resources, in consultation with the Province.	B.3.4.1.3 Encourage meaningful engagement with indigenous communities regarding cultural heritage and <i>archaeological resources</i> , in consultation with the Province.
Add new subsection j) within Policy B.3.4.2.1 – General Cultural Heritage Policies. B.3.4.2.1 j) Incorporate the conservation practices and principles of the Standards and Guidelines for the Conservation of Historic Places in Canada and the Eight Guiding Principles In The Conservation Of Built Heritage Properties, prepared by the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries.	B.3.4.2.1 j) Incorporate the conservation practices and principles of the Standards and Guidelines for the Conservation of Historic Places in Canada and the Eight Guiding Principles In The Conservation Of Built Heritage Properties, prepared by the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries.
B.3.4.2.7 The City shall ensure these non-designated and non-registered <i>cultural heritage properties</i> are identified, evaluated, and appropriately protected from harm conserved through various legislated planning and assessment processes, including the <u>Planning Act, R.S.O., 1990 c. P.13</u> , the <u>Environmental Assessment Act</u> and the Funeral, Burial and Cremation Services Cometeries Act.	B.3.4.2.7 The City shall ensure these non-designated and non-registered <i>cultural heritage properties</i> are identified, evaluated, and appropriately <i>conserved</i> through various legislated planning and assessment processes, including the <u>Planning Act, R.S.O., 1990 c. P.13</u> , the <u>Environmental Assessment Act</u> and the <u>Funeral, Burial and Cremation Services Act</u> .

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>B.3.4.2.8 To ensure consistency in the identification and evaluation of these non-designated and non-registered <i>cultural heritage properties</i>, the City shall use the criteria for determining cultural heritage value or interest established by provincial regulation under the <u>Ontario Heritage Act</u> and set out in Policy B.3.4.2.9.</p>	<p>B.3.4.2.8 To ensure consistency in the identification and evaluation of these non-designated and non-registered <i>cultural heritage properties</i>, the City shall use the criteria for determining cultural heritage value or interest established by provincial regulation under the <u>Ontario Heritage Act</u>.</p>
<p>Cultural Heritage Evaluation Criteria B.3.4.2.9 For consistency in all heritage conservation activity, the City shall use, and require the use by others, of the following criteria to assess and identify cultural heritage resources that may reside below or on real property:</p> <ul style="list-style-type: none"> a) prehistoric and historical associations with a theme of human history that is representative of cultural processes in the settlement, development, and use of land in the City; b) prehistoric and historical associations with the life or activities of a person, group, institution, or organization that has made a significant contribution to the City; c) architectural, engineering, landscape design, physical, craft, or artistic value; d) scenic amenity with associated views and vistas that provide a recognizable sense of position or place; e) contextual value in defining the historical, visual, scenic, physical, and functional character of an area; and, f) landmark value. <p>The City may establish guidelines to further refine the criteria established by provincial regulation under the <u>Ontario Heritage Act</u>, as set out in Policy B.3.4.2.8 and that is consistent with the provincial criteria.</p>	<p>Cultural Heritage Evaluation Criteria B.3.4.2.9 The City may establish guidelines to further refine the criteria established by provincial regulation under the <u>Ontario Heritage Act</u> as set out in Policy B.3.4.2.8 and that is consistent with the provincial criteria.</p>
<p>Delete Policy B.3.4.2.10 in its entirety and re-number subsequent policies. B.3.4.2.10 Any property that fulfills one or more of the foregoing criteria listed in Policy B.3.4.2.9 shall be considered to possess cultural heritage value. The City may further refine these criteria and provide guidelines for their use as appropriate.</p>	<p>N/A</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>B.3.4.2.1413 Where <i>cultural heritage resources</i> are to be affected, the City may impose conditions of approval on any planning application Planning Act, R.S.O., 1990 c. P.13 application to ensure their continued protection prior to site alteration or soil disturbance. In the event that rehabilitation and reuse of the resource is not viable and this has been demonstrated by the proponent, the City may require that affected resources be thoroughly documented for archival purposes, and heritage features salvaged, where feasible or appropriate, at the expense of the applicant prior to demolition.</p>	<p>B.3.4.2.13 Where <i>cultural heritage resources</i> are to be affected, the City may impose conditions of approval on any Planning Act, R.S.O., 1990 c. P.13 application to ensure their continued protection prior to <i>site alteration or soil disturbance</i>. In the event that rehabilitation and reuse of the resource is not viable and this has been demonstrated by the proponent, the City may require that affected resources be thoroughly documented for archival purposes, and heritage features salvaged, where feasible or appropriate, at the expense of the applicant prior to demolition.</p>
<p>B.3.4.2.14 Prior to site alteration or soil disturbance relating to a Planning Act, R.S.O., 1990 c. P.13 application, any required cultural heritage impact assessment must be approved, in writing by the City, indicating that there are no further cultural heritage concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for cultural heritage resources based on prevailing conditions and circumstances within the City.</p>	<p>B.3.4.2.14 Prior to <i>site alteration or soil disturbance</i> relating to a <u>Planning Act, R.S.O., 1990 c. P.13</u> application, any required <i>cultural heritage impact assessment</i> must be approved, in writing by the City, indicating that there are no further cultural heritage concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for <i>cultural heritage resources</i> based on prevailing conditions and circumstances within the City.</p>
<p>Insert new Policy B.3.4.4.2 and renumber subsequent policies accordingly.</p> <p>B.3.4.4.2 The City shall develop and maintain an Archaeological Management Plan to guide the conservation and management of archaeology within the City, in accordance with Section F.3.1.3 – Archaeological Management Plan.</p>	<p>B.3.4.4.2 The City shall develop and maintain an Archaeological Management Plan to guide the conservation and management of archaeology within the City, in accordance with Section F.3.1.3 – Archaeological Management Plan.</p>
<p>B.3.4.4.56 Prior to <i>site alteration or soil disturbance</i> relating to a <u>Planning Act, R.S.O., 1990 c. P.13</u> application, any required archaeological assessment must be approved, in writing by the City, indicating that there are no further archaeological concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for <i>archaeological resources</i> based on prevailing conditions and circumstances within the City and the results of any dialogue engagement with First Nations Indigenous communities and their interests.</p>	<p>B.3.4.4.6 Prior to <i>site alteration or soil disturbance</i> relating to a <u>Planning Act, R.S.O., 1990 c. P.13</u> application, any required archaeological assessment must be approved, in writing by the City, indicating that there are no further archaeological concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for <i>archaeological resources</i> based on prevailing conditions and circumstances within the City and the results of any engagement with Indigenous communities and their interests.</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
B.3.4.4.67 The City considers the following <i>archaeological resources</i> to be of particular interest, value and merit: c) undisturbed or rare Native Indigenous archaeological sites;	B.3.4.4.7 The City considers the following <i>archaeological resources</i> to be of particular interest, value and merit: c) undisturbed or rare <i>Indigenous</i> archaeological sites;
B.3.4.4.910 Where a marked or unmarked cemetery or burial place is encountered during any archaeological assessment or excavation activity, the provisions of the Cemeteries Funeral, Burial and Cremation Services Act and associated regulations, and the policies of this Plan shall apply. Both the Ministry of Heritage, Sport, Tourism and Culture Industries and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted immediately.	B.3.4.4.10 Where a marked or unmarked cemetery or burial place is encountered during any archaeological assessment or excavation activity, the provisions of the <u>Funeral, Burial and Cremation Services Act</u> and associated regulations, and the policies of this Plan shall apply. Both the Ministry of Heritage, Sport, Tourism and Culture Industries and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted immediately.
B.3.4.4.1011 Where a marked or unmarked cemetery or burial place is found, the nearest First Nation Indigenous community shall be notified.	B.3.4.4.11 Where a marked or unmarked cemetery or burial place is found, the nearest First Nation Indigenous community shall be notified.
B.3.4.5.2 The City shall encourage the retention and conservation of significant <i>built heritage resources</i> in their original locations. In considering planning applications under the <u>Planning Act, R.S.O., 1990 c. P.13</u> and heritage permit applications under the <u>Ontario Heritage Act</u> , there shall be a presumption in favour of retaining the <i>built heritage resource</i> in its original location.	B.3.4.5.2 The City shall encourage the retention and conservation of <i>built heritage resources</i> in their original locations. In considering planning applications under the <u>Planning Act, R.S.O., 1990 c. P.13</u> and heritage permit applications under the <u>Ontario Heritage Act</u> , there shall be a presumption in favour of retaining the <i>built heritage resource</i> in its original location.
B.3.4.5.5 Where a <i>built heritage resource</i> is to be unavoidably lost or demolished, the City shall ensure the proponent undertakes one or more of the following mitigation measures, in addition to a thorough inventory and documentation of the features that will be lost: c) displaying graphic and textual descriptions of the site's history and former use, buildings, and structures; and, d) incorporation of salvaged materials in the design of the new development; and, e) generally reflect the former architecture and use in the design of the new development, where appropriate and in accordance with Section B.3.3 – Urban Design Policies.	B.3.4.5.5 Where a <i>built heritage resource</i> is to be unavoidably lost or demolished, the City shall ensure the proponent undertakes one or more of the following mitigation measures, in addition to a thorough inventory and documentation of the features that will be lost: c) displaying graphic and textual descriptions of the site's history and former use, buildings, and structures; d) incorporation of salvaged materials in the design of the new development; and, e) generally reflect the former architecture and use in the design of the new development, where appropriate and in accordance with Section B.3.3 – Urban Design Policies.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Insert new Policy B.3.5.2.2 and renumber subsequent policies accordingly. B.3.5.2.2 The City will consider opportunities for optimizing the use of existing community facilities and their adaptive re-use wherever feasible.	B.3.5.2.2 The City will consider opportunities for optimizing the use of existing <i>community facilities</i> and their adaptive re-use wherever feasible.
B.3.5.2.5 Where new <i>community facilities</i> are clustered or co-located in campus-like settings, the following criteria shall apply: c) Care and attention shall be given to the pedestrian environment, with pedestrian linkages between buildings and pedestrian circulation plans to encourage social interaction and community connectivity.	B.3.5.2.5 Where new <i>community facilities</i> are clustered or co-located in campus-like settings, the following criteria shall apply: c) Care and attention shall be given to the pedestrian environment, with pedestrian linkages between buildings and pedestrian circulation plans to encourage social interaction and community connectivity.
B.3.5.2.12 All new public buildings and public <i>community facilities/services</i> shall: a) be designed to reflect and enhance local community character, image, identity, and sense of place; and, b) be encouraged to include public art as part of overall site and/or building design; c) provide equitable public access to telecommunication (web access); and, d) be in compliance with the Corporate Energy and Sustainability Policy and constructed to promote water conservation, energy efficiency, renewable energy systems and/or alternative energy systems, including district energy, in accordance with Policy B.3.7.2, where feasible.	B.3.5.2.12 All new public buildings and public <i>community facilities/services</i> shall: a) be designed to reflect and enhance local community character, image, identity, and sense of place; b) be encouraged to include public art as part of overall site and/or building design; c) provide equitable public access to telecommunication (web access); and, d) be in compliance with the Corporate Energy and Sustainability Policy and constructed to promote water conservation, energy efficiency, <i>renewable energy systems and/or alternative energy systems, including district energy</i> , in accordance with Policy B.3.7.2, where feasible.
B.3.5.2.13 Policies B.3.5.2.1 to B.3.5.2.3 inclusive, B.3.5.2.5, B.3.5.2.6, and B.3.5.2.9 to B.3.5.2.12 a) and b) inclusive shall not apply to the renovation, expansion, or <i>adaptive reuse</i> of existing buildings for <i>community facilities</i> .	B.3.5.2.13 Policies B.3.5.2.1 to B.3.5.2.3 inclusive, B.3.5.2.5, B.3.5.2.6, and B.3.5.2.9 to B.3.5.2.12 a) and b) inclusive shall not apply to the renovation, expansion, or <i>adaptive reuse</i> of existing buildings for <i>community facilities</i> .
Insert new Policy B.3.5.2.14, as follows: B.3.5.2.14 The City shall endeavour to recover the full lifecycle cost of providing sustainable public community facilities/services, as required by applicable municipal By-laws and provincial legislation.	B.3.5.2.14 The City shall endeavour to recover the full lifecycle cost of providing sustainable public <i>community facilities/services</i> , as required by applicable municipal By-laws and provincial legislation.
B.3.5.3.16 Through the preparation of secondary plans or neighbourhood plans, the City shall determine the amount and type of park required based on the following considerations: a) the parkland standards in Policy B.3.5.3.11 d) the feasibility of locating parks near schools and Natural Open Spaces; and,	B.3.5.3.16 Through the preparation of secondary plans or neighbourhood plans, the City shall determine the amount and type of park required based on the following considerations: a) the parkland standards in Policy B.3.5.3.11 d) the feasibility of locating parks near schools and Natural Open Spaces;

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>e) the feasibility of providing a range of parkland spaces for all residents within a safe walking distance; and,</p> <p>ef site characteristics (slope, natural features, frontage in a public road) as defined by the Landscape Manual for Parks and Open Space Development Guide, adopted by Council.</p>	<p>e) the feasibility of providing a range of parkland spaces for all residents within a walking distance; and,</p> <p>f) site characteristics (slope, natural features, frontage in a public road) as defined by the Parks and Open Space Development Guide, adopted by Council.</p>
<p>Insert new Policy B.3.5.3.20:</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.3.5.3.20 The City will work with Conservation Authorities, the Bruce Trail Conservancy, the Hamilton Waterfront Trust, and other agencies in the planning and development of a publicly accessible system of parkland, open space, and trails, including shorelines, in a manner that encourages good land stewardship practices for public and private lands. Signage shall be clearly demarcated where public access is and is not permitted.</p>
<p>B.3.5.6.1 Healthcare facilities shall be located in proximity to major roads and transit routes for ease of access by all forms of transportation, including walking and cycling active transportation.</p>	<p>B.3.5.6.1 Healthcare facilities shall be located in proximity to major roads and transit routes for ease of access by all forms of transportation, including <i>active transportation</i>.</p>
<p>B.3.6.2 Air Quality and Climate Change</p> <p>...</p> <p>Several goals and policies of this Plan, both directly and indirectly contribute to the improvement of air quality and reduce greenhouse gases:</p> <p>a) promoting compact, mixed use urban communities;</p> <p>b) integrating the transportation network to include all modes of transportation;</p> <p>c) promoting active transportation, including walking, and cycling, and the use of public transit;</p> <p>...</p> <p>Many of these goals and policies also contribute to the adaptation to climate change by minimizing vulnerabilities to climate impacts. Prohibiting new <i>development on hazard lands</i>, and incorporating urban design features that reduce climate impacts the impacts of a changing climate on public works and urban infrastructure - roads and associated infrastructure, bridges, water and waste water systems, and energy distribution, are climate change adaptation strategies.</p>	<p>B.3.6.2 Air Quality and Climate Change</p> <p>...</p> <p>Several goals and policies of this Plan, both directly and indirectly contribute to the improvement of air quality and reduce greenhouse gases:</p> <p>a) promoting compact, mixed use urban communities;</p> <p>b) integrating the transportation network to include all modes of transportation;</p> <p>c) promoting <i>active transportation</i>, including walking and cycling, and the use of public transit;</p> <p>...</p> <p>Many of these goals and policies also contribute to the adaptation to climate change by minimizing vulnerabilities to climate impacts. Prohibiting new <i>development on hazard lands</i>, and incorporating urban design features that reduce the <i>impacts of a changing climate</i> on public works and urban infrastructure - roads and associated infrastructure, bridges, water and waste water systems, and energy distribution, are climate change adaptation strategies.</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>B.3.6.2.2 The City shall partner and work with other levels of governments, other municipalities, academics, community groups, and as well as local industries and businesses to develop:</p> <p>a) actions that directly or indirectly improve air quality by reducing reduce air pollutants and greenhouse gases; improve air quality, reduce, and respond to the impacts of climate change in the City and,</p> <p>b) a Hamilton Air Quality and Climate Change Climate Impact Adaptation Plan that improves climate resiliency by minimizing the impacts of a changing climate and prepares the City and community for those impacts that are unavoidable.</p>	<p>B.3.6.2.2 The City shall partner and work with other levels of governments, other municipalities, academics, community groups, as well as local industries and businesses to develop:</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>B.3.6.2.4 The City shall undertake an air pollutant and greenhouse gas emissions inventory for transportation, buildings, waste and municipal operations, and assess the conditions of Hamilton's local air quality and climate to inform actions to reduce emissions of air pollutants and greenhouse gases generated in the City.</p>	<p>B.3.6.2.4 The City shall undertake an air pollutant and greenhouse gas emissions inventory for transportation, buildings, waste and municipal operations, and assess the conditions of Hamilton's local air quality and climate to inform actions to reduce emissions of air pollutants and greenhouse gases generated in the City.</p>
<p>B.3.6.2.6 The City shall monitor and reduce energy consumption, air pollutants and greenhouse gases generated by the City's corporate activities and services to achieve the targets set out in the Corporate Energy and Sustainability Policy Air Quality and Climate Change Strategic Plan Task Force Report.</p>	<p>B.3.6.2.6 The City shall monitor and reduce energy consumption, air pollutants and greenhouse gases generated by the City's corporate activities and services to achieve the targets set out in the Corporate Energy and Sustainability Policy.</p>
<p>B.3.6.2.7 The City shall prepare an annual, or at a greater frequency as may be required, Air Quality and Climate Change report to monitor the City's progress towards achieving the actions, its goals and targets, and to increase awareness of air quality and climate change.</p>	<p>B.3.6.2.7 The City shall prepare an annual, or at a greater frequency as may be required, Air Quality and Climate Change report to monitor the City's progress towards achieving the actions, goals and targets, and to increase awareness of air quality and climate change.</p>
<p>B.3.6.5 Hazard Lands</p> <p><i>Hazard lands</i> are lands that have an inherent risk to life or property due to a variety of natural hazards such as flooding, fire, erosion, or unexpected collapse of land. <i>Hazard lands</i> are areas particularly susceptible to the impacts of a changing climate, such as flooding, erosion, slope failure, or other physical conditions which are severe enough to pose a risk to residents, loss of life, property damage, and social disruption either at a specific location or to upstream or downstream lands within the watershed, if these lands were to be developed. ...</p>	<p>B.3.6.5 Hazard Lands</p> <p><i>Hazard lands</i> are lands that have an inherent risk to life or property due to a variety of natural hazards such as flooding, fire, erosion, or unexpected collapse of land. <i>Hazard lands</i> are areas particularly susceptible to the <i>impacts of a changing climate</i>, such as flooding, erosion, slope failure, or other physical conditions which are severe enough to pose a risk to residents, loss of life, property damage, and social disruption either at a specific location or to upstream or downstream lands within the watershed, if these lands were to be</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
In the City of Hamilton, <i>hazard lands</i> are defined, mapped, and regulated by the Conservation Authorities in accordance with the <u>Conservation Authorities Act</u> . The Niagara Escarpment Commission regulates lands that also have inherent hazards through the <u>Niagara Escarpment Planning and Development Act</u> . The Ministry of Natural Resources and Forestry maintains mapping of hazardous forest types for wildland fire. However, due to the dynamic nature of forested areas, the condition for hazardous forest types for wildland fire is not static and mapping must be updated on an ongoing basis.	developed. ... In the City of Hamilton, <i>hazard lands</i> are defined, mapped, and regulated by the Conservation Authorities in accordance with the <u>Conservation Authorities Act</u> . The Niagara Escarpment Commission regulates lands that also have inherent hazards through the <u>Niagara Escarpment Planning and Development Act</u> . The Ministry of Natural Resources and Forestry maintains mapping of <i>hazardous forest types for wildland fire</i> . However, due to the dynamic nature of forested areas, the condition for <i>hazardous forest types for wildland fire</i> is not static and mapping must be updated on an ongoing basis.
B.3.6.5.9 Notwithstanding Policy B.3.6.5.6, B.3.6.5.7, and B.3.6.5.8, <i>development and site alteration</i> may be permitted on <i>hazard lands</i> : a) in those exceptional situations where a Special Policy Area, under Section 3.1.34 a) of the Provincial Policy Statement has been approved by the Province.	B.3.6.5.9 Notwithstanding Policy B.3.6.5.6, B.3.6.5.7, and B.3.6.5.8, <i>development and site alteration</i> may be permitted on <i>hazard lands</i> : a) in those exceptional situations where a Special Policy Area, under Section 3.1.4 a) of the Provincial Policy Statement has been approved by the Province.
Insert new Policy B.3.6.5.16, as follows: B.3.6.5.16 Hazardous forest types for wildland fire are identified and mapped by the Ministry of Natural Resources and Forestry. The City shall maintain mapping of hazardous forest types for wildland fire to assist in the screening and assessment of development proposals.	B.3.6.5.16 <i>Hazardous forest types for wildland fire</i> are identified and mapped by the Ministry of Natural Resources and Forestry. The City shall maintain mapping of <i>hazardous forest types for wildland fire</i> to assist in the screening and assessment of <i>development</i> proposals.
Insert new Policy B.3.6.5.17, as follows: B.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.3.6.5.17 <i>Development</i> shall generally be directed to areas outside of lands that are unsafe for <i>development</i> due to the presence of <i>hazardous forest types for wildland fire</i> .
Insert new Policy B.3.6.5.18, as follows: B.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.3.6.5.18 <i>Development</i> may however be permitted in lands with <i>hazardous forest types for wildland fire</i> where the risk is mitigated, in accordance with <i>wildland fire assessment and mitigation standards</i> .
B.3.7 Energy and Environmental Design <i>Complete communities</i> require a mix of land uses including housing, uses which provide goods and services, and a range of transportation modes including public transit, all of which depend on energy. Energy efficiency, environmental design, green infrastructure , and increasing the supply of energy through <i>renewable energy systems and alternative</i>	B.3.7 Energy and Environmental Design <i>Complete communities</i> require a mix of land uses including housing, uses which provide goods and services, and a range of transportation modes including public transit, all of which depend on energy. Energy efficiency, environmental design, <i>green infrastructure</i> , and increasing the supply of energy through <i>renewable energy systems and alternative</i>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
energy systems, benefits human and environmental health, protects the global climate, and reduces the demand for energy resources and the infrastructure needed for its production and distribution.	energy systems, benefits human and environmental health, protects the global climate, and reduces the demand for energy resources and the infrastructure needed for its production and distribution.
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> ;	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> ;
B.3.7.2 The City shall support prepare for the impacts of a changing climate by encouraging energy efficient and environmental designed development and redevelopment through: b) the use of environmental building rating systems such as certification under the Leadership in Energy and Environmental Design (LEED) program, R-2000 Home, Passive House, Canadian Green Building Council's Zero Carbon Standard, or an equivalent rating system or building techniques for upgrading/retrofitting of existing <i>development</i> and new <i>development</i> ; g) designs that encourage sustainable forms of transportation, including <i>active transportation</i> , transit, as well as alternative fuel and energy conserving vehicles; h) designs that facilitate cooperation/joint energy efficiency between developments to optimize the efficient use of resources, including district energy systems ; i) energy conservation initiatives, including energy demand management; j) water and storm water conservation/management practices and low impact development techniques , such as green roofs, water recycling systems, urban storm water swales, etc.; k) promoting building conservation and adaptive reuse ; l) encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon ; m) pilot projects and <i>community energy plans</i> as appropriate; and,	B.3.7.2 The City shall prepare for the <i>impacts of a changing climate</i> by encouraging energy efficient and environmental designed development and redevelopment through: b) the use of environmental building rating systems such as certification under the Leadership in Energy and Environmental Design (LEED) program, R-2000 Home, Passive House, Canadian Green Building Council's Zero Carbon Standard, or an equivalent rating system or building techniques for upgrading/retrofitting of existing <i>development</i> and new <i>development</i> ; g) designs that encourage sustainable forms of transportation, including <i>active transportation</i> , transit, as well as alternative fuel and energy conserving vehicles; h) designs that facilitate cooperation/joint energy efficiency between developments to optimize the efficient use of resources, including district energy systems; i) energy conservation initiatives, including energy demand management; j) water and storm water conservation/management practices and <i>low impact development techniques</i> , such as green roofs, water recycling systems, urban storm water swales, etc.; k) promoting building conservation and <i>adaptive reuse</i> ; l) encouraging the use of locally sourced and reclaimed building materials to reduce the amount of embodied carbon; m) pilot projects and <i>community energy plans</i>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
m) 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.	as appropriate; and, n) other environmental development standards that encourage energy efficiency and environmental design as contained in the City's approved engineering policies and standards and master planning studies, and are supported by the City's financial incentive programs.
Insert new Policy B.3.7.3 and renumber subsequent policies. B.3.7.3 The City shall develop and update Sustainable Building and Development Guidelines to promote energy efficient development and redevelopment proposals, and implement the Guidelines through the development approvals process.	B.3.7.3 The City shall develop and update a sustainable building checklist to promote energy efficient <i>development</i> and <i>redevelopment</i> proposals, and implement the Guidelines through the development approvals process.
B.3.7.34 Corporately, the City shall support energy efficiency by: a) complying with the Corporate Energy and Sustainability Policy, including its energy and greenhouse gas targets and implementing the City's approved Corporate Energy Policy Goals and Areas of Focus for Climate Change Mitigation and Adaptation, as set out in the Corporate Climate Change Task Force Report; c) supporting City and City/private partnership pilot projects which are energy efficient and have good environmental design, such as district energy generation;	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;
Increased Energy Supply B.3.7.45 The City shall promote increasing the supply of energy and in particular, the supply of sustainable energy by: a) permitting energy generation facilities to meet existing and planned needs, including district energy, renewable energy systems and alternative energy systems , both as principal and accessory uses. These facilities shall be permitted in all land use designations subject to the other relevant policies of this Plan, Policy B.3.7.3, <i>compatibility</i> with the surrounding land uses, and in accordance with the provisions of the Zoning By-law; and, b) working jointly with the Province to investigate the need, feasibility, implications and suitable locations for solar, wind, and bio-energy projects and to promote local clean energy generation, where appropriate, and in accordance with the Green Energy and Green	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.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Economy Act, 2009.	
<p>Delete Policy B.3.7.7 in its entirety.</p> <p>B.3.7.7 Renewable energy undertakings are exempted from Planning Act, R.S.O., 1990 c. P.13 approvals in accordance with Schedule K of the Green Energy and Green Economy Act, 2009. These undertakings shall be subject to the Green Energy and Green Economy Act, 2009 and other provincial approvals.</p>	
<p>Insert new Policy B.3.7.8.</p> <p>Other Energy and Environmental Matters</p> <p>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:</p> <p>a) any excess soil is reused on-site or locally to the maximum extent possible and, where feasible, excess soil reuse planning is undertaken concurrently with development planning and design;</p> <p>b) appropriate sites for excess soil storage and processing are permitted close to areas where proposed development is concentrated or areas of potential soil reuse; and,</p> <p>c) fill quality received and fill placement at a site will not cause an adverse effect with regard to the current or proposed use of the property or the natural environment and is compatible with adjacent land uses.</p>	<p>Other Energy and Environmental Matters</p> <p><i>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:</i></p> <p><i>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;</i></p> <p><i>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,</i></p> <p><i>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.</i></p>

