Authority: Item 4, Planning Committee Report: 22-008 (PED21067(b)) CM: May 25, 2022 Ward: City Wide

Bill No. 145

CITY OF HAMILTON

BY-LAW NO. 22-145

To Adopt:

Official Plan Amendment No. 167 to the

Urban Hamilton Official Plan

Respecting:

Municipal Comprehensive Review – Phase 1

(City-Wide)

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

1. Amendment No. 167 to the Urban Hamilton Official Plan consisting of Schedule "1", hereto annexed and forming part of this by-law, is hereby adopted.

PASSED this 8th day of June 2022.

B. Johnson Acting Mayor

A. Holland City Clerk

Schedule "1"

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Urban Hamilton Official Plan Amendment No. 167

The following text, together with:

Volume 1

Volume 1	
Appendix "A"	Chapter A - Introduction
Appendix "B"	Chapter B – Communities
Appendix "C"	Chapter C – City Wide Systems and Designations
Appendix "D"	Chapter E – Urban Systems and Designations
Appendix "E"	Chapter F – Implementation
Appendix "F"	Chapter G – Glossary
Appendix "G"	Schedule A – Provincial Plans
Appendix "H"	Schedule B – Natural Heritage System
Appendix "I"	Schedule B-1 – Detailed Natural Heritage Features Key Natural Heritage Features Life Science ANSI
Appendix "J"	Schedule B-2 – Detailed Natural Heritage Features Key Natural Heritage Features Significant Woodlands
Appendix "K"	Schedule B-4 – Detailed Natural Heritage Features Key Natural Heritage Features and Key Hydrologic Features Wetlands
Appendix "L"	Schedule B-5 – Detailed Natural Heritage Features Key Hydrologic Features Lakes and Littoral Zones
Appendix "M"	Schedule B-6 – Detailed Natural Heritage Features Local Natural Area Environmentally Significant Areas
Appendix "N"	Schedule B-7 – Detailed Natural Heritage Features Local Natural Area Earth Science ANSI
Appendix "O"	Schedule B-8 – Detailed Natural Heritage Features Key Hydrologic Feature Streams

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Appendix "P"	Schedule C –	Functional Road Cla	ssification
Appendix "Q"	Schedule E – I	Urban Structure	
Appendix "R"	Schedule E-1	– Urban Land Use De	signations
Appendix "S"	Schedule F – /	Airport Influence Area	a Co
Appendix "T"	Schedule G –	Local Housing Marke	et Zones
Appendix "U"	Schedule H –	Provincially Significar	nt Employment Zones (New)
Appendix "V"	Appendix A –	Parks Classification N	Лар
Appendix "W"	Appendix B –	Major Transportation	Facilifies and Routes
Appendix "X"	Appendix D – Zoning Regula		cast Contours and Primary
Appendix "Y"	Appendix E –	Contaminated Sites	\mathbf{O}
Appendix "Z"	Appendix F –	Cultural Heritage Res	sources
Appendix "AA"	Appendix F-4	- Archaeological Po	tential
Appendix "AB"	Appendix G -	Boundaries Map	
Volume 2		X~	
Appendix "AC"	Chapter B – S	econdary Plans	
Appendix "AD"	Map B.6.7-1 – Land Use Plar		urhoods Secondary Plan –
Appendix "AE"		Centennial Neighbo ding Heights in the N	urhoods Secondary Plan – ode
Appendix "AF"		Centennial Neighbo and Connections	urhoods Secondary Plan –
Appendix "AG"		Centennial Neighbo Specific Policy Area	urhoods Secondary Plan – s
Appendix "AH"	Appendix A – Transition Area	•	ourhoods Secondary Plan –
Appendix "Al"	Map B.7.4-1 – Plan	Fruitland-Winona Sea	condary Plan – Land Use
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Appendix "AJ"	Map B.7.6-1 – West Mountain Area (Heritage Green) Secondary Plan – Land Use Plan
Appendix "AK"	Appendix A – Secondary Plan Index Map
Volume 3	
Appendix "AL"	Chapter B – Urban Area Specific Policies
Appendix "AM"	Chapter C – Urban Site Specific Policies
Appendix "AN"	Map 1 – Area Specific Policies Key Map
Appendix "AO"	Map H-1 – Hamilton Area Specific Policies
Appendix "AP"	Map H-13 – Hamilton Area Specific Policies (New)
Appendix "AQ"	Map H-14 – Hamilton Area Specific Policies (New)
Appendix "AR"	Map H-15 – Hamilton Area Specific Policies (New)
Appendix "AS"	Map 2 – Urban Site Specific Key Map
Appendix "AT"	Map 2a – Urban Site Specific Key Map (Lower City)

attached hereto, constitutes Official Plan Amendment No. 167 to the Urban Hamilton Official Plan.