Appendix “C” – Volume 1: Chapter C – City Wide Systems and Designations

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
C.1.0 The Official Plan must be consistent with the Provincial Policy Statement and conform to the Growth Plan and the Greenbelt Plan. However, in some areas of provincial policy, the municipality can be more restrictive than the provincial directions. Where land use designations exist, this section details the interrelationship between the various provincial documents and this Plan.	C.1.0 The Official Plan must be consistent with the Provincial Policy Statement and conform to the Growth Plan and the Greenbelt Plan. However, in some areas of provincial policy, the municipality can be more restrictive than the provincial directions. Where land use designations exist, this section details the interrelationship between the various provincial documents and this Plan.
C.1.11 Portions of the Fruitland -Winona Urban Secondary Plan Area which that are designated as Niagara Escarpment Minor Urban Centre on Schedule A - Provincial Plans, shall meet the following criteria: ...	C.1.11 Portions of the Fruitland-Winona Secondary Plan Area that are designated as Niagara Escarpment Minor Urban Centre on Schedule A - Provincial Plans, shall meet the following criteria: ...
C.1.3.1 In the case of discrepancy between the Parkway Belt West Plan and this Plan, the most restrictive policies shall apply prevail, provided that they are consistent with its intent and purpose.	C.1.3.1 In the case of discrepancy between the Parkway Belt West Plan and this Plan, the most restrictive policies shall prevail, provided that they are consistent with its intent and purpose.
Insert new Policy C.1.4, as follows: C.1.4 Growth Plan for the Greater Golden Horseshoe The Growth Plan for the Greater Golden Horseshoe is the provincial government's plan for growth and development within the Greater Toronto and Hamilton Areas, and the surrounding communities over the next 30 years. Enabled by the Places to Grow Act, 2005, the Plan manages growth in a way the supports economic prosperity, protects the environment, and helps communities achieve a high quality of life for residents.	C.1.4 Growth Plan for the Greater Golden Horseshoe The Growth Plan for the Greater Golden Horseshoe is the provincial government's plan for growth and development within the Greater Toronto and Hamilton Areas, and the surrounding communities over the next 30 years. Enabled by the <i>Places to Grow Act, 2005</i> , the Plan manages growth in a way the supports economic prosperity, protects the environment, and helps communities achieve a high quality of life for residents.
Insert new Policy C.1.4.1, as follows: C.1.4.1 The provisions of the Growth Plan for the Greater Golden Horseshoe shall apply to development of lands within the urban area and a portion of Rural Hamilton. In the case of discrepancy between the Growth Plan for the Greater Golden Horseshoe and this Plan, the most restrictive policies shall prevail provided that they are consistent with its intent and purpose.	C.1.4.1 The provisions of the Growth Plan for the Greater Golden Horseshoe shall apply to <i>development</i> of lands within the <i>urban area</i> and a portion of <i>Rural Hamilton</i> . In the case of discrepancy between the Growth Plan for the Greater Golden Horseshoe and this Plan, the most restrictive policies shall prevail provided that they are consistent with its intent and purpose.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
C.2.5.1 Generally, permitted uses in Core Areas shall include: ... k) infrastructure projects, in accordance with Section C.5.0 – Infrastructure, provided negative impacts on these features have been avoided or minimized and to the extent feasible mitigated, as demonstrated through an Environmental Impact Statement.	C.2.5.1 Generally, permitted uses in Core Areas shall include: ... k) infrastructure projects, in accordance with Section C.5.0 – Infrastructure, provided <i>negative impacts</i> on these features have been avoided or minimized and to the extent feasible mitigated, as demonstrated through an Environmental Impact Statement.
Insert new Policy C.2.8.3, as follows: C.2.8.3 The City shall consider the Great Lakes Strategy, the targets and goals of the Great Lakes Protection Act, 2015, and any applicable Great Lakes agreements as part of watershed planning and coastal or waterfront planning initiatives.	C.2.8.3 The City shall consider the Great Lakes Strategy, the targets and goals of the <i>Great Lakes Protection Act, 2015</i> , and any applicable Great Lakes agreements as part of <i>watershed planning</i> and coastal or waterfront planning initiatives.
Insert new Policy C.2.11.5, as follows: C.2.11.5 The City shall prepare and update as necessary an Urban Forest Strategy to protect publicly and privately owned trees and supporting vegetation within the Urban Area, in accordance with Section C.5.6 – Green Infrastructure.	C.2.11.5 The City shall prepare and update as necessary an Urban Forest Strategy to protect publicly and privately owned trees and supporting vegetation within the <i>Urban Area</i> , in accordance with Section C.5.6 – Green Infrastructure.
Insert new Policy C.2.13.4, as follows: C.2.13.4 The City shall protect, improve or restore the quality and quantity of water by evaluating and preparing for the impacts of a changing climate to water resource systems at the watershed level.	C.2.13.4 The City shall protect, improve or restore the <i>quality and quantity of water</i> by evaluating and preparing for the <i>impacts of a changing climate</i> to water resource systems at the watershed level.
C.4.0 Integrated Transportation Network ... The transportation network and land uses are mutually inclusive; land uses are connected and accessible through the transportation network. Equally, transportation is made more efficient when complemented by appropriate locations and densities for various land uses. The resulting built environment has an impact on the overall health and well-being of citizens therefore, the City shall plan for an integrated transportation network contributing to complete communities through the policies of this Plan, provincial policies, and requirements of the Planning Act, R.S.O., 1990 c. P.13. Accordingly, the integrated transportation network shall support and implement the urban structure including mixed use nodes, Urban Corridors, Major Activity Centres, Neighbourhoods and Employment areas. The integrated transportation policies will help in	C.4.0 Integrated Transportation Network ... The transportation network and land uses are mutually inclusive; land uses are connected and accessible through the transportation network. Equally, transportation is made more efficient when complemented by appropriate locations and densities for various land uses. The resulting built environment has an impact on the overall health and well-being of citizens therefore, the City shall plan for an integrated transportation network contributing to <i>complete communities</i> through the policies of this Plan, provincial policies, and requirements of the <i>Planning Act, R.S.O., 1990 c. P.13</i> . Accordingly, the integrated transportation network shall support and implement the urban structure including mixed use nodes, <i>Urban Corridors</i> , Major Activity Centres, Neighbourhoods and Employment areas. The

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>achieving the shared goal of Vision 2020, the Growth Related Integrated Development Strategy and the Transportation Master Plan, of an integrated sustainable transportation network for people, goods and services, which is safe, environmentally friendly, age-friendly, affordable, efficient, convenient and accessible.</p> <p>This Plan recognizes the relationship between the transportation network and its impact on quality of life and economic development potential. The integrated transportation network will offer a greater range of transportation mode choice. An improved and efficient transportation network is a key component of <i>complete communities</i> (inclusive of complete streets) – creating the vital link between activities and land uses throughout the City. Improved mode choice can be accomplished through a better balance between the competing needs of the street network including cars, transit, <i>active transportation</i>, goods movement and, parking and emerging transportation modes and technology. A balanced integrated transportation network shall contribute to vibrant streets where pedestrians and cyclists feel comfortable and can co-exist with traffic other modes of transportation operating on the streets, improving health and quality of life. <i>Transportation demand management</i> (TDM) is an essential part of an overall integrated transportation network and part of a more balanced and sustainable transportation system. The policies of this Plan, together with the directions and programs from the Transportation Master Plan, will contribute to an overall <i>transportation demand management</i> strategy for the City.</p>	<p>integrated transportation policies will help in achieving the shared goal of Vision 2020, the Growth Related Integrated Development Strategy and the Transportation Master Plan, of an integrated sustainable transportation network for people, goods and services, which is safe, environmentally friendly, <i>age-friendly</i>, affordable, efficient, convenient and accessible.</p> <p>This Plan recognizes the relationship between the transportation network and its impact on quality of life and economic development potential. The integrated transportation network will offer a greater range of transportation mode choice. An improved and efficient transportation network is a key component of <i>complete communities</i> (inclusive of complete streets) – creating the vital link between activities and land uses throughout the City. Improved mode choice can be accomplished through a better balance between the competing needs of the street network including cars, transit, <i>active transportation</i>, goods movement, parking and emerging transportation modes and technology. A balanced integrated transportation network shall contribute to vibrant streets where pedestrians and cyclists feel comfortable and can co-exist with other modes of transportation operating on streets, improving health and quality of life. <i>Transportation demand management</i> (TDM) is an essential part of an overall integrated transportation network and part of a more balanced and sustainable transportation system. The policies of this Plan, together with the directions and programs from the Transportation Master Plan, will contribute to an overall <i>transportation demand management</i> strategy for the City.</p>
<p>C.4.1.1 Provide a balanced, sustainable and integrated transportation network which includes all modes of transportation such as <i>active transportation</i>, transit, automobiles, goods movement vehicles, rail, air, and marine, and emerging modes of transportation and technology.</p>	<p>C.4.1.1 Provide a balanced, sustainable and integrated transportation network which includes all modes of transportation such as <i>active transportation</i>, transit, automobiles, goods movement vehicles, rail, air, marine, and emerging modes of transportation and technology.</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
C.4.1.2 Recognize the relationship of transportation, public health and land use planning in connecting communities, land uses and activities and the role of the integrated transportation network in creating <i>complete communities</i> and improving overall quality of life.	C.4.1.2 Recognize the relationship of transportation, public health and land use planning in connecting communities, land uses and activities and the role of the integrated transportation network in creating <i>complete communities</i> and improving overall quality of life.
C.4.1.3 Facilitate investment in major goods movement facilities and corridors and employment areas for the safe and efficient movement of goods and services within and between Hamilton, neighbouring municipalities and regions through various modes within the integrated transportation network.	C.4.1.3 Facilitate investment in <i>major goods movement facilities and corridors 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.
C.4.1.5 Work in cooperation with other levels of government and government agencies to further develop inter-regional travel plans including expansion of expanded routes and increased GO Transit service in the Hamilton area, proposals for rapid higher order transit within the City and other inter-regional transit and highway, marine, and airport initiatives.	C.4.1.5 Work in cooperation with other levels of government and government agencies to further develop inter-regional travel plans including expanded routes and increased GO Transit service in the Hamilton area, proposals for <i>higher order transit</i> within the City and other inter-regional transit and highway, marine, and airport initiatives.
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.	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.
Insert new policy as follows: C.4.1.8 Manage curbside activities and space allocation to maximize mobility, safety, and access for the wide variety of curb demands.	C.4.1.8 Manage curbside activities and space allocation to maximize mobility, safety, and access for the wide variety of curb demands.
C.4.2.1 The City shall maintain the existing transportation network and ensure the continued sustainability and optimization of existing transportation infrastructure before new infrastructure developments are considered.	C.4.2.1 The City shall maintain the existing transportation network and ensure the continued sustainability and optimization of existing transportation infrastructure before new infrastructure developments are considered.
Insert new Policy C.4.2.2 and renumber subsequent policies. C.4.2.2 The City shall plan for a transportation network that reduces greenhouse gas emissions by encouraging the most environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles.	C.4.2.2 The City shall plan for a transportation network that reduces greenhouse gas emissions by encouraging the most environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>C.4.2.45.1 <i>Transportation demand management</i> measures may include:</p> <p>a) provision of <i>active transportation</i> features including secure bicycle storage facilities and pedestrian and cycling access to the road network facilities;</p> <p>b) supporting transit through an array of incentives and disincentives to automobile dependence and single-occupancy vehicles such as reduced parking standards for some land uses where appropriate and making provisions for to support shared mobility such as car-sharing spaces through the site plan process where feasible and appropriate; and,</p>	<p>C.4.2.5.1 <i>Transportation demand management</i> measures may include:</p> <p>a) provision of <i>active transportation</i> features including secure bicycle storage facilities and pedestrian and cycling access to the road network;</p> <p>b) supporting transit through an array of incentives and disincentives to automobile dependence and single-occupancy vehicles such as reduced parking standards for some land uses where appropriate and making provisions to support shared mobility such as car-sharing spaces through the site plan process where feasible and appropriate; and,</p>
<p>C.4.2.78 City has been identified as part of the Greater Toronto and Hamilton Area (GTHA) in The Big Move. The Metrolinx Regional Transportation Plan (RTP) developed by Metrolinx and Provincial Greater Golden Horseshoe (GGH) Transportation Plan identify strategic regional transportation plans and projects with the City. As such, the City shall work with Metrolinx and the Province of Ontario to implement the recommendations of the RTP and GGH Transportation Plan through the policies of this Plan and the Transportation Master Plan.</p>	<p>C.4.2.8 The Metrolinx Regional Transportation Plan (RTP) and Provincial Greater Golden Horseshoe (GGH) Transportation Plan identify strategic regional transportation plans and projects with the City. As such, the City shall work with Metrolinx and the Province of Ontario to implement the recommendations of the RTP and GGH Transportation Plan through the policies of this Plan and the Transportation Master Plan.</p>
<p>Insert new Policy C.4.2.9 and renumber subsequent policies:</p> <p>C.4.2.9 Transit planning and investments shall be aligned with, and supporting, the priority transit corridor identified on Schedule E – Urban Structure and/or Appendix B – Major Transportation Facilities and Routes.</p>	<p>C.4.2.9 Transit planning and investments shall be aligned with, and supporting, the <i>priority transit corridor</i> identified on Schedule E – Urban Structure and/or Appendix B – Major Transportation Facilities and Routes.</p>
<p>C.4.2.810 New secondary plans and designs for major transit trip <i>major trip</i> generators shall incorporate the following design directions:</p> <p>a) establishment of a continuous grid road network as the preferred street layout to allow pedestrians, cyclists, transit vehicles, automobiles and goods and services vehicles to move efficiently through communities;</p> <p>b) efficient spacing of arterial and collector roads within the grid network;</p> <p>c) organization of land uses in a manner that reduces automobile dependence and improves modal choice and the movement of goods;</p> <p>d) placement of higher density land uses near</p>	<p>C.4.2.10 New secondary plans and designs for <i>major trip</i> generators shall incorporate the following design directions:</p> <p>a) establishment of a continuous grid road network as the preferred street layout to allow pedestrians, cyclists, transit vehicles, automobiles and goods and services vehicles to move efficiently through communities;</p> <p>b) efficient spacing of arterial and collector roads within the grid network;</p> <p>c) organization of land uses in a manner that reduces automobile dependence and improves modal choice and the movement of goods;</p> <p>d) placement of higher density land uses near</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>existing and planned transit stop/station locations;</p> <p>e) establish appropriate rights-of-way that support complete streets and supporting place-making opportunities within communities;</p> <p>e)f) complete street designs and layout which reduces and minimizes the need for future traffic calming and/or unnecessary traffic control devices; and,</p> <p>f)g) all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E - Urban Systems and Designations.</p>	<p>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.4.2.911 Direct access to transit facilities shall be provided via multi-use paths, trails, bicycle lanes, sidewalks and walkways from the interior block areas of neighbourhoods. Within existing and planned <i>development</i>, the City shall encourage the creation of mid-block connections for pedestrians, cycling, transit, and other <i>active transportation</i> modes.</p>	<p>C.4.2.11 Direct access to transit facilities shall be provided via multi-use paths, trails, bicycle lanes, sidewalks and walkways from the interior block areas of neighbourhoods. Within existing and planned <i>development</i>, the City shall encourage the creation of mid-block connections for pedestrians, cycling, transit, and other <i>active transportation</i> modes.</p>
<p>C.4.2.1012 Development of major transit trip generators shall provide safe, accessible and convenient pedestrian and cycling environments and access be achieved through building orientation, site layout, traffic management, and the provision of facilities such as sidewalks, crosswalks, bike lanes and trails, bicycle parking and loading, and connections to transit service.</p>	<p>C.4.2.12 Development of major <i>trip</i> generators shall provide safe, accessible and convenient pedestrian and cycling environments and be achieved through building orientation, site layout, traffic management, and the provision of facilities such as sidewalks, crosswalks, bike lanes and trails, bicycle parking and loading, and connections to transit service.</p>
<p>C.4.2.1517 In accordance with Policy C.4.1.6, recognizing that an increasing proportion of the population is aging and many will possess mobility challenges, the City shall continue to ensure that it is able to provide an appropriate range of public transit services and programs on the conventional, specialized, on-demand and rapid higher order transit networks in an efficient and effective manner to all existing and planned trip generators throughout the <i>urban area</i>.</p>	<p>C.4.2.17 In accordance with Policy C.4.1.6, recognizing that an increasing proportion of the population is aging and many will possess mobility challenges, the City shall continue to ensure that it is able to provide an appropriate range of public transit services and programs on the conventional, specialized, on-demand and <i>higher order transit</i> networks in an efficient and effective manner to all existing and planned trip generators throughout the <i>urban area</i>.</p>

Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p>Bolded text = text to be added</p>
<p>C.4.2.16 Additional transportation corridors may be added to the integrated transportation network in Hamilton in the future. Recognizing the need to plan proactively for future infrastructure requirements and sustainable transportation solutions, the City supports active participation with provincial, inter-provincial and federal transportation planning studies such as the ongoing Niagara to Greater Toronto Area (NGTA) corridor planning Greater Golden Horseshoe Transportation Plan and Environmental Assessment study and the Ontario-Quebec Continental Gateway and Trade Corridor Study.</p> <p>a) The NGTA study will address congestion, economic growth, and better gauge a long term land use and transportation framework extending from the Niagara Peninsula to the Greater Toronto Area.</p> <p>b) The Ontario-Quebec Continental Gateway and Trade Corridor Study will develop a multi-modal strategy to improve goods movement and trade.</p>	<p>C.4.2.18 Additional <i>transportation corridors</i> may be added to the integrated transportation network in Hamilton in the future. Recognizing the need to plan proactively for future infrastructure requirements and sustainable transportation solutions, the City supports active participation with provincial, inter-provincial and federal transportation planning studies such as the Greater Golden Horseshoe Transportation Plan and the Ontario-Quebec Continental Gateway and Trade Corridor Study.</p>
<p>C.4.3 Active <i>transportation</i> which includes pedestrian movement, cycling and any, other non-motorized modes and emerging micro-mobility modes of transportation, is a key component of the City's transportation network. <i>Active Transportation</i> provides a sustainable alternative to travel by private automobile, resulting in physical, economic and social benefits from improved air quality, reduced energy consumption and increased physical activity. This Plan recognizes that <i>active transportation</i> is an essential component of the overall integrated transportation network. Together, land use planning, transportation planning and the design of the built form creates an environment that encourages and enables people of all ages and abilities to use <i>active transportation</i> for travel to work, school, exercise, recreation and social interaction.</p>	<p>C.4.3 Active <i>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>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>C.4.3.3 The City shall build and maintain the <i>active transportation</i> network which recognizes the importance of the sidewalk and cycling network while achieving a high standard of connectivity. <i>Active Transportation</i> shall be promoted prioritized and accommodated in complete street design and operation through:</p> <p>a) continuous improvement and expansion of the existing network of pedestrian and bicycle infrastructure, including multi-use paths, bike lanes, and on-street bike routes other emerging design trends as appropriate;</p> <p>b) establishment of pedestrian-oriented design guidelines in secondary plans and undeveloped areas that promote <i>active transportation</i>; and,</p> <p>c) provision of traffic calming and management measures and signage, where appropriate.</p>	<p>C.4.3.3 The City shall build and maintain the <i>active transportation</i> network which recognizes the importance of the sidewalk and cycling network while achieving a high standard of connectivity. <i>Active Transportation</i> shall be prioritized and accommodated in complete street design and operation through:</p> <p>a) continuous improvement and expansion of the existing network of pedestrian and bicycle infrastructure, including multi-use paths, bike lanes, and other emerging design trends as appropriate;</p> <p>b) establishment of pedestrian-oriented design guidelines in secondary plans and undeveloped areas that promote <i>active transportation</i>; and,</p> <p>c) provision of traffic calming and management measures, where appropriate.</p>
<p>C.4.3.4 Within the designated right-of-way, the design of complete streets and sidewalks shall provide a buffer between vehicular and pedestrian flow where feasible.</p>	<p>C.4.3.4 Within the designated right-of-way, the design of <i>complete streets</i> and sidewalks shall provide a buffer between vehicular and pedestrian flow where feasible.</p>
<p>C.4.3.5 The City shall design pedestrian friendly streets by:</p> <p>a) making streetscapes visually appealing to make walking more inviting;</p> <p>b) discouraging the placement of objects which will impede pedestrian movements;</p> <p>c) reducing motor vehicle traffic speed and volume in areas of high pedestrian activity by design or other means;</p> <p>d) establishing exclusive pedestrian links in areas of high pedestrian activity and restricting motor vehicle traffic;</p> <p>e) distinctly separating vehicular, pedestrian and cycling traffic road users to the fullest extent possible;</p> <p>f) providing adequate lighting;</p> <p>g) providing benches to allow pedestrians to rest and street trees for shade, where feasible;</p> <p>h) applying other means as specified in the policies of Section B.3.3 – Urban Design, where applicable; and,</p> <p>i) applying all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E – Urban Systems and Designations.</p>	<p>C.4.3.5 The City shall design pedestrian friendly streets by:</p> <p>a) making streetscapes visually appealing to make walking more inviting;</p> <p>b) discouraging the placement of objects which will impede pedestrian movements;</p> <p>c) reducing motor vehicle speed and volume in areas of high pedestrian activity by design or other means;</p> <p>d) establishing exclusive pedestrian links in areas of high pedestrian activity and restricting motor vehicles;</p> <p>e) distinctly separating vehicular, pedestrian and cycling road users to the fullest extent possible;</p> <p>f) providing adequate lighting;</p> <p>g) providing benches to allow pedestrians to rest and street trees for shade, where feasible;</p> <p>h) applying other means as specified in the policies of Section B.3.3 – Urban Design, where applicable; and,</p> <p>i) applying all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E – Urban Systems and Designations.</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Insert new Policy C.4.3.6, as follows: C.4.3.6 The City shall work together with other municipalities to implement seamless integration and coordination between active transportation networks across municipal jurisdictions from both planning and operational perspectives.	C.4.3.6 The City shall work together with other municipalities to implement seamless integration and coordination between <i>active transportation</i> networks across municipal jurisdictions from both planning and operational perspectives.
C.4.4 Public Transit Network Public transit entities under municipal jurisdiction include conventional, specialized and rapid transit higher order transit networks. Inter-regional networks are under the jurisdiction of provincial/federal authorities... It is the intent of this Plan that transit provide access to residential areas, employment areas, school and other institutions, shopping and recreational facilities in an safe , efficient and reliable manner. Where frequent transit is planned and funding is allocated, higher densities may be considered in suitable locations. Transit shall continue to increase connectivity and integration with other forms of transportation.	C.4.4 Public Transit Network Public transit entities under municipal jurisdiction include conventional, specialized and <i>higher order transit</i> networks. Inter-regional networks are under the jurisdiction of provincial/federal authorities... It is the intent of this Plan that transit provide access to residential areas, employment areas, school and other institutions, shopping and recreational facilities in a safe, efficient and reliable manner. Where frequent transit is planned and funding is allocated, higher densities may be considered in suitable locations. Transit shall continue to increase connectivity and integration with other forms of transportation.
C.4.4.1 The City shall provide public transit at a level of service to enhance its use as a viable alternative to the automobile and achieve transportation demand mode split targets stipulated identified in the Transportation Master Plan in accordance with Section F.3.1.8 – Transportation Master Plan.	C.4.4.1 The City shall provide public transit at a level of service to enhance its use as a viable alternative to the automobile and achieve transportation mode split targets identified in the Transportation Master Plan in accordance with Section F.3.1.8 – Transportation Master Plan.
Insert new Policy C.4.4.2 and renumber subsequent policies accordingly. C.4.4.2 The City shall provide a transit service that is planned and managed for the safety of all system users.	C.4.4.2 The City shall provide a transit service that is planned and managed for the safety of all system users.
C.4.4.23 By prioritizing public transit investments, as a component of transportation infrastructure planning, transit service levels shall be increased incrementally, in conjunction with other policies to improve the viability of transit, with a goal of increasing annual transit ridership per capita. Service level increases shall be primarily directed to: a) <i>urban nodes</i> and <i>urban corridors</i> as identified on Schedule E – Urban Structure; b) areas developed according to transit oriented development principles; c) designated <i>Employment Areas</i> or connections to designated Employment Areas;	C.4.4.3 By prioritizing public transit investments, as a component of transportation infrastructure planning, transit service levels shall be increased incrementally, in conjunction with other policies to improve the viability of transit, with a goal of increasing annual transit ridership per capita. Service level increases shall be primarily directed to: a) <i>urban nodes</i> and <i>urban corridors</i> as identified on Schedule E – Urban Structure; b) areas developed according to transit oriented development principles; c) designated <i>Employment Areas</i> or

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
d) new urban communities where there is a sufficient density and mix of land uses to support transit service.	connections to designated <i>Employment Areas</i> ; d) new urban communities where there is a sufficient density and mix of land uses to support transit service.
C.4.4.56.1 Further to the forgoing policy, once rapid higher order transit is implemented, conventional bus transit shall continue to serve areas outside of identified rapid higher order transit corridors, provide local service within the corridor where appropriate, and provide feeder service to rapid higher order transit. Until rapid higher order transit is implemented, conventional bus transit shall be the primary mode of transit within the City.	C.4.4.6.1 Further to the forgoing policy, once <i>higher order</i> transit is implemented, conventional bus transit shall continue to serve areas outside of identified <i>higher order</i> transit corridors, provide local service within the corridor where appropriate, and provide feeder service to <i>higher order</i> transit. Until <i>higher order</i> transit is implemented, conventional bus transit shall be the primary mode of transit within the City.
C.4.4.78 The City shall continue to provide specialized transit service to ensure equal access and mobility for all residents in accordance with Policy C.4.2.15, for those unable to use conventional or rapid higher order transit or other transportation modes.	C.4.4.8 The City shall continue to provide specialized transit service to ensure equal access and mobility for all residents in accordance with Policy C.4.2.15, for those unable to use conventional or <i>higher order</i> transit or other transportation modes.
Rapid Higher Order Transit (Section Title)	Higher Order Transit (Section Title)
C.4.4.89 The City shall evaluate the potential to establish rapid higher order transit within the Primary and Secondary Corridors identified on Schedule E – Urban Structure, and the corridors identified as Potential Rapid Higher Order Transit Lines on Appendix B – Major Transportation Facilities and Routes.	C.4.4.9 The City shall evaluate the potential to establish <i>higher order</i> transit within the Primary and Secondary Corridors identified on Schedule E – Urban Structure, and the corridors identified as Potential Higher Order Transit Lines on Appendix B – Major Transportation Facilities and Routes.
C.4.4.910 Rapid Higher order transit may operate on its own right-of-way, as a separate system or in shared corridors, where possible, to ensure that it is not delayed in general traffic. The rapid higher order transit network shall consist of an interconnecting network of existing and planned rights-of-way along corridors in which a rapid higher order transit facility may be located.	C.4.4.10 <i>Higher order</i> transit may operate on its own right-of-way, as a separate system or in shared corridors, where possible, to ensure that it is not delayed in general traffic. The <i>higher order</i> transit network shall consist of an interconnecting network of existing and planned rights-of-way along corridors in which a <i>higher order</i> transit facility may be located.
C.4.4.910.1 Rapid Higher order transit may be developed in a staged manner whereby various transit-priority measures may be implemented to improve the quality of transit service in terms of speed and reliability as an interim stage in the long-term development of a full rapid higher order transit network.	C.4.4.10.1 <i>Higher order</i> transit may be developed in a staged manner whereby various transit-priority measures may be implemented to improve the quality of transit service in terms of speed and reliability as an interim stage in the long-term development of a full <i>higher order</i> transit network.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
C.4.4.10 11 The City may require commuter pick-up/drop-off and park-and-ride facilities to enhance accessibility to rapid higher order transit services at selected stations and other appropriate sites outside of the <i>Downtown Urban Growth Centre</i> . In this regard, the City shall encourage the proponents of major developments at existing or planned rapid higher order transit stations to provide sufficient land for park-and-ride facilities, for which the City may enter into agreements for purchase, lease, and operation or shared use.	C.4.4.11 The City may require commuter pick-up/drop-off and park-and-ride facilities to enhance accessibility to <i>higher order transit</i> services at selected stations and other appropriate sites outside of the <i>Downtown Urban Growth Centre</i> . In this regard, the City shall encourage the proponents of major developments at existing or planned <i>higher order transit</i> stations to provide sufficient land for park-and-ride facilities, for which the City may enter into agreements for purchase, lease, and operation or shared use.
C.4.4.11 12 Rapid Higher order transit services shall be integrated with other transportation modes and with the conventional, specialized and inter-regional transit networks where feasible.	C.4.4.12 <i>Higher order transit</i> services shall be integrated with other transportation modes and with the conventional, specialized and inter-regional transit networks where feasible.
Insert new Policy C.4.4.13 and renumber subsequent policies accordingly. C.4.4.13 GO Stations identified on Appendix B – Major Transportation Facilities and Routes shall be the principal access points for inter-regional rail.	C.4.4.13 GO Stations identified on Appendix B – Major Transportation Facilities and Routes shall be the principal access points for inter-regional rail.
C.4.4.12 14 The City of Hamilton supports the expansion of GO Transit through increased service to the City.	C.4.4.14 The City of Hamilton supports the expansion of GO Transit through increased service to the City.
C.4.4.13 15 Access to the GO Transit network at GO Transit stations shall be promoted through provision of adequate conventional and specialized transit, rapid higher order transit, and <i>active transportation</i> facilities, as well as limited commuter parking facilities where appropriate outside of the <i>Downtown Urban Growth Centre</i> .	C.4.4.15 Access to the GO Transit network at GO Transit stations shall be promoted through provision of adequate conventional and specialized transit, <i>higher order transit</i> , and <i>active transportation</i> facilities, as well as limited commuter parking facilities where appropriate outside of the <i>Downtown Urban Growth Centre</i> .
Delete Policy C.4.4.15 in its entirety. C.4.4.15 The City along with Metrolinx has identified the northern portion of the Downtown Urban Growth Centre as the location for the establishment of a GO/VIA transit station. This station, along with the existing GO Station identified on Appendix B – Major Transportation Facilities and Routes, shall be the principal access points for inter-regional rail.	

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
C.4.5.4 The road network shall be designed and maintained according to the following policies: c) The City shall initiate construction and maintenance programs to improve the safety and operation of the road network, with a complete streets approach to ensure the needs and safety of all road users are considered and appropriately accommodated.	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.
Italicize the term “complete streets” in Policy C.4.5.6.5, as follows: C.4.5.6.5 Notwithstanding Policies C.4.5.6, C.4.5.6.1, C.4.5.6.3, and C.4.5.7, and in addition to Policy C.4.5.3, the City may waive or accept less lands to be dedicated than the maximum right-of-way dedication and/or daylighting triangle requirements where, in the opinion of the City: ... a) It is determined through a development planning approval process that due to significant adverse impacts on: i) existing built form; ii) natural heritage features; iii) an existing streetscape; or, iv) a known <i>cultural heritage resource</i> ; it is not feasible or desirable to widen an existing right-of-way to the maximum right-of-way width or provide the full daylight triangle as set in Section C.4.5.2, Schedule C-2 – Future Right-of-Way Dedications, or Section C.4.5.7, and that the City's objectives for sustainable <i>infrastructure</i> , complete streets and mobility can be achieved; or, ...	C.4.5.6.5 Notwithstanding Policies C.4.5.6, C.4.5.6.1, C.4.5.6.3, and C.4.5.7, and in addition to Policy C.4.5.3, the City may waive or accept less lands to be dedicated than the maximum right-of-way dedication and/or daylighting triangle requirements where, in the opinion of the City: ... b) It is determined through a development planning approval process that due to significant adverse impacts on: i) existing built form; ii) natural heritage features; iii) an existing streetscape; or, iv) a known <i>cultural heritage resource</i> ; it is not feasible or desirable to widen an existing right-of-way to the maximum right-of-way width or provide the full daylight triangle as set in Section C.4.5.2, Schedule C-2 – Future Right-of-Way Dedications, or Section C.4.5.7, and that the City's objectives for sustainable <i>infrastructure</i> , <i>complete streets</i> and mobility can be achieved; or, ...
C.4.6.5 Freight-intensive land uses that generate or require significant movement of goods shall be directed to lands designated Employment Area, and Commercial and Mixed Use on Schedule E-1 – Urban Land Use Designations.	C.4.6.5 Freight-intensive land uses that generate or require significant movement of goods shall be directed to lands designated Employment Area, and Commercial and Mixed Use on Schedule E-1 – Urban Land Use Designations.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
C.4.5.6.7 ...There may also be additional requirements for rights-of-way to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, pathways, roundabouts, traffic control and transit priority measures, including priority transit corridors , rapid higher order transit lanes and/or stations in accordance with Section C.4.5.7. ...	C.4.5.6.7 ...There may also be additional requirements for rights-of-way to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, pathways, roundabouts, traffic control and transit priority measures, including <i>priority transit corridors</i> , <i>higher order transit lanes</i> and/or stations in accordance with Section C.4.5.7. ...
C.4.6 Goods Movement Network An important component of Hamilton's transportation network is an efficient system of goods and services movement, which helps attract and retain industries and business, thus contributing to the City's economy. The major goods movement network facilities and corridors in Hamilton consists of provincial highways, the road network, rail, the John C. Munro Hamilton International Airport and the Port of Hamilton. The local goods movement network links to the wider inter-regional, inter-provincial, and inter-national goods movement network as detailed in the Growth Plan for the Greater Golden Horseshoe. Hamilton has access to a wide range of major goods movement facilities and corridors . These facilities and corridors form a network which contributes to making the City an ideal location for a “goods movement gateway”.	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”.
C.4.6.1 The major goods movement network facilities and corridors in Hamilton shall be maintained, protected and enhanced to support Hamilton's economic development strategy.	C.4.6.1 The <i>major goods movement facilities and corridors</i> in Hamilton shall be maintained, protected and enhanced to support Hamilton's economic development strategy.
C.4.6.2 Major goods movement facilities and corridors include truck and rail transportation routes, the John C. Munro Hamilton International Airport, and the Port of Hamilton as shown on Appendix B – Major Transportation Facilities and Routes, among others . Heavy truck traffic may be restricted to designated truck routes to minimize negative impacts of truck traffic on local roads.	C.4.6.2 <i>Major goods movement facilities and corridors</i> include truck and rail transportation routes, the John C. Munro Hamilton International Airport, and the Port of Hamilton as shown on Appendix B – Major Transportation Facilities and Routes, <i>among others</i> . Heavy truck traffic may be restricted to designated truck routes to minimize negative impacts of truck traffic on local roads.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
C.4.6.3 The City shall encourage prioritize the investment and development of major goods movement facilities and corridors , including inter-modal facilities, for the transfer of goods between rail, air, marine and truck modes of transportation in appropriate locations such as designated Employment Areas.	C.4.6.3 The City shall prioritize the investment and development of <i>major goods movement facilities and corridors</i> , including inter-modal facilities, for the transfer of goods between rail, air, marine and truck modes of transportation in appropriate locations such as designated Employment Areas.
C.4.6.5 Freight-intensive Land uses that generate or require significant movement of goods shall be directed to lands designated Employment Area, and Commercial and Mixed Use on Schedule E-1 – Urban Land Use Designations.	C.4.6.5 Freight-intensive land uses that generate or require significant movement of goods shall be directed to lands designated Employment Area, and Commercial and Mixed Use on Schedule E-1 – Urban Land Use Designations.
C.4.7.1.1 The City shall encourage heavy rail connections to rapid higher order transit and/or potential <i>light rail transit</i> corridors where feasible to increase the connectivity between modes.	C.4.7.1.1 The City shall encourage heavy rail connections to <i>higher order transit</i> and/or potential <i>light rail transit</i> corridors where feasible to increase the connectivity between modes.
Add new preamble to section C.5: C.5.0 Infrastructure Planning for the city's existing and future infrastructure requires addressing needs relating to water, wastewater, stormwater management, and waste management facilities. The objective of this plan is to ensure that planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range land use, environmental and financial planning, and will be supported by infrastructure master plans, asset management plans, and other required plans and studies. In planning for existing and planned infrastructure, there is a need to respond to the impacts of a changing climate and consider both 'traditional' hard infrastructure such as sewers, watermains and pumping stations, as well as 'green infrastructure' including natural heritage features, parkland, street trees and green roof. To increase the resiliency of our communities, comprehensive stormwater management planning, including the use of appropriate low impact development and green infrastructure, must consider risks and vulnerabilities arising from increased extreme weather events.	C.5.0 Infrastructure Planning for the city's existing and future infrastructure requires addressing needs relating to water, wastewater, stormwater management, and waste management facilities. The objective of this plan is to ensure that planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range land use, environmental and financial planning, and will be supported by infrastructure master plans, asset management plans, and other required plans and studies. In planning for existing and planned infrastructure, there is a need to respond to the <i>impacts of a changing climate</i> and consider both 'traditional' hard infrastructure such as sewers, watermains and pumping stations, as well as 'green infrastructure' including natural heritage features, parkland, street trees and green roof. To increase the resiliency of our communities, comprehensive stormwater management planning, including the use of appropriate low impact development and green infrastructure, must consider risks and vulnerabilities arising from increased extreme weather events.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Add new Policy C.5.3.3 and renumber subsequent policies accordingly.</p> <p>C.5.3.3 Policy C.5.3.2 shall not apply to lands that are designated Escarpment Natural, Escarpment Protection or Escarpment Rural in the Niagara Escarpment Plan.</p>	<p>C.5.3.3 Policy C.5.3.2 shall not apply to lands that are designated Escarpment Natural, Escarpment Protection or Escarpment Rural in the Niagara Escarpment Plan.</p>
<p>Separate existing Policy C.5.3.9 into separate policies and renumber subsequent policies accordingly.</p> <p>C.5.3.9 The nature or concentrations of wastewater from non-residential sources will be regulated by the City through the Sewer Use By-law, which may be periodically amended by Council. The City shall maintain and update a Water and Wastewater Master Plan which is supported by the policies of this Plan, providing direction for planning and staging of improvements to the City's water and sewer facilities and guides the operation of the City's day-to-day water and sewer programs.</p>	<p>C.5.3.9 The nature or concentrations of wastewater from non-residential sources will be regulated by the City through the Sewer Use By-law, which may be periodically amended by Council.</p>
<p>Insert new Policy C.5.3.10 and renumber subsequent policies accordingly.</p> <p>C.5.3.10 The City shall maintain and update a Water and Wastewater Master Plan which is supported by the policies of this Plan, providing direction for:</p> <p>a)planning and staging of improvements to the City's water and sewer facilities;</p> <p>b)guidance on the operation of the City's day-to-day water and sewer programs;</p> <p>c)ensuring that the City's water and sewer systems are prepared for the impacts of a changing climate including increased flooding, extreme temperatures and weather events;</p> <p>d)demonstrates that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water; and,</p> <p>e) protection of human health and safety and the natural environment.</p>	<p>C.5.3.10 The City shall maintain and update</p> <p>a) Water and Wastewater Master Plan which is supported by the policies of this Plan, providing direction for:</p> <p>a)planning and staging of improvements to the City's water and sewer facilities;</p> <p>b)guidance on the operation of the City's day-to-day water and sewer programs;</p> <p>c)ensuring that the City's water and sewer systems are prepared for the <i>impacts of a changing climate</i> including increased flooding, extreme temperatures and weather events;</p> <p>d)demonstrates that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water; and,</p> <p>e) protection of human health and safety and the natural environment.</p>
<p>C.5.3.1112 The City shall ensure that any change in density can be accommodated within the municipal water and wastewater system, and that investments into the system will support the achievement of the intensification and density targets provided in Section E.2.0 – Urban Structure.</p>	<p>C.5.3.12 The City shall ensure that any change in density can be accommodated within the municipal water and wastewater system, and that investments into the system will support the achievement of the intensification and density targets provided in Section E.2.0 – Urban Structure.</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Insert new Policy C.5.3.17, as follows:</p> <p>C.5.3.17 The City shall implement actions and strategies that will reduce greenhouse gas emissions and address climate change adaptation goals, including but not limited to:</p> <ul style="list-style-type: none"> 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>C.5.3.17 The City shall implement actions and strategies that will reduce greenhouse gas emissions and address climate change adaptation goals, including but not limited to:</p> <ul style="list-style-type: none"> 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>Insert new Policy C.5.4.1 and renumber subsequent policies.</p> <p>C.5.4.1 The City shall maintain and update a Stormwater Master Plan, which is informed by the policies of Section C.2.8 – Watershed Planning, and provides direction for:</p> <ul style="list-style-type: none"> 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>C.5.4.1 The City shall maintain and update a Stormwater Master Plan, which is informed by the policies of Section C.2.8 – Watershed Planning, and provides direction for:</p> <ul style="list-style-type: none"> 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.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Insert new Policy C.5.4.9, as follows:</p> <p>C.5.4.9 The City shall improve the quality and quantity of stormwater entering into Hamilton Harbour and Cootes Paradise from stormwater management systems by:</p> <p>a) Aiming to eliminate entry of toxic and harmful contaminants into storm sewers;</p> <p>b) Investigating and introducing where feasible, technologies to eliminate toxic and harmful contaminants and reduce pollution in discharge;</p> <p>c) Minimizing erosion and changes in water balance through the use of green infrastructure, as provided in Section B.6 – Green Infrastructure;</p> <p>d) Promoting stormwater management best practices, including stormwater attenuation and re-use, and low impact development techniques, as provided in Section B.3 – Urban Design Policies; and,</p> <p>e) Preparing an annual monitoring report on the characteristics of discharge.</p>	<p>C.5.4.9 The City shall improve the quality and quantity of stormwater entering into Hamilton Harbour and Cootes Paradise from stormwater management systems by:</p> <p>a) Aiming to eliminate entry of toxic and harmful contaminants into storm sewers;</p> <p>b) Investigating and introducing where feasible, technologies to eliminate toxic and harmful contaminants and reduce pollution in discharge;</p> <p>c) Minimizing erosion and changes in water balance through the use of green infrastructure, as provided in Section B.6 – Green Infrastructure;</p> <p>d) Promoting stormwater management best practices, including stormwater attenuation and re-use, and low impact development techniques, as provided in Section B.3 – Urban Design Policies; and,</p> <p>e) Preparing an annual monitoring report on the characteristics of discharge.</p>
<p>Insert new Policy C.5.4.10 and renumber subsequent policies.</p> <p>C.5.4.10 Before consideration is given to developing new infrastructure, the City should optimize the use of existing infrastructure and consider their adaptive re-use wherever feasible.</p>	<p>C.5.4.10 Before consideration is given to developing new infrastructure, the City should optimize the use of existing infrastructure and consider their adaptive re-use wherever feasible.</p>
<p>Insert new policy C.5.5.6 and renumber subsequent policies accordingly.</p> <p>C.5.5.6 The City's waste management system shall facilitate, encourage and promote reduction, re-use, composting, and recycling objectives.</p>	<p>C.5.5.6 The City's waste management system shall facilitate, encourage and promote reduction, re-use, composting, and recycling objectives.</p>
<p>Insert new Policy C.5.5.9</p> <p>C.5.5.9 The City shall endeavour to recover the full lifecycle cost of providing sustainable waste management facilities, as required by applicable municipal By-laws and provincial legislation.</p>	<p>C.5.5.9 The City shall endeavour to recover the full lifecycle cost of providing sustainable waste management facilities, as required by applicable municipal By-laws and provincial legislation.</p>
<p>Insert new Policy C.5.5.9, as follows:</p> <p>C.5.6 Green Infrastructure</p> <p>Increasing the amount of green infrastructure in the City is a cost-effective, resilient approach to reducing the impacts of a changing climate and provides a range of environmental, social and economic benefits.</p>	<p>C.5.6 Green Infrastructure</p> <p>Increasing the amount of green infrastructure in the City is a cost-effective, resilient approach to reducing the impacts of a changing climate and provides a range of environmental, social and economic benefits.</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>C.5.6.1 The City will encourage the use of <i>green infrastructure</i> in accordance with Section B.3.3 – Urban Design, including but not limited to:</p> <p>a) the incorporation of <i>low impact development</i> techniques, such as:</p> <p>i) rainwater harvesting, rain gardens, and bioswales;</p> <p>ii) permeable pavements; and,</p> <p>iii) green roofs.</p> <p>b) increasing the urban tree canopy through approval and implementation of the City's Urban Forest Strategy referenced in Section C.2.11 – Tree and Woodland Protection, and;</p> <p>c) land conservation efforts in coordination with the local Conservation Authorities.</p>	<p>C.5.6.1 The City will encourage the use of <i>green infrastructure</i> in accordance with Section B.3.3 – Urban Design, including but not limited to:</p> <p>a) the incorporation of <i>low impact development</i> techniques, such as:</p> <p>i) rainwater harvesting, rain gardens, and bioswales;</p> <p>ii) permeable pavements; and,</p> <p>iii) green roofs.</p> <p>b) increasing the urban tree canopy through approval and implementation of the City's Urban Forest Strategy referenced in Section C.2.11 – Tree and Woodland Protection, and;</p> <p>c) land conservation efforts in coordination with the local Conservation Authorities.</p>
C.5.7 Infrastructure Corridors	5.7 Infrastructure Corridors
<p>C.5.7.1 In the planning for the development, optimization or expansion of existing and <i>planned corridors</i>, the City will encourage the co-location of linear infrastructure such as rights-of-way for <i>major goods movement facilities and corridors, higher order transit, active transportation, transmission of electric power, etc., where appropriate.</i></p>	<p>C.5.7.1 In the planning for the development, optimization or expansion of existing and <i>planned corridors</i>, the City will encourage the co-location of linear infrastructure such as rights-of-way for <i>major goods movement facilities and corridors, higher order transit, active transportation, transmission of electric power, etc., where appropriate.</i></p>
<p>C.5.7.2 Where applicable, in the planning for the development, optimization or expansion of existing and <i>planned corridors</i>, the City shall demonstrate through an <i>Environmental Assessment</i>, that any impacts on key <i>natural heritage features</i> within <i>Core Areas</i> and <i>Linkages</i>, key <i>hydrologic features</i> and key hydrologic areas have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated.</p>	<p>C.5.7.2 Where applicable, in the planning for the development, optimization or expansion of existing and <i>planned corridors</i>, the City shall demonstrate through an <i>Environmental Assessment</i>, that any impacts on key <i>natural heritage features</i> within <i>Core Areas</i> and <i>Linkages</i>, key <i>hydrologic features</i> and key hydrologic areas have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated.</p>