1.0 <u>Purpose and Effect:</u>

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 <u>Basis</u>:

The basis for permitting this Amendment is:

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

4.0 <u>Actual Changes</u>:

4.1 <u>Volume 1 – Parent Plan</u>

Text

- a. That the following policies of Volume 1: Chapter A Introduction be amended, added or deleted, as outlined in Appendix "A", attached to this Amendment:
 - Introduction A.2.1
 - A.1.2 A.2.3
 - A.1.3
 - A.1.4
 - A.1.6
- A.2.3.2 (New)
- A.2.3.2 (Existing)

• A.2.3.1

• 2.3.3.1 (Existing) • A.2.3.4.5 (New) • A.2.3.3.2 • A.2.4

A.2.3.4.3 (New)

- A.2.3.3.2 A.2.3.3.3 (Existing) •
 - A.2.5.1A.2.5.2
- A.2.3.3.4 (Existing) A.2.5.5

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





 B.1.0 B.2.1.1 (Existing) B.2.2.1 (Existing) B.2.2.2 (Existing) B.2.2.3 (Existing) B.2.2.4 (Existing) B.2.2.5 (Existing) B.2.3.1 Heading (Existing) B.2.3.2 B.2.3.3 B.2.4.1.1 B.2.4.1.2 B.2.4.1.3 B.2.4.1.4 B.2.4.2.1 B.3.0 B.3.1 B.3.1.2 B.3.1.15 B.3.2.2.1 Table B.3.2.1 Table B.3.2.2 	 B.3.2.3.7 (New) B.3.2.4.1 B.3.2.4.2 B.3.2.4.7 (New) B.3.2.4.8 (New) B.3.2.4.9 (New) B.3.2.4.9 (New) B.3.2.4.10 (New) B.3.3.1.6 B.3.3.1.6 B.3.3.2.5 B.3.3.2.8 B.3.3.2.8 B.3.3.2.9 B.3.3.2.10 B.3.3.2.10 B.3.3.9.6 B.3.3.10.8 B.3.4 B.3.4.2.1 B.3.4.2.5 B.3.4.2.7 B.3.4.2.8 B.3.4.2.9 B.3.4.2.10 B.3.4.2.10 B.3.4.2.10 B.3.4.2.14 (Existing) 	 B.3.4.2.14 (New) B.3.4.4.2 (New) B.3.4.4.5 (Existing) B.3.4.4.6 (Existing) B.3.4.4.9 (Existing) B.3.4.4.10 (Existing) B.3.4.5.2 B.3.4.5.5 B.3.5.2.2 (New) B.3.5.2.5 (Existing) B.3.5.2.12 (Existing) B.3.5.2.13 (Existing) B.3.5.2.15 (New) B.3.5.3.16 B.3.5.3.20 (New) 	 B.3.5.6.1 B.3.6.2 B.3.6.2.2 B.3.6.2.4 B.3.6.2.6 B.3.6.5.7 B.3.6.5.9 B.3.6.5.16 (New) B.3.6.5.18 (New) B.3.7.1 B.3.7.2 B.3.7.3 (New) B.3.7.3 (New) B.3.7.4 (Existing) B.3.7.7 B.3.7.8 (New)
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- 4.1.3 <u>Chapter C City Wide Systems and Designations</u>
- 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:





- 4.1.4 <u>Chapter E Urban Systems and Designations</u>
- 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:

	50007		
 E.1.0 c), g) and 	• E.2.3.3.7	• E.3.5.2	• E.5.1.16 (New)
h)	• E.2.3.3.12	• E.3.5.3	 E.5.1.17 (New)
 E.2.1 a) and e) 	• E.2.4.1	• E.3.5.4	 E.5.1.18 (New)
• E.2.2.1	 E.2.5 (New 	• E.3.5.7	• E.5.2.6
 E.2.2.1 c) (New) 	Section)	• E.3.5.8	 E.5.2.7.1 b), g)
 E.2.2.5 (New) 	 E.2.5.1 (New) 	• E.3.5.9	(New), I)
 E.2.2.6 (New) 	 E.2.5.2 (New) 	• E.3.6.6	(New), m)
• E.2.3.1.4	 E.2.5.3 (New) 	 E.3.6.7 (New) 	(New)
E.2.3.1.9	 E.2.5.4 (New) 	 E.3.6.7 (Existing) 	 E.5.2.8 (New)
• E.2.3.1.10	 E.2.5.5 (New) 	• E.4.5.11	• E.5.4.2
• E.2.3.1.14	• E.2.7.7 (Existing)	• E.4.6.8	• E.5.4.5
• E.2.3.2.7	• E.3.4.3	• E.4.6.14	• E.5.5.3
• E.2.3.2.11	• E.3.4.4	• E.4.6.29	 E.5.7 (New)
• E.2.3.3.6	• E.3.4.6	• E.5.1.11	 E.5.7.1 (New)
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4.1.5 <u>Chapter F – Implementation</u>