Appendix “D” – Volume 1: Chapter E – Urban Systems and Designations

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
E.1.0 c) Develop Accommodate growth through the development of compact, mixed use urban environments that support existing or planned transit, including higher order transit , and active transportation.	E.1.0 c) Accommodate growth through the development of compact, mixed use urban environments that support existing or planned transit, including <i>higher order transit</i> , and <i>active transportation</i> .
E.1.0 g) Promote and support appropriate residential intensification throughout the urban area with and focused attention to development in the strategic growth areas of the Urban Nodes, and Urban Corridors and Major Transit Station Areas.	E.1.0 g) Promote and support appropriate residential intensification throughout the urban area with focused attention to development in the <i>strategic growth areas</i> of the Urban Nodes, Urban Corridors and Major Transit Station Areas.
E.1.0 h) Recognize that Hamilton's neighbourhoods will evolve over time to accommodate projected household growth, changing demographics, and respond to the changing needs of complete communities are stable, not static.	E.1.0 h) Recognize that Hamilton's neighbourhoods will evolve over time to accommodate projected household growth, changing demographics, and respond to the changing needs of complete communities.
E.2.1 a) Urban Nodes, and Urban corridors and delineated Major Transit Station Areas are shall be the focus of intensification and reurbanization activities (i.e. population growth, private and public <i>redevelopment</i> , and infrastructure investment).	E.2.1 a) <i>Urban Nodes, Urban corridors and delineated Major Transit Station Areas</i> shall be the focus of <i>intensification</i> and reurbanization activities (i.e. population growth, private and public <i>redevelopment</i> , and infrastructure investment).
E.2.1 e) Nodes and corridors evolve with higher residential densities and mixed use <i>developments</i> to achieve their planned functions and support existing and planned transit, including higher order transit .	E.2.1 e) Nodes and corridors evolve with higher residential densities and mixed use <i>developments</i> to achieve their planned functions and support existing and planned transit, including <i>higher order transit</i> .
E.2.2.1 In order to most efficiently use land and resources, the City has developed an Hamilton's urban structure, is identified on Schedule E – Urban Structure, and that includes the following structural elements:	E.2.2.1 In order to most efficiently use land and resources, the City has developed an urban structure, identified on Schedule E – Urban Structure, that includes the following structural elements:
Insert new Policy E.2.2.1 c) and renumber subsequent policies accordingly. E.2.2.1 c) Major Transit Station Areas;	E.2.2.1 c) <i>Major Transit Station Areas;</i>
Insert new Policy E.2.2.5, as follows: E.2.2.5 The Urban Nodes, Urban Corridors, and delineated Major Transit Station Areas referenced in Policy E.2.2.1 are strategic growth areas and intensification and higher-density mixed uses in a transit-supportive and compact built form shall be encouraged and promoted in these areas.	E.2.2.5 The <i>Urban Nodes, Urban Corridors, and delineated Major Transit Station Areas</i> referenced in Policy E.2.2.1 are <i>strategic growth areas</i> and <i>intensification</i> and higher-density mixed uses in a <i>transit-supportive</i> and <i>compact built form</i> shall be encouraged and promoted in these areas.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Insert new Policy E.2.2.6, as follows: E.2.2.6 Intensification, redevelopment and compact form will be encouraged generally throughout the built-up area in accordance with appropriate development standards.	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>
E.2.3.1.4 The Downtown Urban Growth Centre shall function as a major employment centre for the City. Major office space for business, professional, and government offices services shall be directed to the Downtown Urban Growth Centre.	E.2.3.1.4 The Downtown Urban Growth Centre shall function as a major employment centre for the City. Major office space for business, professional, and government services shall be directed to the Downtown Urban Growth Centre.
E.2.3.1.9 The Downtown Urban Growth Centre shall generally have the higher highest aggregate density within the City with a minimum overall target density of 250 500 persons and jobs per hectare. The Downtown Urban Growth Centre may evolve over time to a higher density without an amendment to this Plan. Overall density in excess of this target may be achievable and warranted. Increases to this density target shall be considered as part of a review of the Downtown Hamilton Secondary Plan. The density targets shall be evaluated based, in part, on the results of the Downtown Office Strategy and the impacts on existing infrastructure and transportation networks.	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.
E.2.3.1.10 It is anticipated that the Downtown Urban Growth Centre will accommodate a Approximately 30 20 % of the City-wide residential intensification over the time period of this Plan which equates to a range of 5,000 to 6,000 approximately 30,000 new dwelling units will be accommodated within the Downtown Urban Growth Centre.	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 Downtown Urban Growth Centre.
E.2.3.1.14 The Downtown Urban Growth Centre shall be designed to accommodate all modes of transportation with a focus on transit higher order transit and active transportation including pedestrian and cycling trips within the Downtown and between the Downtown and the surrounding Neighbourhoods.	E.2.3.1.14 The Downtown Urban Growth Centre shall be designed to accommodate all modes of transportation with a focus on <i>higher order transit</i> and active transportation including pedestrian and cycling trips within the Downtown and between the Downtown and the surrounding Neighbourhoods.
E.2.3.2.7 Sub-Regional Service Nodes shall generally have some of the higher densities within the City with be planned to achieve a target density of 100 to 150 to 200 persons and jobs per hectare measured across each node.	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.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
E.2.3.2.11 Detailed secondary plans shall be undertaken for the Sub-Regional Service Nodes to provide greater direction on mix of uses, heights, densities, built form, and design, and shall be coordinated with rapid higher order transit planning projects. Pending the completion of secondary plans for the Sub-Regional Service Nodes, the land use designations and policies set out in Chapter E – Urban Systems and Designations shall provide direction for <i>development</i> proposals.	E.2.3.2.11 Detailed secondary plans shall be undertaken for the Sub-Regional Service Nodes to provide greater direction on mix of uses, heights, densities, built form, and design, and shall be coordinated with <i>higher order transit</i> planning projects. Pending the completion of secondary plans for the Sub-Regional Service Nodes, the land use designations and policies set out in Chapter E – Urban Systems and Designations shall provide direction for <i>development</i> proposals.
E.2.3.3.6 Community Nodes shall be linked to the <i>higher order transit</i> system through connecting conventional transit or by rapid higher order transit , where possible. Where possible, the City shall direct local routes through the Community Nodes.	E.2.3.3.6 Community Nodes shall be linked to the <i>higher order transit</i> system through connecting conventional transit or by <i>higher order transit</i> , where possible. Where possible, the City shall direct local routes through the Community Nodes.
E.2.3.3.7 Community Nodes shall generally be planned to achieve a target density of a 100 to 150 persons and jobs per hectare measured across each node .	E.2.3.3.7 Community Nodes shall generally be planned to achieve a target density of 100 to 150 persons and jobs per hectare measured across each node.
E.2.3.3.12 Notwithstanding Policy E.2.3.3.7, some through the preparation of a Secondary plan, a lower density target for a Community Nodes may be established where the Secondary Plan process determines it is developed as lower intensity nodes appropriate to be based on the character of their adjacent Neighbourhoods, other infrastructure, or transportation constraints as follows: a) For the Ancaster Community Node, a target density in the range of 50 persons and jobs per hectare shall apply; Due due to transportation constraints and the existing character of the adjacent neighbourhoods, a target density in the range 50 persons and jobs per hectare shall apply to the Ancaster Community Node. This target may be adjusted through the development of a secondary plan. b) Intensification shall not be permitted in the Waterdown Community Node until infrastructure and transportation constraints have been alleviated.	E.2.3.3.12 Notwithstanding Policy E.2.3.3.7, some Community Nodes may be developed as lower intensity nodes appropriate to the character of their adjacent Neighbourhoods, other infrastructure, or transportation constraints as follows: a) For the Ancaster Community Node, a target density in the range of 50 persons and jobs per hectare shall apply due to transportation constraints and the existing character of the adjacent neighbourhoods.
E.2.4.1 Priority transit corridor, P primary C corridors and S secondary C corridors are identified on Schedule E – Urban Structure.	E.2.4.1 <i>Priority transit corridor</i> , primary corridors and secondary corridors are identified on Schedule E – Urban Structure.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Insert new Section E.2.5 and renumber subsequent Sections accordingly. E.2.5 Major Transit Station Areas	E.2.5 Major Transit Station Areas
Insert new Policy E.2.5.1, as follows: E.2.5.1 A Major Transit Station Area is the area including and around any existing or planned higher order transit station or stop. Within the City, Major Transit Station Areas will include the Hamilton Centre and West Harbour GO Stations, the future Centennial GO Station and future higher order transit station areas.	E.2.5.1 A Major Transit Station Area is the area including and around any existing or planned <i>higher order transit</i> station or stop. Within the City, Major Transit Station Areas will include the Hamilton Centre and West Harbour GO Stations, the future Centennial GO Station and future <i>higher order transit</i> station areas.
Insert new Policy E.2.5.2, as follows: E.2.5.2 Major Transit Station Areas, including future higher order transit station areas along the City's priority transit corridor, will be delineated through a future Amendment to this Plan, following the completion of detailed design review of the City's preferred higher order transit option. The priority transit corridor is identified on Schedule E – Urban Structure and Appendix B – Major Transportation Facilities and Routes.	E.2.5.2 Major Transit Station Areas, including future <i>higher order transit</i> station areas along the City's <i>priority transit corridor</i> , will be delineated through a future Amendment to this Plan, following the completion of detailed design review of the City's preferred <i>higher order transit</i> option. The <i>priority transit corridor</i> is identified on Schedule E – Urban Structure and Appendix B – Major Transportation Facilities and Routes.
Insert new Policy E.2.5.3, as follows: E.2.5.3 Planned densities of future Major Transit Station Areas on the priority transit corridor shall be a minimum of 160 residents and jobs combined per hectare, or a lower target as approved by the Province, to be identified through a future Amendment to this Plan.	E.2.5.3 Planned densities of future <i>Major Transit Station Areas</i> on the <i>priority transit corridor</i> shall be a minimum of 160 residents and jobs combined per hectare, or a lower target as approved by the Province, to be identified through a future Amendment to this Plan.
Insert new Policy E.2.5.4, as follows: E.2.5.4 Major Transit Station Areas that are not on the priority transit corridor shall be planned to achieve a mix of uses and densities which are supportive of higher order transit.	E.2.5.4 <i>Major Transit Station Areas</i> that are not on the <i>priority transit corridor</i> shall be planned to achieve a mix of uses and densities which are supportive of <i>higher order transit</i> .
E.2.7.7 <i>Employment Areas</i> shall be planned and designed to maximize access to major goods movement facilities and corridors to ensure efficiency of goods movement within the <i>Employment Areas</i> . Goods movement includes maximizing access to the highway network, the port, and the airport.	E.2.7.7 <i>Employment Areas</i> shall be planned and designed to maximize access to <i>major goods movement facilities and corridors</i> to ensure efficiency of goods movement within the <i>Employment Areas</i> . Goods movement includes maximizing access to the highway network, the port, and the airport.
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	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

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
collector roads or arterial roads.	collector roads or arterial roads.
E.3.4.4 For low density residential areas, the maximum <i>net residential density</i> for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans , shall be 60 units per hectare.	E.3.4.4 For low density residential areas, the maximum <i>net residential density</i> for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans, shall be 60 units per hectare.
E.3.5.2 Uses permitted in medium density residential areas shall include all forms of multiple dwellings except street townhouses .	E.3.5.2 Uses permitted in medium density residential areas shall include all forms of <i>multiple dwellings</i> .
E.3.5.3 Notwithstanding Policy E.3.5.2, street townhouses shall be permitted: a) for lands in Central Hamilton, identified on Appendix G – Boundaries Map; b) by secondary plan designations and policies in Central Hamilton, identified on Appendix G – Boundaries Map; and, c) by secondary plan designations and policies existing at the date of adoption of this Plan .	E.3.5.3 Notwithstanding Policy E.3.5.2, street townhouses shall be permitted: a) for lands in Central Hamilton, identified on Appendix G – Boundaries Map; b) by secondary plan designations and policies in Central Hamilton, identified on Appendix G – Boundaries Map; and, c) by secondary plan designations and policies.
E.3.5.4 Local commercial uses may be permitted on the ground floor of buildings containing <i>multiple dwellings</i> , subject to provided the provisions of Section E.3.8 – Local Commercial are satisfied .	E.3.5.4 Local commercial uses may be permitted on the ground floor of buildings containing <i>multiple dwellings</i> , subject to the provisions of Section E.3.8 – Local Commercial.
E.3.5.7 For medium density residential uses, the <i>net residential density</i> for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans , shall be greater than 60 units per hectare and not greater than 100 units per hectare.	E.3.5.7 For medium density residential uses, the <i>net residential density</i> for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans, shall be greater than 60 units per hectare and not greater than 100 units per hectare.
E.3.5.8 For medium density residential uses, the maximum height shall be six storeys, but the height may be increased to 11 storeys without an amendment to this Plan, provided the applicant demonstrates: a) unduly overshadow, or block light on adjacent sensitive land uses, the public realm and outdoor private amenity areas; b) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of	E.3.5.8 For medium density residential uses, the maximum height shall be six storeys, but the height may be increased to 11 storeys without an amendment to this Plan, provided the applicant demonstrates: a) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods; b) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>heights; and, c) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.</p>	<p>back of heights; and, c) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.</p>
<p>E.3.6.6 In high density residential areas, for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans, the permitted <i>net residential densities</i> identified on Appendix G – Boundaries Map shall be:</p> <p>a) greater than 100 units per hectare and not greater than 500 units per hectare in Central Hamilton; and, b) greater than 100 units per hectare and not greater than 200 units per hectare in all other Neighbourhoods designation areas. c) Notwithstanding the maximum density requirement in Policy E.3.6.6 b), for smaller sites fronting on arterial roads, an increase in density may be considered, without an amendment to this Plan, provided the policies of this Plan are met.</p>	<p>E.3.6.6 In high density residential areas, for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans, the <i>permitted net residential densities</i> identified on Appendix G – Boundaries Map shall be:</p> <p>a) greater than 100 units per hectare and not greater than 500 units per hectare in Central Hamilton; and, b) greater than 100 units per hectare and not greater than 200 units per hectare in all other Neighbourhoods designation areas.</p>
<p>Insert new Policy E.3.6.7 and renumber subsequent policies. E.3.6.7 For high density residential uses, the maximum height shall be 30 storeys. For high density residential uses below the Niagara Escarpment, building height shall not exceed the height of the top of the Niagara Escarpment. Applicants shall demonstrate that the proposed development shall not exceed the height of the Niagara Escarpment, to the satisfaction of the City.</p>	<p>E.3.6.7 For high density residential uses, the maximum height shall be 30 storeys. For high density residential uses below the Niagara Escarpment, building height shall not exceed the height of the top of the Niagara Escarpment. Applicants shall demonstrate that the proposed development shall not exceed the height of the Niagara Escarpment, to the satisfaction of the City.</p>
<p>E.3.6.7 E.3.6.8 <i>Development</i> within the high density residential category shall be evaluated on the basis of the following criteria: b) High profile Multiple dwellings 12 storeys or greater shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening, progressive building step backs, and/or other design features shall be incorporated into the design of the high density development to mitigate adverse impact on</p>	<p>E.3.6.8 <i>Development</i> within the high density residential category shall be evaluated on the basis of the following criteria: b) <i>Multiple dwellings</i> 12 storeys or greater shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening, progressive building step backs, and/or other design features shall be incorporated into the design of the high density development to</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>adjacent low profile residential uses.</p> <p>f) The City may require studies, in accordance with Chapter F - Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design and massing of a building or structure shall not:</p> <p>i) unduly overshadow, or block light on adjacent sensitive land uses, the public realm and outdoor private amenity areas; and,</p> <p>ii) or result in the loss of privacy of adjacent residential uses.</p> <p>g) The orientation, design, and massing of a building or structure higher than six 12 storeys or greater shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, and other parts of the City as identified through secondary plans or other studies.</p>	<p>mitigate adverse impact on adjacent low profile residential uses.</p> <p>f) The City may require studies, in accordance with Chapter F - Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design and massing of a building or structure shall not:</p> <p>i) unduly overshadow or block light on adjacent <i>sensitive land uses</i>, the public realm and outdoor private amenity areas; and,</p> <p>ii) or result in the loss of privacy of adjacent residential uses.</p> <p>g) The orientation, design, and massing of a building or structure 12 storeys or greater shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, and other parts of the City as identified through secondary plans or other studies.</p>
<p>E.4.5.11 All offices within the Mixed Use - High Density designation shall not exceed 10,000 4,000 square metres of gross floor area for each free standing building.</p>	<p>E.4.5.11 All offices within the Mixed Use - High Density designation shall not exceed 4,000 square metres of gross floor area for each free standing building.</p>
<p>E.4.6.8 Additional height up to a total of eight eleven storeys may be permitted without an amendment to this Plan, provided the applicant demonstrates:</p> <p>a) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;</p> <p>b) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,</p> <p>c) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.</p>	<p>E.4.6.8 Additional height up to a total of eleven storeys may be permitted without an amendment to this Plan, provided the applicant demonstrates:</p> <p>a) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;</p> <p>b) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,</p> <p>c) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.</p>
<p>E.4.6.14 All offices within the Mixed Use - Medium Density designation shall not exceed 10,000 4,000 square metres of gross floor area for each free standing building.</p>	<p>E.4.6.14 All offices within the Mixed Use - Medium Density designation shall not exceed 4,000 square metres of gross floor area for each free standing building.</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
E.5.1.11 Facilitate the movement of goods in Employment Areas through efficient access to major goods movement facilities and corridors , an integrated goods movement network which includes efficient access to provincial highways, the City's road network, rail, John C. Munro International Airport, and the Port of Oshawa Port Authority , where such facilities exist and are feasible and appropriate for moving goods.	E.5.1.11 Facilitate the movement of goods in Employment Areas through efficient access to <i>major goods movement facilities and corridors</i> , including provincial highways, the City's road network, rail, John C. Munro International Airport, and the Hamilton Oshawa Port Authority, where such facilities exist and are feasible and appropriate for moving goods.
Insert new Policy E.5.1.16, as follows: E.5.1.16 Encourage efficient use of existing employment areas by increasing employment densities, and through the establishment of minimum density targets which reflect opportunities for intensification of employment area uses on sites that support active transportation and are served by existing or planned transit.	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.
Insert new Policy E.5.1.17, as follows: E.5.1.17 Recognize that all employment areas, including those within and outside of provincially significant employment zones, contribute to the local economy of Hamilton and the regional economy of the GTHA, and shall be protected for the long-term.	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.
Insert new Policy E.5.1.18, as follows: E.5.1.18 Support the local and regional agri-food network by providing locations for logistical management and processing of agricultural products in close proximity to major goods movement facilities and corridors.	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> .
E.5.2.6 Prohibited Uses The following uses shall be prohibited on lands designated Employment Area on Schedule E-1 – Urban Land Use Designations: a) <i>major retail uses</i> ; and , b) residential uses; and, c) other sensitive land uses that are not ancillary to the primary employment uses.	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.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>E.5.2.7.1 b) <i>Sensitive land uses</i> within the Neighbourhoods, Institutional or Commercial and Mixed Use designations shall be protected from the potential adverse impacts of heavy industrial uses within the lands designated Employment Area, and industrial uses shall be protected from <i>sensitive land uses</i> as follows:</p> <p>i) The City shall have regard for provincial guidelines concerning land use compatibility between industrial facilities and <i>sensitive land uses</i>, and in mitigating the potential adverse impacts not addressed by the guidelines.</p> <p>Heavy industrial uses and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety, to ensure the long-term viability of heavy industrial uses in accordance with provincial guidelines, standards and procedures.</p> <p>ii) Where avoidance of impacts is not possible, in accordance with Policy E.5.2.7.1 b) i), the City shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent <i>sensitive land uses</i> are only permitted if the development proponent submits a Land Use Compatibility Study to the satisfaction of the City detailing that following are demonstrated in accordance with provincial guidelines, standards and procedures:</p> <ol style="list-style-type: none"> 1. there is an identified need for the proposed use; 2. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations; 3. <i>adverse effects</i> to the proposed <i>sensitive land use</i> are minimized and mitigated; and, 4. potential impacts to industrial, manufacturing or other uses are minimized and mitigated. 	<p>E.5.2.7.1 b) <i>Sensitive land uses</i> within the Neighbourhoods, Institutional or Commercial and Mixed Use designations shall be protected from the potential adverse impacts of heavy industrial uses within the lands designated Employment Area, and industrial uses shall be protected from <i>sensitive land uses</i> as follows:</p> <p>i) The City shall have regard for provincial guidelines concerning land use compatibility between industrial facilities and <i>sensitive land uses</i>. Heavy industrial uses and <i>sensitive land uses</i> shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential <i>adverse effects</i> from odour, noise and other contaminants, and minimize risk to public health and safety, to ensure the long-term viability of heavy industrial uses in accordance with provincial guidelines, standards and procedures.</p> <p>ii) Where avoidance of impacts is not possible, in accordance with Policy E.5.2.7.1 b) i), the City shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent <i>sensitive land uses</i> are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:</p> <ol style="list-style-type: none"> 1. there is an identified need for the proposed use; 2. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations; 3. <i>adverse effects</i> to the proposed <i>sensitive land use</i> are minimized and mitigated; and, 4. potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Insert new subsection g) to Policy E.5.2.7.1 and renumber subsequent subsections accordingly: E.5.2.7.1 The following provisions apply to all lands designated Employment Area – Industrial Land, Employment Area – Business Park, Employment Area – Airport Employment Growth District, and Employment Area – Shipping and Navigation on Schedule E-1 – Urban Land Use Designations: g) Freight-intensive land uses shall be located in areas well served by major highways, airports, rail facilities and marine facilities.	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.
Add new subsection to Policy E.5.2.7.1, as follows: l) Employment Areas identified as provincially significant employment zones on Schedule “X” – Provincially Significant Employment Zones shall be subject to the policies of E.5.7 of this Plan and the policies of their Employment Area designation as identified on Schedule E-1 – Urban Land Use Designations.	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.
Add new subsection to Policy E.5.2.7.1, as follows: m) Conversion of any lands in the Employment Area designations to permit non-employment uses, including major retail uses, shall only be undertaken as part of a Municipally Initiated Comprehensive Review in accordance with Policy F.1.1.13.	E.5.2.7.1... m) Conversion of any lands in the Employment Area designations to permit non-employment uses, including <i>major retail uses</i> , shall only be undertaken as part of a <i>Municipally Initiated Comprehensive Review</i> in accordance with Policy F.1.1.13.
Insert new Policy E.5.2.8, as follows: Density E.5.2.8 The minimum density targets for the Employment Area designations shall be in accordance with policy A.2.3.3.5 – Employment Area Density Targets, Table A.3 – Employment Area Densities.	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.
E.5.4.2 Lands designated Employment Area – Business Park which are undeveloped, underutilized, or within the West Hamilton Innovation District (including McMaster Innovation Park) , are planned for major employment growth in accordance with the employment and density targets in Section A.2.3.2 – Employment Forecasts Targets and Policy A.2.3.3.5 Employment Area Density Targets.	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.

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>E.5.4.5 Offices within the Employment Area – Business Park designation shall comply with the following criteria:</p> <p>a) Offices, excluding industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design, shall be permitted where prestige uses for a business park are permitted by Policy E.5.4.7 c), and where the ancillary uses which serve the businesses and employees of the business park are permitted by Policy E.5.4.4. Offices are prestige business park uses and shall generally be located along the exterior of employment areas at intersections of arterial or collector roads.</p> <p>b) Offices, excluding industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design, shall be restricted in function, scale and type and shall be limited in size through the Zoning By-law.</p> <p>c) Industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design services shall be limited to less than 10,000 4,000 square metres per free standing building and shall only be permitted where prestige uses for a business park are permitted by Policy E.5.4.7 c).</p> <p>d) Consulting offices related to land development services, such as surveying, engineering, planning or design, services shall be limited to less than 10,000 square metres per free standing building.</p>	<p>E.5.4.5 Offices within the Employment Area – Business Park designation shall comply with the following criteria:</p> <p>a) Offices are prestige business park uses and shall generally be located along the exterior of <i>employment areas</i> at intersections of arterial or collector roads.</p> <p>b) Offices shall be restricted in function, scale and type and shall be limited in size through the Zoning By-law.</p> <p>c) Industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design services shall be limited to less than 4,000 square metres per free standing building.</p>
<p>E.5.5.3 The size of the offices within the Employment Area – Airport Employment Growth District designation shall be determined by the Zoning By-law but shall be less than 4,000 10,000 square metres per free standing building.</p>	<p>E.5.5.3 The size of the offices within the Employment Area – Airport Employment Growth District designation shall be determined by the Zoning By-law but shall be less than 4,000 square metres per free standing building.</p>
<p>Insert new Policy E.5.7, as follows:</p> <p>E.5.7 Provincially Significant Employment Zones</p> <p>Provincially Significant Employment Zones are identified on Schedule “X” – Provincially Significant Employment Zones.</p>	<p>E.5.7 Provincially Significant Employment Zones</p> <p><i>Provincially Significant Employment Zones are identified on Schedule H – Provincially Significant Employment Zones.</i></p>

Appendix “E” – Volume 1: Chapter F – Implementation

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
F.1.1.10 c) the amount of employment and/or non-employment land to meet the projected needs for up to the 20 year 2051 planning time horizon; or,	F.1.1.10 c) the amount of employment and/or non-employment land to meet the projected needs for up to the 2051 planning horizon; or,
Insert new Policy F.1.1.13, as follows: F.1.1.13 Conversion of any lands designed as Employment Area to permit non-employment uses may only be considered through a Municipally Initiated Comprehensive Review where both Provincial conversion criteria specified in the Growth Plan for the Greater Golden Horseshoe and local conversion criteria as noted in Policy F.1.1.11 have been satisfied.	F.1.1.13 Conversion of any lands designed as Employment Area to permit non-employment uses may only be considered through a <i>Municipally Initiated Comprehensive Review</i> where both Provincial conversion criteria specified in the Growth Plan for the Greater Golden Horseshoe and local conversion criteria as noted in Policy F.1.1.11 have been satisfied.
Insert new Policy F.1.17.8, as follows: F.1.17.8 The City will engage with Indigenous communities and coordinate on land use planning matters.	F.1.17.8 The City will engage with Indigenous communities and coordinate on land use planning matters.
That Table F.1.19.1: Other Information and Materials be amended by adding the following row under Section 4 – Environmental: aa) Wildland Fire Assessment	aa) Wildland Fire Assessment
F.3.1.3.1 The City recognizes there are <i>areas of archaeological potential and archaeological resources</i> that remain unidentified and have yet to be subjected to a detailed assessment by a licensed archaeologist. The Archaeology Management Plan shall outline the City’s roles and responsibilities to guide the conservation and management of archaeology within the City of Hamilton, and to provide policy and protocol for implementation, ensuring that the management of archaeology is systematic and consistent across the City. To assist land owners and to provide for appropriate development, the City shall prepare an archaeology management plan.	F.3.1.3.1 The City recognizes there are <i>areas of archaeological potential and archaeological resources</i> that remain unidentified and have yet to be subjected to a detailed assessment by a licensed archaeologist. The Archaeology Management Plan shall outline the City’s roles and responsibilities to guide the conservation and management of archaeology within the City of Hamilton, and to provide policy and protocol for implementation, ensuring that the management of archaeology is systematic and consistent across the City.
F.3.1.3.2 Delete Policy in its entirety. Until such time as an archaeology management plan is complete, archaeological resource sites or areas of archaeological potential shall be identified and evaluated in accordance with provincial guidelines and City policies and protocols.	

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>F.3.1.5.1 In cases where a storm water management plan is being prepared for lands within the urban boundary, it shall be informed by a subwatershed plan or equivalent, where appropriate, and the following matters shall be addressed to avoid, minimize and/or mitigate storm water volumes, contaminant loads and impacts to receiving water courses associated with regular and extreme weather events:</p> <ul style="list-style-type: none"> 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, wherever possible; and, d) prevention of increases in stream channel erosion and flood risk; e) minimizing stormwater flows and reliance on stormwater management ponds, which includes appropriate low impact development and green infrastructure; f) establishing planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces, and encourage a design approach which protects natural features and maximizes vegetation; and, g) alignment with the City's Water, Wastewater and Stormwater Master Plan. 	<p>F.3.1.5.1 In cases where a storm water management plan is being prepared for lands within the urban boundary, it shall be informed by a subwatershed plan or equivalent, where appropriate, and the following matters shall be addressed to avoid, minimize and/or mitigate storm water volumes, contaminant loads and impacts to receiving water courses:</p> <ul style="list-style-type: none"> 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 and green infrastructure</i>; f) establishing planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces, and encourage a design approach which protects natural features and maximizes vegetation; and, g) alignment with the City's Water, Wastewater and Stormwater Master Plan.
<p>Insert new Section F.3.1.8 – Water, Wastewater and Stormwater Master Plan and renumber subsequent policies.</p> <p>F.3.1.8 Water, Wastewater and Stormwater Master Plan</p>	<p>F.3.1.8 Water, Wastewater and Stormwater Master Plan</p>
<p>Insert new Policy F.3.1.8.1, as follows:</p> <p>F.3.1.8.1 The City shall develop a Water, Wastewater and Stormwater Master Plan to determine the long and short-term water, wastewater and stormwater infrastructure needs to support growth to the year 2051.</p>	<p>F.3.1.8.1 The City shall develop a Water, Wastewater and Stormwater Master Plan to determine the long and short-term water, wastewater and stormwater infrastructure needs to support growth to the year 2051.</p>
<p>Insert new Policy F.3.1.8.2, as follows:</p> <p>F.3.1.8.2 The City's Water, Wastewater and Stormwater Master Plan shall be maintained and updated as necessary through a comprehensive review process.</p>	<p>F.3.1.8.2 The City's Water, Wastewater and Stormwater Master Plan shall be maintained and updated as necessary through a comprehensive review process.</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Insert new Policy F.3.1.8.3, as follows: F.3.1.8.3 Future amendments to this Official Plan shall be considered as required to adopt applicable policies resulting from an update to the Water, Wastewater and Stormwater Master Plan.	F.3.1.8.3 Future amendments to this Official Plan shall be considered as required to adopt applicable policies resulting from an update to the Water, Wastewater and Stormwater Master Plan.
F.3.4.5 Targets for Air Quality and Climate Change Mitigation and Adaptation	F.3.4.5 Targets for Air Quality and Climate Change Mitigation and Adaptation
F.3.4.5.1 The City's objective is to increase the number of good air quality days, where the Province's Air Quality Health Index (AQHI) is less than 30 7, and to meet all federal and provincial Ambient Air Quality Criteria. The City also has objectives to achieve both corporate and community-wide greenhouse emission reduction targets that align with the Intergovernmental Panel on Climate Change's (IPCC) Special Report on Global Warming of 1.5° C recommendations over the lifetime of this Plan, by encouraging and undertaking actions to reduce greenhouse gas emissions towards the following locally established targets.	F.3.4.5.1 The City's objective is to increase the number of good air quality days, where the Province's Air Quality Health Index (AQHI) is less than 7, and to meet all federal and provincial Ambient Air Quality Criteria. The City also has objectives to achieve both corporate and community-wide greenhouse emission reduction targets that align with the Intergovernmental Panel on Climate Change's (IPCC) Special Report on Global Warming of 1.5° C recommendations.
Insert new Policy F.3.4.5.2, as follows: F.3.4.5.2 Corporate greenhouse gas emissions are those emissions that the City has direct control over and are generated from municipal operations such as corporate fleet vehicles, corporate buildings, water and wastewater distribution and treatment.	F.3.4.5.2 Corporate greenhouse gas emissions are those emissions that the City has direct control over and are generated from municipal operations such as corporate fleet vehicles, corporate buildings, water and wastewater distribution and treatment.
Delete Table F.3.4.2 title and contents in their entirety and replace with the following text: Table F.3.4.2: Hamilton's Corporate Greenhouse Gas Emission Reduction Targets 2030 – 50% reduction of 2005 emission levels 2050 – 50% reduction of 2005 emission levels	Table F.3.4.2: Hamilton's Corporate Greenhouse Gas Emission Reduction Targets 2030 – 50% reduction of 2005 emission levels 2050 – 50% reduction of 2005 emission levels
Insert new Policy F.3.4.5.3, as follows: F.3.4.5.3 Community greenhouse gas emissions are those emissions that are outside the City's direct control and are generated from community sources of emissions such as personal vehicles, privately owned buildings, industry, and agriculture.	F.3.4.5.3 Community greenhouse gas emissions are those emissions that are outside the City's direct control and are generated from community sources of emissions such as personal vehicles, privately owned buildings, industry, and agriculture.
Insert new Table F.3.4.3, as follows: Table F.3.4.3: Hamilton's Community Greenhouse Gas Emission Reduction Targets 2020 – 20% reduction of 2006 emissions levels 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels	Table F.3.4.3: Hamilton's Community Greenhouse Gas Emission Reduction Targets 2020 – 20% reduction of 2006 emissions levels 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Insert new Policy F.3.4.5.4, as follows: F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track, analyze and report on Hamilton’s progress on achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and municipal operations.	F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track, analyze and report on Hamilton’s progress on achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and municipal operations.
Revise section heading: F.3.5 Land Supply and Development Activity	F.3.5 Land Supply and Development Activity
F.3.5.1 The City shall monitor the designated urban land supply to ensure there is sufficient land available to accommodate a mix and range of housing types, employment opportunities, and other land uses to meet the projected needs for up to a 20 30 year time horizon. The monitoring shall include annual reporting on the following: a) the residential intensification rate; b) achievement the planned density of the designated greenfield area density; c) the planned density of the urban growth centre and other urban nodes; target and intensification targets, including, d) construction activity including the range and mix of housing types; e) the Vacant Residential Land Inventory; f) comparison of the City’s actual population and employment growth to the forecasted population growth identified in Policy A.2.3.1 and employment growth identified in Policy A.2.3.2; and, g) employment land absorption; and, h) housing affordability.	F.3.5.1 The City shall monitor the designated urban land supply to ensure there is sufficient land available to accommodate a mix and range of housing types, employment opportunities, and other land uses to meet the projected needs for up to a 30 year time horizon. The monitoring shall include annual reporting on the following: a) the residential intensification rate; b) the planned density of the designated greenfield area; c) the planned density of the urban growth centre and other <i>urban nodes</i> ; d) construction activity including the range and mix of housing types; e) the Vacant Residential Land Inventory; f) comparison of the City’s actual population and employment growth to the forecasted population growth identified in Policy A.2.3.1 and employment growth identified in Policy A.2.3.2; g) employment land absorption; and, h) housing affordability.
Insert new Policy F.3.5.2, as follows: F.3.5.2 The City shall monitor the cost of housing and land development and provide annual reports on housing and land development costs, including social housing development costs.	F.3.5.2 The City shall monitor the cost of housing and land development and provide annual reports on housing and land development costs, including social housing development costs.
Insert new Section F.3.7 – State of the Infrastructure Report and Public Works and renumber subsequent policies accordingly. F.3.7 State of the Infrastructure Report and Public Works	F.3.7 State of the Infrastructure Report and Public Works

Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p> <p>Insert new Policy F.3.7.1, as follows: F.3.7.1 The City will assess <i>infrastructure</i> risks and vulnerabilities, including those caused by the <i>impacts of a changing climate</i>, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.</p>	<p>Bolded text = text to be added</p> <p>F.3.7.1 The City will assess <i>infrastructure</i> risks and vulnerabilities, including those caused by the <i>impacts of a changing climate</i>, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.</p>

Appendix “F” – Volume 1: Chapter G – Glossary

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Active Transportation: non-motorized travel, including walking, cycling, inline skating and wheelchair movements. The active transportation network includes sidewalks, crosswalks, designated road lanes and off-road trails to accommodate active transportation (Metrolinx, 2008). means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. (PPS, 2020)	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)
Adverse Effects: as defined in the <u>Environmental Protection Act</u> , means one or more of: a) impairment of the quality of the natural environment for any use that can be made of it; b) injury or damage to property or plant or animal life; c) harm or material discomfort to any person; d) an adverse effect on the health of any person; e) impairment of the safety of any person; f) rendering any property or plant or animal life unfit for human use; g) loss of enjoyment of normal use of property; and, h) interference with normal conduct of business. (PPS, 200520)	Adverse Effects: as defined in the <u>Environmental Protection Act</u> , means one or more of: i) impairment of the quality of the natural environment for any use that can be made of it; j) injury or damage to property or plant or animal life; k) harm or material discomfort to any person; l) an adverse effect on the health of any person; m) impairment of the safety of any person; n) rendering any property or plant or animal life unfit for human use; o) loss of enjoyment of normal use of property; and, p) interference with normal conduct of business. (PPS, 2020)
Affordable: means: a) in the case of ownership housing, the least expensive of: i) housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for <i>low and moderate income households</i> ; or ii) housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the City of Hamilton; and, b) in the case of rental housing, the least expensive of: i) a unit for which the rent does not	Affordable: means: a) in the case of ownership housing, the least expensive of: i) housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for <i>low and moderate income households</i> ; or ii) housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the City of Hamilton; and, b) in the case of rental housing, the least expensive of:

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<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, 200520 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>
Add definition of Agri-food Network to Chapter G – Glossary.	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)
Add definition of Agricultural System to Chapter G – Glossary.	<p>Agricultural System:</p> <p>A system comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has two components:</p> <p>a) An agricultural land base comprised of <i>prime agricultural areas</i>, including <i>specialty crop areas</i>, and <i>rural lands</i> that together create a continuous productive land base for agriculture; and</p> <p>b) An <i>agri-food network</i> which includes <i>infrastructure</i>, services, and assets important to the viability of the agri-food sector. (PPS, 2020)</p>
Alternative Energy Systems: means sources of energy or energy conversion processes that significantly reduce the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems. Alternative Energy Systems undertakings do not include renewable energy undertakings as defined in the Green Energy and Green Economy Act, 2009. means	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).

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems (PPS, 2020).	
Alvars: means naturally open areas of thin or no soil over essentially flat limestone, dolostone, or marble rock, supporting a sparse vegetation cover of mostly shrubs and herbs (Greenbelt Plan, 2005 17).	Alvars: means naturally open areas of thin or no soil over essentially flat limestone, dolostone, or marble rock, supporting a sparse vegetation cover of mostly shrubs and herbs (Greenbelt Plan, 2017).
Archaeological Resources: Include artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the <i>Ontario Heritage Act</i> (PPS, 2005 20).	Archaeological Resources: Include artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the <i>Ontario Heritage Act</i> (PPS, 2020).
Area of Archaeological Potential: A defined geographical area with the potential to contain <i>archaeological resources</i> . Criteria for determining archaeological potential are established by the Province, this Plan and the City's Archaeological Management Plan. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the <i>Ontario Heritage Act</i> (PPS, 2005 20 , amended).	Area of Archaeological Potential: A defined geographical area with the potential to contain <i>archaeological resources</i> . Criteria for determining archaeological potential are established by the Province, this Plan and the City's Archaeological Management Plan. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the <i>Ontario Heritage Act</i> (PPS, 2020, amended).
Areas of Natural and Scientific Interest (ANSI): means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education (PPS, 2005 20).	Areas of Natural and Scientific Interest (ANSI): means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education (PPS, 2020).

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Built Heritage Resources: means one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community, including an Indigenous community (PPS, 2020). These resources may be identified through inclusion in the City's Municipal Heritage Register of Property of Cultural Heritage Value or Interest, designation or heritage conservation easement under the <i>Ontario Heritage Act</i>, and/or listed by local, provincial or federal jurisdictions.</p>	<p>Built Heritage Resources: means one or more buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community, including an Indigenous community (PPS, 2020). These resources may be identified through inclusion in the City's Municipal Heritage Register, designation or heritage conservation easement under the <i>Ontario Heritage Act</i>, and/or listed by local, provincial or federal jurisdictions.</p>
<p>Coastal Wetland: means</p> <p>a) any wetland that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Mary's, St. Clair, Detroit, Niagara, and St. Lawrence Rivers); or</p> <p>b) any other wetland that is on a tributary to any of the above-specified water bodies and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected. (PPS, 200520)</p>	<p>Coastal Wetland: means</p> <p>a) any wetland that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Mary's, St. Clair, Detroit, Niagara, and St. Lawrence Rivers); or</p> <p>b) any other wetland that is on a tributary to any of the above-specified water bodies and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected. (PPS, 2020)</p>
<p>Compact Urban Form: means a land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation. (Growth Plan, 200619, as amended).</p>	<p>Compact Urban Form: means a land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and <i>active transportation</i>, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage <i>active transportation</i>. (Growth Plan, 2019, as amended).</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Complete Communities: Complete communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided (Growth Plan, 2006).</p> <p>Places such as mixed-use neighbourhoods or other areas within cities, towns, and urban areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and community facilities/services. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts (Growth Plan, 2019, as amended, amended).</p>	<p>Complete Communities: Places such as mixed-use neighbourhoods or other areas within cities, towns, and 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>
Add definition of Complete Streets to Chapter G – Glossary.	Complete Streets: Streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists (Growth Plan, 2019, as amended).
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 17).	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).
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 alternative development	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

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
approaches can be included in these plans and assessments or statement (PPS, 2005 20 , amended).	alternative development approaches can be included in these plans and assessments (PPS, 2020, amended).
<p>Cultural Heritage Landscape: A defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value (PPS, 2005).</p> <p>means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms (PPS, 2020).</p>	<p>Cultural Heritage Landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. <i>Cultural heritage landscapes</i> may be properties that have been determined to have cultural heritage value or interest under the <i>Ontario Heritage Act</i>, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms (PPS, 2020).</p>
<p>Built Boundary: The limits of the developed urban area as defined by the Minister of Public Infrastructure Renewal in accordance with Policy 2.2.3.5 in consultation with affected municipalities for the purpose of measuring the minimum intensification target in this Plan. (Growth Plan, 2006 19, as amended).</p>	<p>Built Boundary: The limits of the developed urban area as defined by the Minister in consultation with affected municipalities for the purpose of measuring the minimum intensification target in this Plan. (Growth Plan, 2019, as amended).</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Downtown Urban Growth Centre: means the area corresponding with the Downtown Hamilton Community Improvement Project Area as defined at the date of adoption of this Plan and subject to Policy 2.2.4 2.2.3 of the Province's Growth Plan for the Greater Golden Horseshoe (2006 19, as amended).	Downtown Urban Growth Centre: means the area corresponding with the Downtown Hamilton Community Improvement Project Area as defined at the date of adoption of this Plan and subject to Policy 2.2.3 of the Province's Growth Plan for the Greater Golden Horseshoe (2019, as amended).
Dynamic Beach Hazard: means areas of inherently unstable accumulations of shoreline sediments along the Great Lakes – St. Lawrence River System and large inland lakes, as identified by provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance (PPS, 2005 20).	Dynamic Beach Hazard: means areas of inherently unstable accumulations of shoreline sediments along the Great Lakes – St. Lawrence River System and large inland lakes, as identified by provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance (PPS, 2020).
Ecological Function: means the natural processes, products, or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical, and socio-economic interactions (PPS, 2005 Greenbelt Plan, 2017).	Ecological Function: means the natural processes, products, or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical, and socio-economic interactions (Greenbelt Plan, 2017).
Ecological Value: means the value of vegetation in maintaining the health of the <i>key natural heritage or key hydrologic feature</i> and the related ecological features and <i>ecological functions</i> , as measured by factors such as the diversity of species, the diversity of habitats, and the suitability and amount of habitats that are available for rare, threatened and endangered species (Greenbelt Plan, 2017).	Ecological Value: means the value of vegetation in maintaining the health of the <i>key natural heritage or key hydrologic feature</i> and the related ecological features and <i>ecological functions</i> , as measured by factors such as the diversity of species, the diversity of habitats, and the suitability and amount of habitats that are available for rare, threatened and endangered species (Greenbelt Plan, 2017).
Employment Area (formerly referred to as Industrial Areas): Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities (PPS, 2005 20).	Employment Area: Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities (PPS, 2020).

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
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, 200520).	Erosion hazard: means the loss of land, due to human or natural processes, that poses a threat to life and property. The <i>erosion hazard</i> limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over an one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance (PPS, 2020)
Fish Habitat: means the spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend on directly or indirectly in order to carry out their life processes (PPS, 200520).	Fish Habitat: means the spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend on directly or indirectly in order to carry out their life processes (PPS, 2020).
Flood Plain: for river, stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards (PPS, 200520).	Flood Plain: for river, stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards (PPS, 2020).
Flood Fringe: for river, stream and small inland lake systems, means the outer portion of the <i>flood plain</i> between the <i>floodway</i> and the <i>flooding hazard</i> limit. Depths and velocities of flooding are generally less severe in the <i>flood fringe</i> than those experienced in the <i>floodway</i> (PPS, 200520).	Flood Fringe: for river, stream and small inland lake systems, means the outer portion of the <i>flood plain</i> between the <i>floodway</i> and the <i>flooding hazard</i> limit. Depths and velocities of flooding are generally less severe in the <i>flood fringe</i> than those experienced in the <i>floodway</i> (PPS, 2020).
Flooding Hazard: means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water: a) Along the shorelines of the Great Lakes – St. Lawrence River System and large inland lakes, the flooding hazard limit is based on the one hundred year flood level plus an allowance for wave uprush and other water-related hazards. b) Along river, stream and small inland lake systems, the flooding hazard limit is the greater of: i) the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in	Flooding Hazard: means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water: a) Along the shorelines of the Great Lakes – St. Lawrence River System and large inland lakes, the flooding hazard limit is based on the one hundred year flood level plus an allowance for wave uprush and other water-related hazards. b) Along river, stream and small inland lake systems, the flooding hazard limit is the greater of: i) the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>the general area;</p> <p>ii) the one hundred year flood; and,</p> <p>iii) a flood which is greater than i) or ii) which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Ministry of Natural Resources;</p> <p>iv) except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where past history of flooding supports the lowering of the standard). (PPS, 200520)</p>	<p>have potentially occurred over watersheds in the general area;</p> <p>ii) the one hundred year flood; and,</p> <p>iii) a flood which is greater than i) or ii) which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Ministry of Natural Resources;</p> <p>iv) except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where past history of flooding supports the lowering of the standard). (PPS, 2020)</p>
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 20).	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).
Add definition of Green Infrastructure to Chapter G – Glossary.	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).
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).	Greyfields: means previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant (Growth Plan, 2019, as amended).
Ground Water Feature: refers to water related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeological investigations (PPS, 2005 20).	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).

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Growth Plan for the Greater Golden Horseshoe: means a Provincial plan prepared under the <u>Places to Grow Act, 2005</u> . It is a framework for implementing the Government of Ontario's version for building stronger, prosperous communities by better managing growth in this region to 2031 51 .	Growth Plan for the Greater Golden Horseshoe: means a Provincial plan prepared under the <u>Places to Grow Act, 2005</u> . It is a framework for implementing the Government of Ontario's version for building stronger, prosperous communities by better managing growth in this region to 2051.
Growth Related Integrated Growth Strategy (GRIDS) 2 : A Growth analysis for the City that determines where and how and future growth will be accommodated within the City over the next 30+ years to the year 2051 . GRIDS focuses on the highest components of the Official Plan dealing with urban boundary and urban structure that will form the backbone of land use designation decisions in the Official Plan.	Growth Related Integrated Growth Strategy (GRIDS) 2: A Growth analysis for the City that determines where and how and future growth will be accommodated within the City to the year 2051.
Add definition of Hazardous Forest Types for Wildland Fire to Chapter G – Glossary.	Hazardous Forest Types for Wildland Fire: means forest types assessed as being associated with the risk of high to extreme wildland fire using risk assessment tools established by the Ontario Ministry of Natural Resources and Forestry, as amended from time to time (PPS, 2020).
Hazardous Lands: means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes – St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the <i>flooding hazard</i> , erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits (PPS, 2005 20).	Hazardous Lands: means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes – St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the <i>flooding hazard</i> , erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits (PPS, 2020).

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Hazardous Sites: means property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography) (PPS, 200520).	Hazardous Sites: means property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography) (PPS, 2020).
Heritage Attributes: means the principal features, characteristics, context and appearance that contribute to the cultural heritage significance of a protected heritage property (PPS, 2005). means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a protected heritage property)(PPS, 2020).	Heritage Attributes: means the principal features or elements that contribute to a <i>protected heritage property's</i> cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a <i>protected heritage property</i>) (PPS, 2020).
Higher Order Transit/ Rapid Transit : Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic where possible, and therefore can achieve a speed and frequency of service greater than conventional transit. <i>Higher order transit</i> can include heavy rail (such as subways), light rail transit (such as streetcars), and buses in dedicated rights-of-way and is typically referred to as rapid transit (Growth Plan, 200619, as amended).	Higher Order Transit: Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic where possible, and therefore can achieve a speed and frequency of service greater than conventional transit. <i>Higher order transit</i> can include heavy rail (such as subways), light rail transit (such as streetcars), and buses in dedicated rights-of-way and is typically referred to as rapid transit (Growth Plan, 2019, as amended).
Hydrologic Function: means the functions of the hydrological cycle that includes the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things (PPS, 200520).	Hydrologic Function: means the functions of the hydrological cycle that includes the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things (PPS, 2020).
Add definition of Impacts of a Changing Climate to Chapter G – Glossary.	Impacts of a Changing Climate: means the present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability (PPS, 2020).

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, sewage treatment systems, stormwater management systems , waste management systems, electric power generation and transmission , electricity generation facilities, electricity transmission and distribution systems , communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities (PPS, 2005 20).	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).
Intensification: means the development of a property, site or area at a higher density than currently exists through: a) redevelopment, including the reuse of brownfield sites; b) the <i>development</i> of vacant and/or underutilized lots within previously developed areas; c) <i>infill development</i> ; and d) the expansion or conversion of existing buildings. (PPS, 2005 20)	Intensification: means the development of a property, site or area at a higher density than currently exists through: a) redevelopment, including the reuse of brownfield sites; b) the <i>development</i> of vacant and/or underutilized lots within previously developed areas; c) <i>infill development</i> ; and d) the expansion or conversion of existing buildings. (PPS, 2020)
Intensification Areas: means lands identified by municipalities or the Province within a settlement area that are to be the focus for accommodating intensification. Intensification areas include urban growth centres, intensification corridors, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields (Growth Plan, 2006, amended).	Definition deleted in its entirety.
Intermittent Streams: means stream-related watercourses that contain water or are dry at times of the year and are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year (Greenbelt Plan, 2005 17).	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).

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Key Natural Heritage Features: means the following: a) <i>Significant habitat of endangered and threatened species;</i> b) <i>Fish habitat;</i> c) <i>Wetlands;</i> d) <i>Life Science Areas of Natural and Scientific Interest (ANSIs)</i> e) <i>Significant valleylands;</i> f) <i>Significant wildlife habitat;</i> g) <i>Sand barrens, savannahs, and tallgrass prairies;</i> h) Significant woodlands; and i) <i>Alvars</i> (Greenbelt Plan, 2017)	Key Natural Heritage Features: means the following: a) <i>Significant habitat of endangered and threatened species;</i> b) <i>Fish habitat;</i> c) <i>Wetlands;</i> d) <i>Life Science Areas of Natural and Scientific Interest (ANSIs)</i> e) <i>Significant valleylands;</i> f) <i>Significant wildlife habitat;</i> g) <i>Sand barrens, savannahs, and tallgrass prairies;</i> h) <i>Significant woodlands;</i> and i) <i>Alvars</i> (Greenbelt Plan, 2017)
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, 2005 17).	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).
Life Science Areas of Natural and Scientific Interest (ANSIs): means lands and waters containing natural landscapes or features that are important for natural heritage protection, appreciation, scientific study, or education. Life Science ANSIs are identified by the Ministry of Natural Resources and Forestry using evaluation procedures established by that Ministry, as amended from time to time (Greenbelt Plan, 2005 17).	Life Science Areas of Natural and Scientific Interest (ANSIs): means lands and waters containing natural landscapes or features that are important for natural heritage protection, appreciation, scientific study, or education. Life Science ANSIs are identified by the Ministry of Natural Resources and Forestry using evaluation procedures established by that Ministry, as amended from time to time (Greenbelt Plan, 2017).
Low and Moderate Income Households: means: a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the City of Hamilton; or, b) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the City of Hamilton. (PPS, 2005 20 , amended)	Low and Moderate Income Households: means: a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the City of Hamilton; or, b) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the City of Hamilton. (PPS, 2020, amended).

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Add definition of Low Impact Development to Chapter G – Glossary.	Low Impact Development: An approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater. Low impact development can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems. Low impact development often employs vegetation and soil in its design, however, that does not always have to be the case and the specific form may vary considering local conditions and community character (Growth Plan, 2019, as amended).

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Add definition of Major Goods Movement Facilities and Corridors to Chapter G – Glossary.	Major goods movement facilities and corridors: means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, <i>airports</i> , <i>rail facilities</i> , truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are freight-supportive may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives (PPS, 2020).
Major Office: Major office is generally defined as freestanding office buildings of 10,000 4,000 m ² or greater or with 500 200 jobs or more (Growth Plan, 2006 19, as amended).	Major Office: Major office is generally defined as freestanding office buildings of 4,000 m ² or greater or with 200 jobs or more (Growth Plan, 2019, as amended).
Major Transit Station Area: The area including and around any existing or planned higher order transit station within an urban settlement urban area ; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500 to 800 m radius of a transit station, representing about a 10-minute walk (Growth Plan, 2006 19, as amended, amended).	Major Transit Station Area: The area including and around any existing or planned higher order transit station within an <i>urban area</i> ; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500 to 800 m radius of a transit station, representing about a 10-minute walk (Growth Plan, 2019, as amended, amended).
Major Transit Trip Generator: means a facility or area which generates significant volumes of passenger and/or goods/services trips to/from residential, commercial and/or industrial land uses (Metrolinx, 2008). Origins and destinations with high population densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, post-secondary institutions and other public service facilities, and other mixed-use areas) (Growth Plan, 2019, as amended).	Major Trip Generator: Origins and destinations with high population densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, post-secondary institutions and other public service facilities, and other mixed-use areas) (Growth Plan, 2019, as amended).
Minimum Distance Separation (MDS) Formulae: means formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odour from livestock and manure storage facilities (PPS, 2005 20).	Minimum Distance Separation (MDS) Formulae: means formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odour from livestock and manure storage facilities (PPS, 2020).

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Multi-Modal [transportation]: The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine (Growth Plan, 2006-19, as amended).	Multi-Modal [transportation]: The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine (Growth Plan, 2019, as amended).
Multiple Dwelling: means a building or part thereof containing three five or more dwelling units but shall not include a street townhouse dwelling . Examples of such dwellings include block townhouse dwellings, stacked townhouse dwellings, street townhouse dwellings fronting onto a condominium road , and apartment dwellings.	Multiple Dwelling: means a building or part thereof containing five or more dwelling units. Examples of such dwellings include block townhouse dwellings, stacked townhouse dwellings, street townhouse dwellings fronting onto a condominium road, and apartment dwellings.
Municipally Initiated Comprehensive Review: means a plan, undertaken by the City, which comprehensively applies the policies and schedules of the A Place to Grow : Growth Plan for the Greater Golden Horseshoe, the Provincial Policy Statement and the Official Plan. It can be undertaken on specific land use components, such as residential, employment, or undertaken as one comprehensive plan.	Municipally Initiated Comprehensive Review: means a plan, undertaken by the City, which comprehensively applies the policies and schedules of A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Provincial Policy Statement and the Official Plan. It can be undertaken on specific land use components, such as residential, employment, or undertaken as one comprehensive plan.
Natural Self-Sustaining Vegetation: means vegetation dominated by native plant species that can grow and persist without direct human management protection, or tending (Greenbelt Plan, 2005-17).	Natural Self-Sustaining Vegetation: means vegetation dominated by native plant species that can grow and persist without direct human management protection, or tending (Greenbelt Plan, 2017).
Negative Impacts: means a) In regard to water, degradation to the <i>quality or quantity of surface or ground water, key hydrologic features or vulnerable areas</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 <i>Fisheries Act</i> , using the guiding principle of no net loss of productive capacity; and, c) In regard to other <i>natural heritage features and areas</i> , degradation that threatens the health and integrity of the natural features or ecological functions for which an area is	Negative Impacts: means a) In regard to water, degradation to the <i>quality or quantity of surface or ground water, key hydrologic features or vulnerable areas</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 <i>Fisheries Act</i> , using the guiding principle of no net loss of productive capacity; and, c) In regard to other <i>natural heritage features and areas</i> , degradation that threatens the health and integrity of the natural features or ecological functions

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
identified due to single, multiple, or successive <i>development or site alteration</i> activities. (Growth Plan, 2019, as amended)	for which an area is identified due to single, multiple, or successive <i>development or site alteration</i> activities. (Growth Plan, 2019, as amended)
Planned Corridors: means corridors, or future corridors which are required to meet projected needs, and are identified through provincial plans, or preferred alignment(s) determined through the <u>Environmental Assessment Act</u> process, or identified through planning studies where the Ontario Ministry of Transportation , Metrolinx, Ontario Ministry of Energy, Northern Development and Mines or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing the identification of a corridor. Approaches for the protection of planned corridors may be recommended in guidelines developed by the Province which are required to meet projected needs (PPS, 2005 20).	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).
Add definition of Priority Transit Corridors to Chapter G – Glossary.	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).
Protected Heritage Property: means real property designated under Parts IV, V or VI of the <u>Ontario Heritage Act</u> ; property subject to a heritage conservation easement property under Parts II or IV of the <u>Ontario Heritage Act</u> ; and property that is the subject of a covenant or agreement between the owner of a property and a conservation body or level of government, registered on title and executed with the primary purpose of preserving, conserving and maintaining a cultural heritage feature or resource, or preventing its destruction, demolition or loss property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites (PPS, 2005 20).	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).

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Add definition of Provincially Significant Employment Zones to Chapter G – Glossary.	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).
Quality and Quantity of Water: is measured by indicators associated with hydrologic function such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended soils solids , temperature, bacteria, nutrients and hazardous contaminants, and hydrological regime (PPS, 200 5 20).	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).
Rapid Transit: Transit service separated partially or completely from general vehicular traffic and therefore able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by transit vehicles operating in mixed traffic. Rapid transit can include light rail transit and/or bus rapid transit (adapted from Metrolinx, 2008).	Definition deleted in its entirety.
Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including <i>brownfield sites</i> (PPS, 200 5 20).	Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including <i>brownfield sites</i> (PPS, 2020).
Renewable Energy Systems: means the production of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, a biomass resource or product, or solar and geothermal energy. These systems have the same meaning as a renewable energy undertaking under the <u>Green Energy and Green Economy Act, 2009</u>. 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).	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).

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Residential Intensification: <i>Intensification</i> of a property, site or area which results in a net increase in residential units or accommodation and includes:</p> <ul style="list-style-type: none"> a) redevelopment, including the redevelopment of brownfield sites; b) the <i>development</i> of vacant or underutilized lots within previously developed areas; c) <i>infill development</i>; d) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and, e) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, secondary suites, secondary dwelling units, secondary dwelling units – detached and rooming houses. (PPS, 2005, 2020, amended, amended) 	<p>Residential Intensification: <i>Intensification</i> of a property, site or area which results in a net increase in residential units or accommodation and includes:</p> <ul style="list-style-type: none"> a) redevelopment, including the redevelopment of brownfield sites; b) the <i>development</i> of vacant or underutilized lots within previously developed areas; c) <i>infill development</i>; d) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and, e) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including <i>secondary dwelling units, secondary dwelling units – detached</i> and rooming houses. (PPS, 2020, amended, amended)
<p>Savannah: means land (not including land that is being used for agricultural purposes or no longer exhibits <i>savannah</i> characteristics) that:</p> <ul style="list-style-type: none"> a) has vegetation with a significant component of non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances including fire, or both; b) has from 25 per cent to 60 per cent tree cover; c) has mineral soils; and, d) has been further identified, by the Ministry of Natural Resources or by any other person according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time. (Greenbelt Plan, 2005, 2017) 	<p>Savannah: means land (not including land that is being used for agricultural purposes or no longer exhibits <i>savannah</i> characteristics) that:</p> <ul style="list-style-type: none"> a) has vegetation with a significant component of non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances including fire, or both; b) has from 25 per cent to 60 per cent tree cover; c) has mineral soils; and, d) has been further identified, by the Ministry of Natural Resources or by any other person according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time. (Greenbelt Plan, 2017)
<p>Seepage Areas and Springs: means sites of emergence of groundwater where the water table is present at the ground surface (Greenbelt Plan, 2005, 2017).</p>	<p>means sites of emergence of groundwater where the water table is present at the ground surface (Greenbelt Plan, 2017).</p>

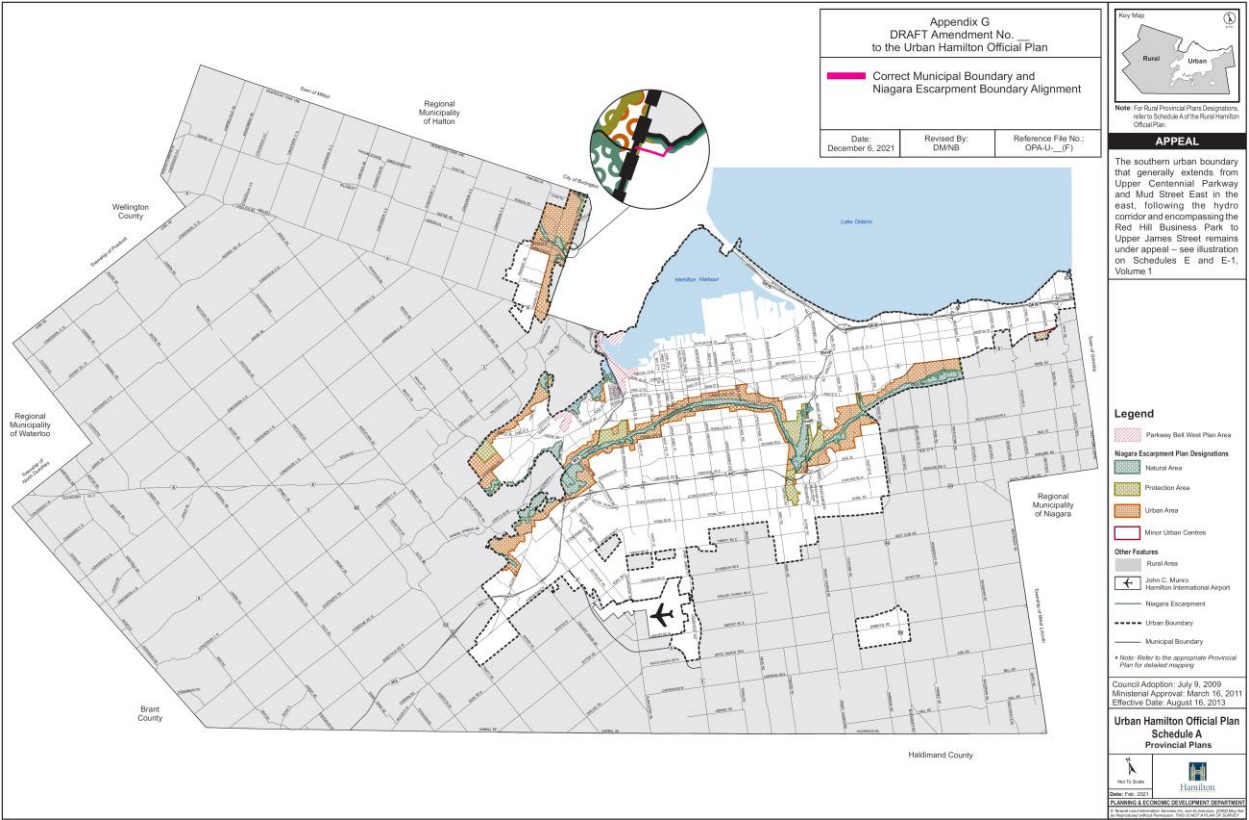
Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Sensitive: in regard to surface water feature and ground water feature, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants (PPS, 2005 20).	Sensitive: in regard to surface water feature and ground water feature, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants (PPS, 2020).
Significant: In regard to cultural heritage and archaeology, means cultural heritage resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the <u>Ontario Heritage Act</u> (PPS, 2005 20).	Significant: In regard to cultural heritage and archaeology, means cultural heritage resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the <u>Ontario Heritage Act</u> (PPS, 2020).
Significant Areas of Natural and Scientific Interest: means an area identified as provincially significant by the Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time (PPS, 2020).	Significant Areas of Natural and Scientific Interest: means an area identified as provincially significant by the Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time (PPS, 2020).
Significant Coastal Wetlands: means a coastal wetland identified as provincially significant by the Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time (PPS, 2005 20).	Significant Coastal Wetlands: means a coastal wetland identified as provincially significant by the Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time (PPS, 2020).
Significant Habitat of Threatened or Endangered Species: means that habitat, as approved by the Ministry of Natural Resources and Forestry , that is necessary for the maintenance survival and/or recovery of naturally occurring or reintroduced populations of species at risk and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle. To identify which species are threatened or endangered, the City will refer to the Species at Risk in Ontario list that is prepared and updated by the Ministry of Natural Resources and Forestry . The City may collaborate with the Province during the early stages of the planning process, to ensure that the significant habitat of threatened or endangered species on lands affected by or contiguous to any proposed	Significant Habitat of Threatened or Endangered Species: means that habitat, as approved by the Ministry of Natural Resources and Forestry, that is necessary for the maintenance survival and/or recovery of naturally occurring or reintroduced populations of species at risk and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle. To identify which species are threatened or endangered, the City will refer to the Species at Risk in Ontario list that is prepared and updated by the Ministry of Natural Resources and Forestry. The City may collaborate with the Province during the early stages of the planning process, to ensure that the significant habitat of threatened or endangered species on lands

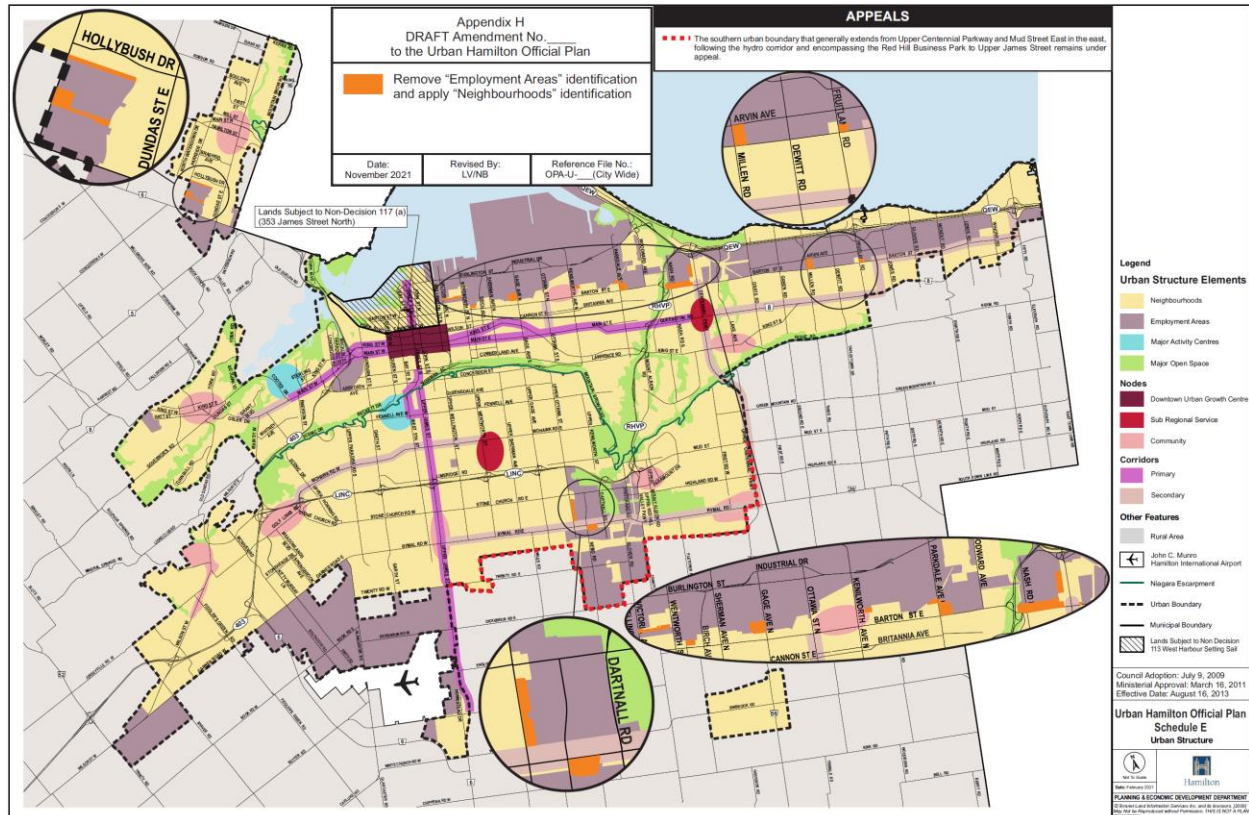
Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<i>development</i> or <i>site alteration</i> is properly evaluated and identified.	affected by or contiguous to any proposed <i>development</i> or <i>site alteration</i> is properly evaluated and identified.
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, 2005, amended).	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).
Significant Wetlands: means an area identified as provincially significant by the Province Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time (PPS, 2005 20).	Significant Wetlands: means an area identified as provincially significant by Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time (PPS, 2020).
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 20)	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)
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 20).	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).
Special Policy Area: With respect to <i>Hazard Lands</i> , means an area within a community that has historically existed in the flood plain and where site-specific policies, approved by both the Ministers of Natural Resources and Forestry and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from the strict adherence to provincial policies concerning <i>development</i> . The criteria and procedures for approval are established by the Province (PPS, 2005 20).	Special Policy Area: With respect to <i>Hazard Lands</i> , means an area within a community that has historically existed in the flood plain and where site-specific policies, approved by both the Ministers of Natural Resources and Forestry and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from the strict adherence to provincial policies concerning <i>development</i> . The criteria and procedures for approval are established by the Province (PPS, 2020).

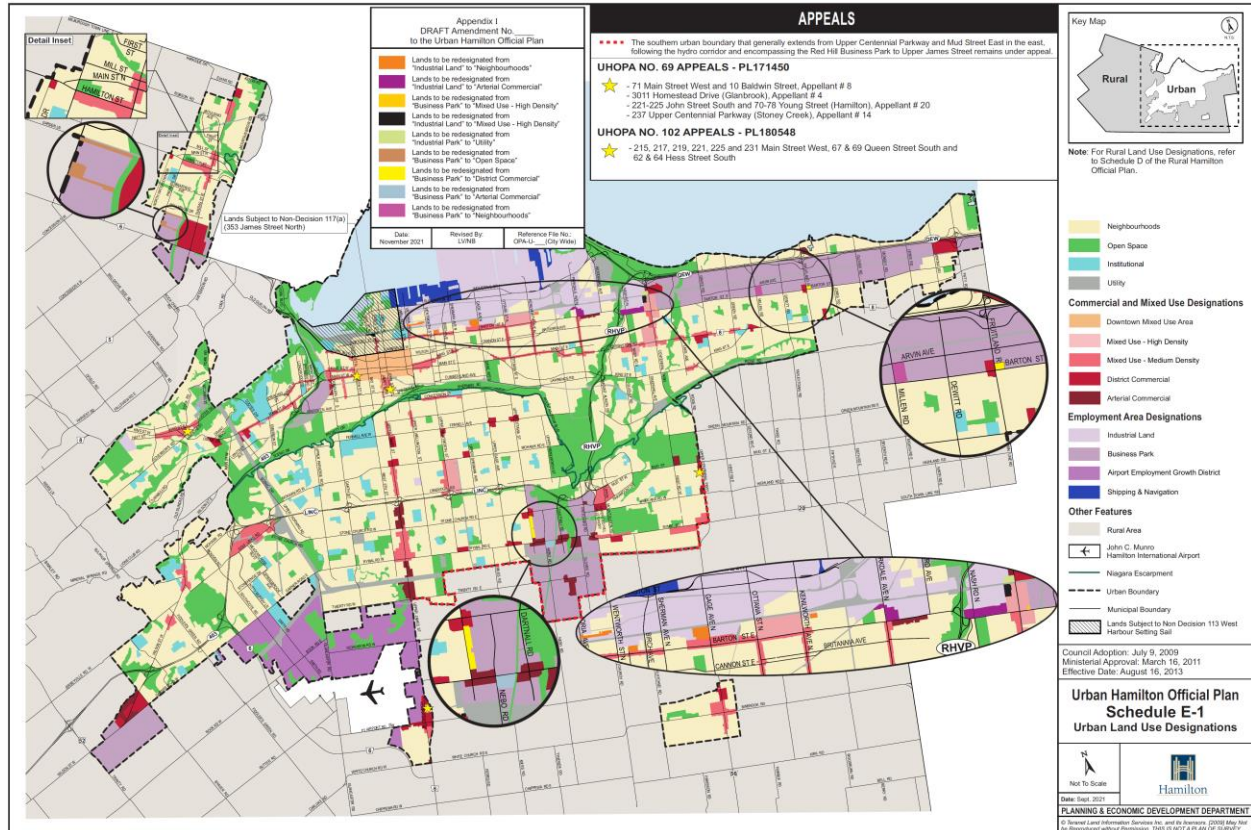
Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Add definition of Strategic Growth Areas to Chapter G – Glossary.	Strategic Growth Areas: Within <i>urban areas</i> , nodes, corridors, and other areas that have been 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, redevelopment, brownfield sites</i> , the expansion or conversion of existing buildings, or <i>greyfields</i> . Lands along major roads, arterials, or other areas with existing or planned frequent transit service or <i>higher order transit</i> corridors may also be identified as <i>strategic growth areas</i> (Growth Plan, 2019, as amended, amended).
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).	Surface Water Feature: refers to water-related features on the earth's surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characterises (PPS, 2020).
Tallgrass Prairies: means land (not including land that is being used for agricultural purposes or no longer exhibits <i>tallgrass prairie</i> characteristics) that: a) has vegetation dominated by non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both; b) has less than 25 percent tree cover; c) has mineral soils; and, d) has been further identified, by the Minister of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry , as amended from time to time. (Greenbelt Plan, 200517)	Tallgrass Prairies: means land (not including land that is being used for agricultural purposes or no longer exhibits <i>tallgrass prairie</i> characteristics) that: a) has vegetation dominated by non-woody plants, including tallgrass prairie species that are maintained by seasonal drought, periodic disturbances such as fire, or both; b) has less than 25 percent tree cover; c) has mineral soils; and, d) has been further identified, by the Minister of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time. (Greenbelt Plan, 2017)

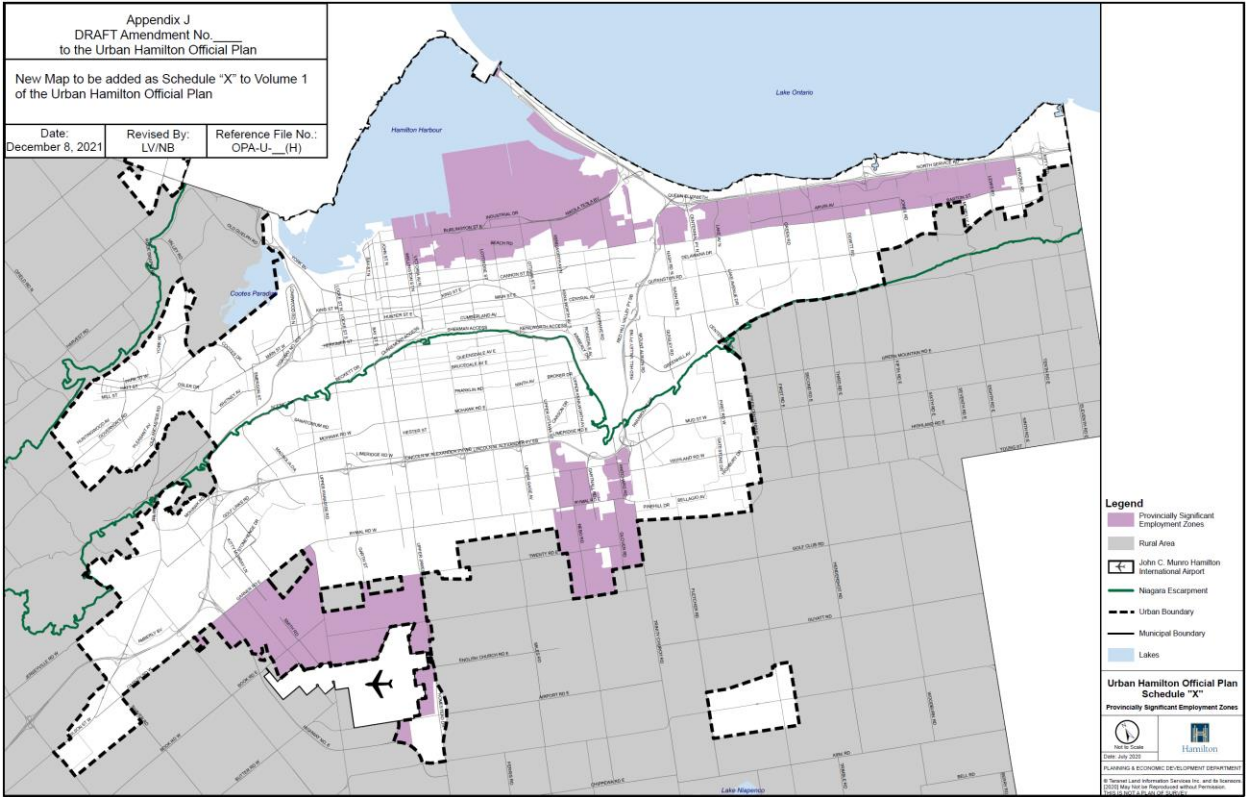
Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Transit-Supportive: Makes transit viable and improves the quality of the experience of using transit. When used in reference to development, it often refers to compact, mixed use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it often refers to design principles that make development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; and improved access between arterial roads and interior blocks in residential areas (Growth Plan, 2006 19 , as amended).	Transit-Supportive: Makes transit viable and improves the quality of the experience of using transit. When used in reference to development, it often refers to compact, mixed use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it often refers to design principles that make development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; and improved access between arterial roads and interior blocks in residential areas (Growth Plan, 2019, as amended).
Transportation Demand Management: means a program of incentives which influence whether, when, where and how people travel, and encourage them to make more efficient use of the transportation system (Metrolinx, 2008). set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost (PPS, 2020).	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).
Transportation System: A system consisting of facilities , corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks , cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities , park-and-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal terminals facilities , harbours, airports, marine facilities , and associated facilities such as storage and maintenance (PPS, 2005 20).	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).
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 20).	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).

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Warmwater Watercourse: means a watercourse, whether permanent, intermittent, or ephemeral, which supports or contributes to the support of <i>fish habitat</i> or species associated with warmwater such as carp, bass, warmwater benthic invertebrates, or have thermal characteristics of a warmwater stream such as designated by the Ministry of Natural Resources and Forestry . Warmwater species that are best adapted to prefer or usually occur at water temperatures greater than 25 degrees Celsius.	Warmwater Watercourse: means a watercourse, whether permanent, intermittent, or ephemeral, which supports or contributes to the support of <i>fish habitat</i> or species associated with warmwater such as carp, bass, warmwater benthic invertebrates, or have thermal characteristics of a warmwater stream such as designated by the Ministry of Natural Resources and Forestry. Warmwater species that are best adapted to prefer or usually occur at water temperatures greater than 25 degrees Celsius.
Waste Management System: means sites and facilities to accommodate solid waste from one or more municipalities and includes landfill sites , recycling facilities, transfer stations, processing sites and disposal sites hazardous waste depot (PPS, 2005 20).	Waste Management System: means sites and facilities to accommodate solid waste from one or more municipalities and includes recycling facilities, transfer stations, processing sites and disposal sites (PPS, 2020).
Watershed: means an area that is drained by a river and its tributaries (PPS, 2020) .	Watershed: means an area that is drained by a river and its tributaries (PPS, 2020).
Wildlife Habitat: means areas where plants, animals, and other organisms live, and find adequate amounts of food, water, shelter, and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. (PPS, 2005 20)	Wildlife Habitat: means areas where plants, animals, and other organisms live, and find adequate amounts of food, water, shelter, and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. (PPS, 2020)
Add definition of Wildland Fire Assessment and Mitigation Standards to Chapter G – Glossary.	Wildland Fire Assessment and Mitigation Standards: means the combination of risk assessment tools and environmentally appropriate mitigation measures identified by the Ontario Ministry of Natural Resources and Forestry to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, infrastructure and property from wildland fire (PPS, 2020).









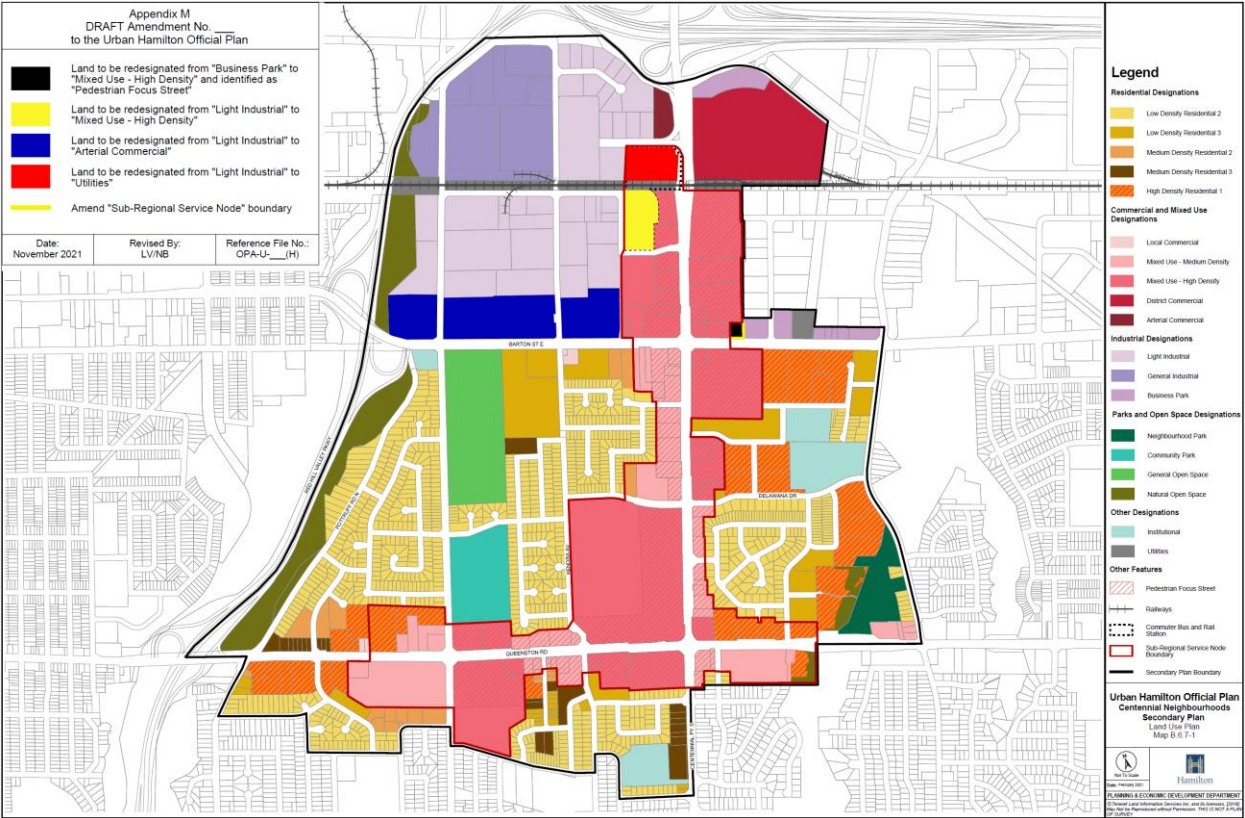


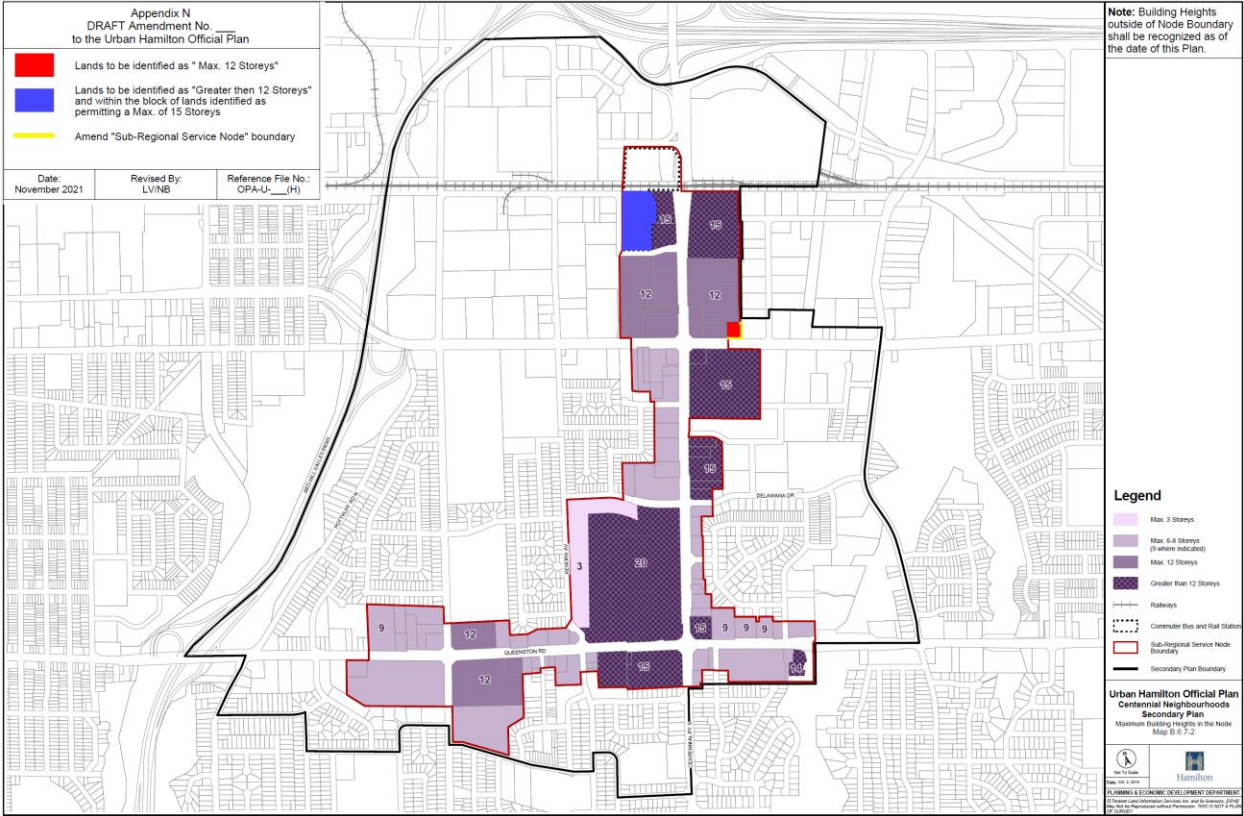
Appendix “L” – Volume 2: Chapter B – Secondary Plans

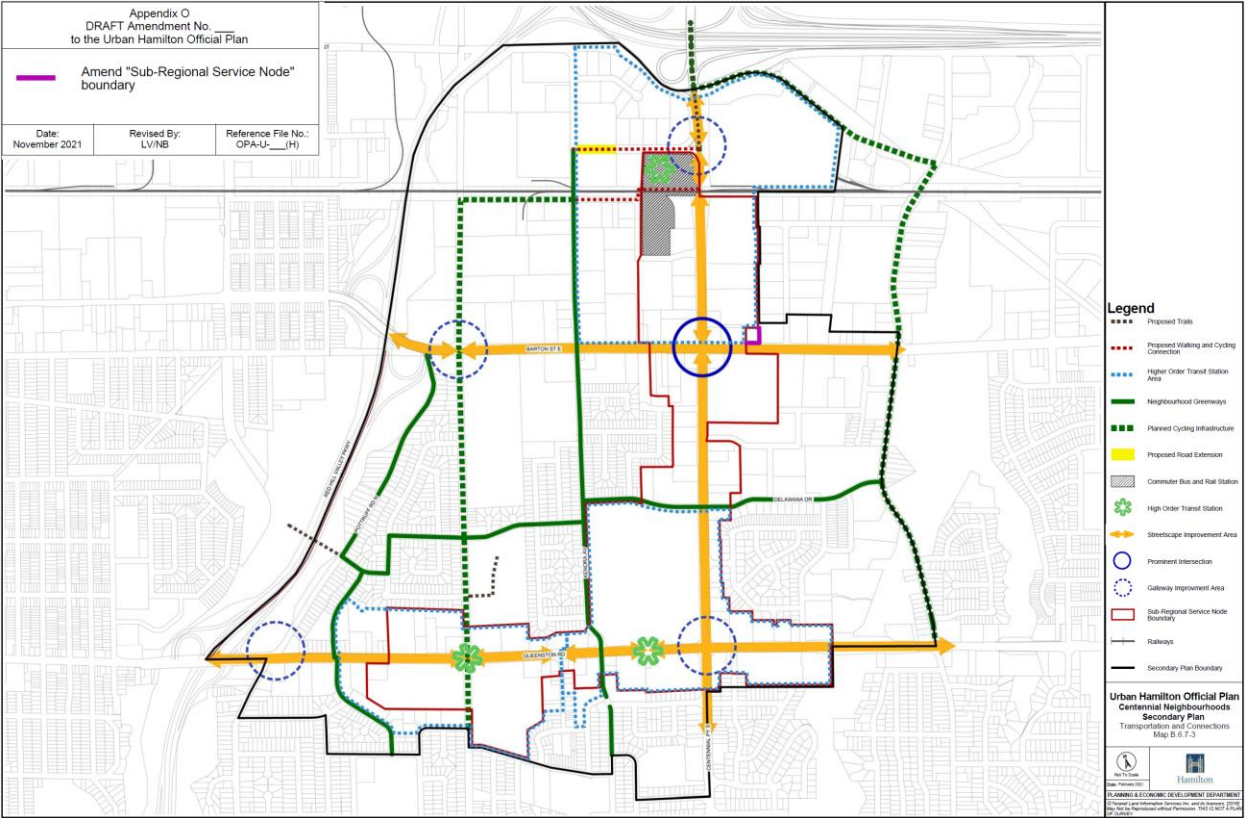
Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
B.6.4.3.1 e) Free-standing office buildings shall have less than 4,000 10,000 square metres of gross floor area.	B.6.4.3.1 e) Free-standing office buildings shall have less than 4,000 square metres of gross floor area.
<p>Delete Policy B.6.7.13 g) in its entirety.</p> <p>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>	
<p>B.6.7.18.1 Site Specific Policy – Area A (395 and 397 Centennial Parkway North, 25 Arrowsmith Road and 185 Bancroft Street)</p> <p>For the lands located at 395 and 397 Centennial Parkway North, 25 Arrowsmith Road and 185 Bancroft Street, designated Light Industrial Utilities and shown as Site Specific Policy – Area A on Map B.6.7-4 – Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply:</p> <p>...</p> <p>g) Any future Official Plan Amendment and comprehensive redevelopment application for any mixed land uses, including sensitive land uses, developed as part of the 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.</p>	<p>B.6.7.18.1 Site Specific Policy – Area A (395 and 397 Centennial Parkway North)</p> <p>For the lands located at 395 and 397 Centennial Parkway North, designated Utilities and shown as Site Specific Policy – Area A on Map B.6.7-4 – Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply:</p> <p>...</p> <p>g) Any future Official Plan Amendment and comprehensive redevelopment application for any mixed land uses, including sensitive land uses, developed as part of the <i>higher order transit</i> station, will only be considered at such a time when the waste management facility at 460 Kenora Avenue, identified as Site Specific Policy – Area C on Map B.6.7-4, Centennial Neighbourhoods – Area and Site Specific Policy Areas, be re-located elsewhere and decommissioned.</p>
<p>B.6.7.18.4 Notwithstanding Policies E.5.4.5 and E.5.4.6 of Volume 1 and the definition of major office within the Glossary of Volume 1, for the lands designated Employment Area-Business Park, located at 480 and 500 Centennial Parkway North and 20 Warrington Street, shown as Parcel B in Urban Site Specific Area UHC-4, the following provisions shall apply:</p> <p>a) office buildings with a minimum gross floor area of 2,000 sq. m and a maximum gross floor area of 9,999 sq.m. shall be permitted;</p>	<p>B.6.7.18.4 Notwithstanding Policies E.5.4.5 and E.5.4.6 of Volume 1 and the definition of major office within the Glossary of Volume 1, for the lands designated Employment Area-Business Park, located at 480 and 500 Centennial Parkway North and 20 Warrington Street, shown as Parcel B in Urban Site Specific Area UHC-4, the following provisions shall apply:</p> <p>a) office buildings with a minimum gross floor area of 2,000 sq. m and a maximum gross floor area of 9,999 sq.m. shall be permitted;</p>

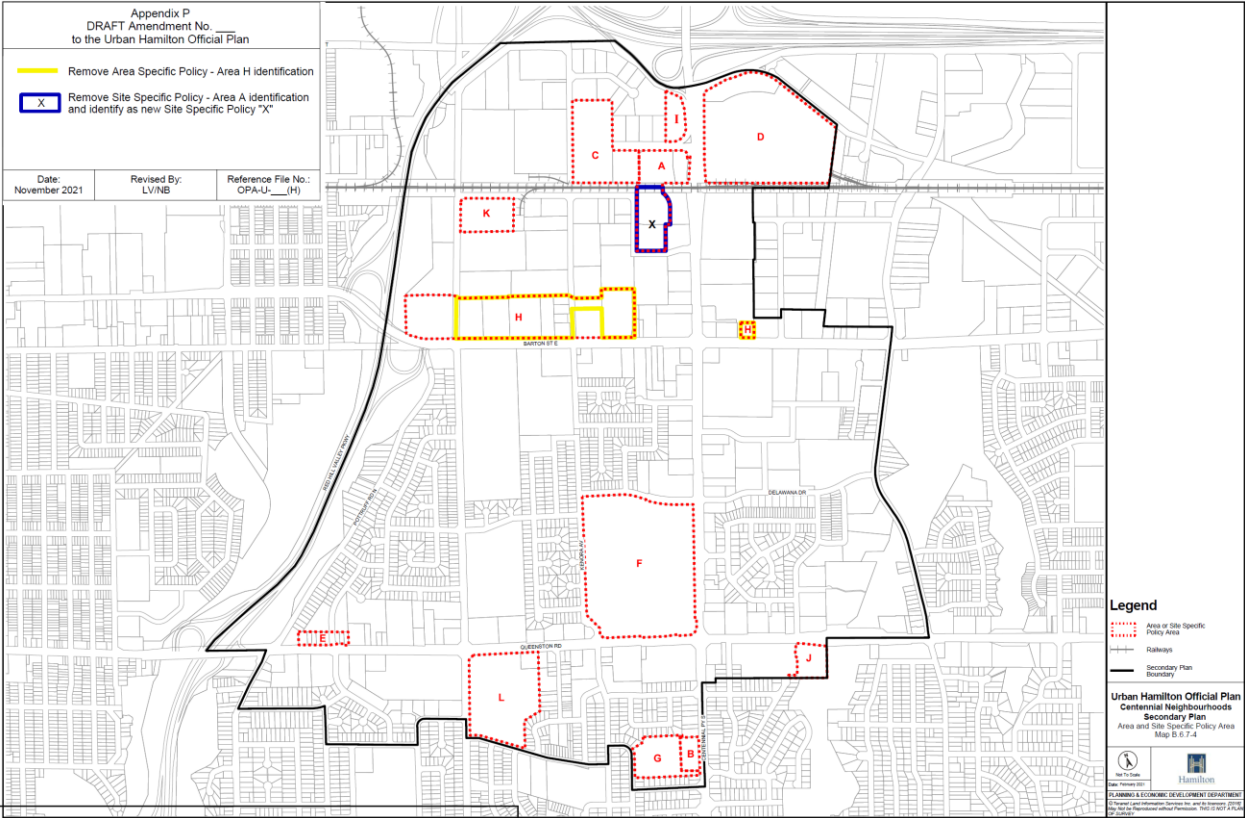
Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p>Bolded text = text to be added</p>
<p>B.6.7.18.8 Area Specific Policy – Area H (north side of 2255 and 2371 Barton Street East) For the lands located on the north side of at 2255 and 2371 Barton Street East, designated Light Industrial and Business Park Arterial Commercial, shown as Area Specific Policy – Area H on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, the City shall assess of the appropriateness of these lands as employment lands during the next municipal comprehensive review, and may consider a conversion to other uses. The assessment shall consider, but is not limited to the following factors: notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands. a) the existing function of the lands; b) the proximity of the lands to major transportation routes; c) opportunities to introduce transitional land uses along the edge of the industrial area; and, d) consideration of the potential need for arterial commercial lands City wide.</p>	<p>B.6.7.18.8 Area Specific Policy – Area H (2255 and 2371 Barton Street East) For the lands located at 2255 and 2371 Barton Street East, designated Arterial Commercial, shown as Area Specific Policy – Area H on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands.</p>
<p>Add new policy B.6.7.18.X, as follows: B.6.7.18.X Site Specific Policy – Area "X" (185 Bancroft Street and 25 Arrowsmith Drive) For the lands located at 185 Bancroft Street and 25 Arrowsmith Drive, designated Mixed Use - High Density and shown as Site Specific Policy – Area "X" on Map B.6.7-4 – Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply: a) In addition to policy B.6.7.7.4 – Mixed Use - High Density Designation, the lands are also intended to include infrastructure and uses related to the use and expansion of the Commuter Bus and Rail Station, identified as a higher order transit station on Map B.6.7-3.</p>	<p>B.6.7.18.X Site Specific Policy – Area "X" (185 Bancroft Street and 25 Arrowsmith Drive) For the lands located at 185 Bancroft Street and 25 Arrowsmith Drive, designated Mixed Use - High Density and shown as Site Specific Policy – Area "X" on Map B.6.7-4 – Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply: a) In addition to policy B.6.7.7.4 - Mixed Use - High Density Designation, the lands are also intended to include infrastructure and uses related to the use and expansion of the Commuter Bus and Rail Station, identified as a higher order transit station on Map B.6.7-3.</p>
<p>Delete Policy B.7.4.18.8 in its entirety. Area Special Policy – Area H B.7.4.18.8 For the lands located at: i) Glover Road, Barton Street, Concession 1, dividing Lots 11 and 12 and Highway No. 8; ii) 970 Barton Street; and, iii) 1361 Barton Street; and as shown as Area Specific Policy – Area H on Map B.7.4-1 – Fruitland-Winona Secondary Plan – Land Use Plan, the following policy shall apply:</p>	

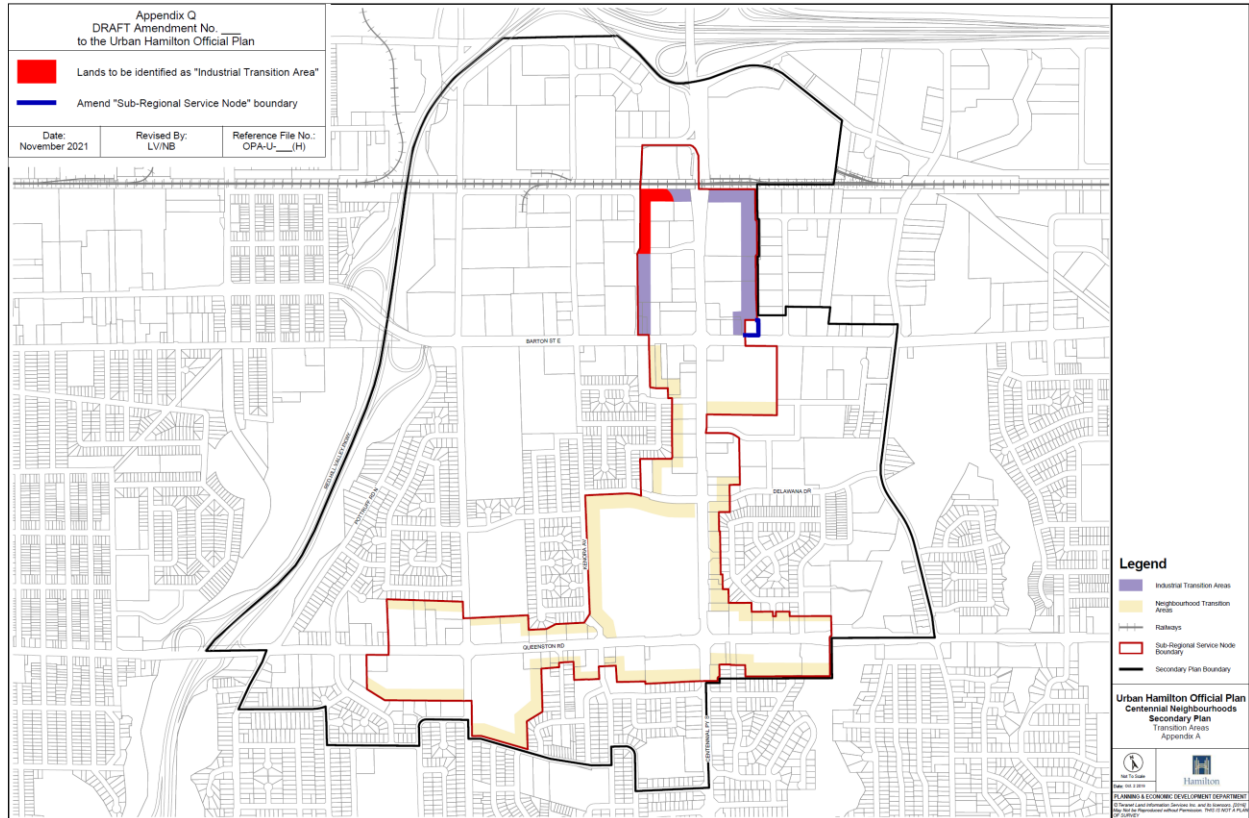
Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>a) Sections and policies of the Greenbelt Plan, including Section 5.2.1, permit the implementation of the urban land use designations and policies of this Plan, as described in Chapter F – Implementation of Volume 1.</p>	

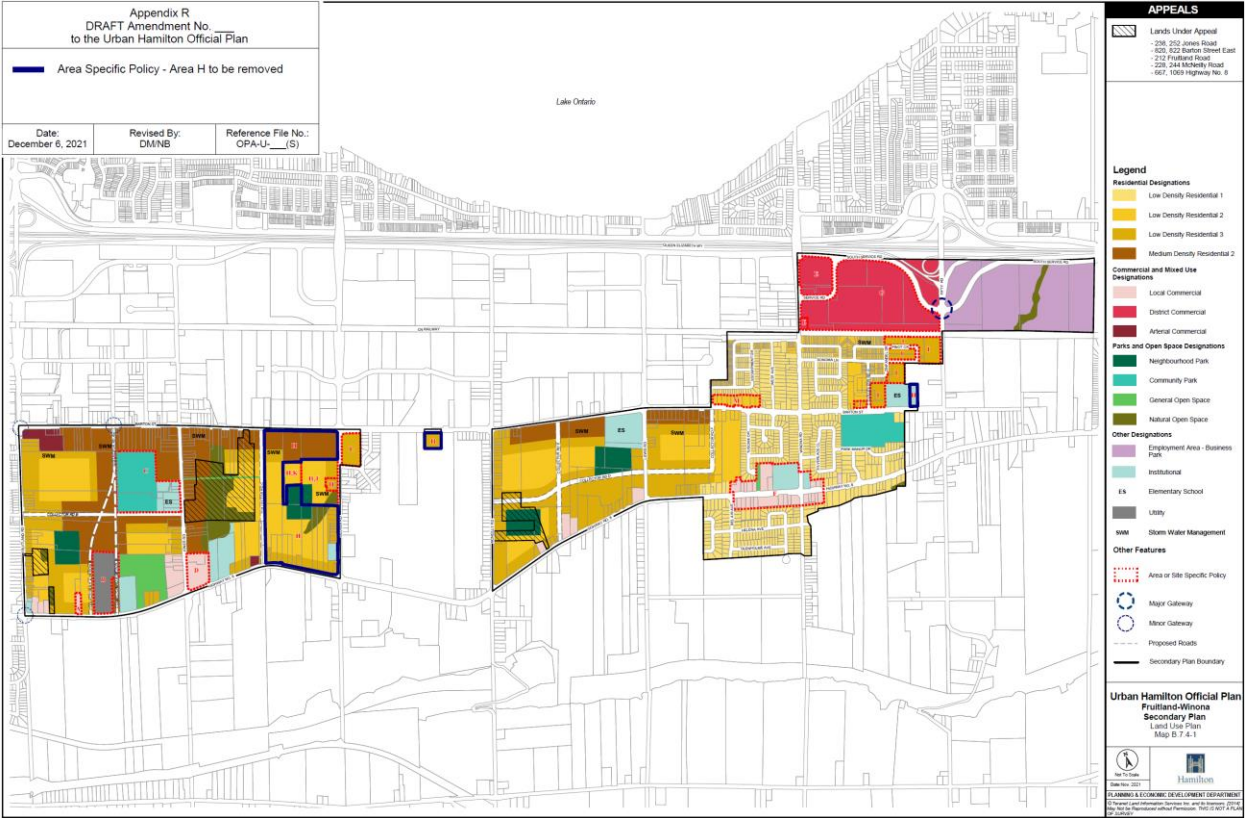












Appendix “S” – Volume 3: Chapter B – Urban Area Specific Policies

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Add new Hamilton Area Specific Policy, as follows:</p> <p>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</p> <p>1.0 In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, should the lands redevelop at a higher intensity of residential use or for another <i>sensitive land use</i>, compatibility with adjacent uses in the Industrial Land designation will need to be demonstrated through the submission of a Noise Impact Study, Land Use Compatibility Study, Record of Site Condition, if required, and demonstrated compliance with all provincial guidelines for compatibility, to the satisfaction of the City.</p>	<p>UH-“X” Lands located at 15-117 Shaw Street (north side), 360-368 UH-“X” Emerald St. N, 6-16 Douglas Avenue (even only), 83-105 Cheever Street (odd and even), 110-166 Burton Street</p> <p>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:</p> <p>UH-“Y” Lands located at 268-276 Sanford Avenue North and 13-23 Westinghouse Avenue</p> <p>1.0 In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, any future redevelopment of the parcels for <i>sensitive land uses</i> will require demonstration of compatibility with adjacent Employment uses, including but not limited to a Noise Impact Study, Land Use Compatibility Study, Record of Site Condition (if required) and compliance with all provincial compatibility guidelines.</p>	<p>UH-“Y” Lands located at 268-276 Sanford Avenue North and 13-23 Westinghouse Avenue</p> <p>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:</p> <p>UH-“Z” Lands located at 39-67 Lloyd Street, including 43 Lloyd Street, and 224 Gage Avenue North</p> <p>1.0 The lands are planned to redevelop as a neighbourhood park and, in addition to policy E.3.9.1 – Neighbourhoods Designation (Open Space and Parks) of Volume 1, a Record of Site Condition will be required prior to redevelopment for this use. Compatibility with nearby industrial uses must also be demonstrated prior to redevelopment.</p>	<p>UH-“Z” Lands located at 39-67 Lloyd Street, including 43 Lloyd Street, and 224 Gage Avenue North</p> <p>1.0 The lands are planned to redevelop as a neighbourhood park and, in addition to policy E.3.9.1 – Neighbourhoods Designation (Open Space and Parks) of Volume 1, a Record of Site Condition will be required prior to redevelopment for this use. Compatibility with nearby industrial uses must also be demonstrated prior to redevelopment.</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Add new Hamilton Area Specific Policy, as follows:</p> <p>UH-“XX” Lands located at 1423-1475 Upper Ottawa Street (odd only), and 1515-1555 (odd only)</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.</p> <p>b) Notwithstanding 4.7.2 b) existing medical offices are permitted on the first storey and above, and are permitted to expand in accordance with the regulations of the Zoning By-law.</p>	<p>UH-“XX” Lands located at 1423-1475 Upper Ottawa Street (odd only), and 1515-1555 (odd only)</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.</p> <p>b) Notwithstanding 4.7.2 b) existing medical offices are permitted on the first storey and above, and are permitted to expand in accordance with the regulations of the Zoning By-law.</p>

Appendix “T” – Volume 3: Chapter C – Urban Site Specific Policies

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Add new Hamilton Site Specific Policy, as follows:</p> <p>UHN-“X” Lands located at 85 Division Street and 77-79 Merchison Avenue, former City of Hamilton</p> <p>1.0 In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, at the development stage, any future redevelopment of the parcels with <i>sensitive land uses</i> will require demonstration of compatibility with adjacent uses, including but not limited to a Detailed Noise Control Study, Land Use Compatibility Study, implementation of noise mitigation measures as deemed appropriate by the City, Record of Site Condition (if required) and compliance with all provincial compatibility guidelines. The applicant will also be required to investigate a Class 4 Noise Area classification under the NPC-300 guidelines of the Province.</p>	<p>UHN-“X” Lands located at 85 Division Street and 77-79 Merchison Avenue, former City of Hamilton</p> <p>1.0 In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, at the development stage, any future redevelopment of the parcels with <i>sensitive land uses</i> will require demonstration of compatibility with adjacent uses, including but not limited to a Detailed Noise Control Study, Land Use Compatibility Study, implementation of noise mitigation measures as deemed appropriate by the City, Record of Site Condition (if required) and compliance with all provincial compatibility guidelines. The applicant will also be required to investigate a Class 4 Noise Area classification under the NPC-300 guidelines of the Province.</p>
<p>Add new Hamilton Site Specific Policy, as follows:</p> <p>UHN-“Y” Lands located at 286 Sanford Avenue North and 42 Westinghouse Avenue, former City of Hamilton</p> <p>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, residential uses and other <i>sensitive land uses</i> are prohibited until a Noise Impact Study, Land Use Compatibility Study, and any other required studies are submitted to the satisfaction of the City.</p> <p>2.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the existing office building at 286 Sanford Ave. North is permitted to have office floor area in excess of 500 square metres.</p>	<p>UHN-“Y” Lands located at 286 Sanford Avenue North and 42 Westinghouse Avenue, former City of Hamilton</p> <p>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, residential uses and other sensitive land uses are prohibited until a Noise Impact Study and any other required land use compatibility studies are submitted to the satisfaction of the City.</p> <p>2.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the existing office building at 286 Sanford 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:</p> <p>UHN-“Z” Lands located at 390 Victoria Avenue North, former City of Hamilton</p> <p>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, the development of the lands for <i>sensitive land uses</i> shall be prohibited.</p>	<p>UHN-“Z” Lands located at 390 Victoria Avenue North, former City of Hamilton</p> <p>1.0 Notwithstanding Policy E.3.2.3 of Volume 1, the development of the lands for sensitive land uses shall be prohibited.</p>

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
<p>Add new Hamilton Site Specific Policy, as follows:</p> <p>UHN-“XX” Lands located at 121 Shaw Street, former City of Hamilton</p> <p>1.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the gross floor area of the existing individual office building on the lands shall be permitted to exceed 500 square metres.</p>	<p>UHN-“XX” Lands located at 121 Shaw Street, former City of Hamilton</p> <p>1.0 Notwithstanding Policy E.3.8.8 a) of Volume 1, the gross floor area of the existing individual office building on the lands shall be permitted to exceed 500 square metres.</p>
<p>Add new Hamilton Site Specific Policy, as follows:</p> <p>UHC-“X” Lands located at 1280 Rymal Road East and 385 Nebo Road, former City of Hamilton</p> <p>1.0 Notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands.</p>	<p>UHC-“X” Lands located at 1280 Rymal Road East and 385 Nebo Road, former City of Hamilton</p> <p>1.0 Notwithstanding Policies E.4.8.2 and E.4.8.3 of Volume 1, a food store shall also permitted on the subject lands.</p>
<p>Add new Stoney Creek Site Specific Policy, as follows:</p> <p>UHSCC-“X” Lands located at 645-655 Barton Street, former City of Stoney Creek</p> <p>1.0 Notwithstanding policies E.4.7.2 and E.4.7.9 of Volume 1, sensitive land uses such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.</p>	<p>UHSCC-“X” Lands located at 645-655 Barton Street, former City of Stoney Creek</p> <p>1.0 Notwithstanding policies E.4.7.2 and E.4.7.9 of Volume 1, sensitive land uses such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.</p>