- a. That the following policies of Volume 1: Chapter F Implementation be amended, added or deleted, as outlined in Appendix "E", attached to this Amendment:
 - F.1.1.10 c) •
 - F.1.1.13 (New)
 - F.3.1.3.2
 - F.1.17.8 (New) • F.1.17.8.1
 - (New) • F.1.17.8.2
- F.3.1.5.1 • F.3.1.8 (New
- Section) • F.3.1.8.1 (New)
- F.3.1.8.2 (New)

• F.3.1.3.1

• F.3.1.8.3 (New)

- F.3.4.5
- F.3.4.5.1
- F.3.4.5.2 (New)
- Table F.3.4.2
- F.3.4.5.3 (New)
- Table F.3.4.3

- (New)
- (New) F.3.4.5.4 (New)

- F.3.5 Heading
- F.3.5.1
- F.3.5.2 (New)
- F.3.7 (New •
 - Section)
- F.3.7.1 (New)

- Table F.1.19.1

- 4.1.6 Chapter G Glossary
- a. That Volume 1: Chapter G Glossary be amended by revising, adding or deleting definitions, as outlined in Appendix "F"

Schedules and Appendices

4.1.7 Schedules

- a. That Volume 1: Schedule A Provincial Plans be amended, as shown on Appendix "G", attached to this Amendment.
- b. That Volume 1: Schedule B Natural Heritage System be amended, as shown on Appendix "H", attached to this Amendment.
- c. That Volume 1: Schedule B-1 Detailed Natural Heritage Features Key Natural Heritage Features Life Science ANSI be amended, as shown on Appendix "I", attached to this Amendment.
- d. That Volume 1: Schedule B-2 Detailed Natural Heritage Features Key Natural Heritage Features Significant Woodlands be amended, as shown on Appendix "J", attached to this Amendment.
- e. That Volume 1: Schedule B-4 Detailed Natural Heritage Features Key Natural Heritage Features and Key Hydrologic Features Wetlands be amended, as shown on Appendix "K", attached to this Amendment.



- f. That Volume 1: Schedule B-5 Detailed Natural Heritage Features Key Hydrologic Features Lakes and Littoral Zones be amended, as shown on Appendix "L", attached to this Amendment.
- g. That Volume 1: Schedule B-6 Detailed Natural Heritage Features Local Natural Area Environmentally Significant Areas be amended, as shown on Appendix "M", attached to this Amendment.
- h. That Volume 1: Schedule B-7 Detailed Natural Heritage Features Local Natural Area Earth Science ANSI be amended, as shown on Appendix "N", attached to this Amendment.
- i. That Volume 1: Schedule B-8 Detailed Natural Heritage Features Key Hydrologic Feature Streams be amended, as shown on Appendix "O", attached to this Amendment.
- j. That Volume 1: Schedule C Functional Road Classification be amended, as shown on Appendix "P", attached to this Amendment.
- k. That Volume 1: Schedule E Urban Structure be amended, as shown on Appendix "Q", attached to this Amendment.
- I. That Volume 1: Schedule E-1 Urban Land Use Designations be amended, as shown on Appendix "R", attached to this Amendment.
- m. That Volume 1: Schedule F Airport Influence Area be amended, as shown on Appendix "S", attached to this Amendment.
- n. That Volume 1: Schedule G Local Housing Market Zones be amended, as shown on Appendix "T", attached to this Amendment.
- o. That Volume 1: Schedule H Provincially Significant Employment Zones be added, as shown on Appendix "U", attached to this Amendment.

4.1.8 <u>Appendices</u>

- a. That Volume 1: Appendix A Parks Classification Map be amended, as shown on Appendix "V", attached to this Amendment.
- b. That Volume 1: Appendix B Major Transportation Facilities and Routes be amended, as shown on Appendix "W", attached to this Amendment.



- c. That Volume 1: Appendix D Noise Exposure Forecast Contours and Primary Zoning Regulation Area be amended, as shown on Appendix "X", attached to this Amendment.
- d. That Volume 1: Appendix E Contaminated Sites be amended, as shown on Appendix "Y", attached to this Amendment.
- e. That Volume 1: Appendix F Cultural Heritage Resources be amended shown on Appendix "Z", attached to this Amendment.
- f. That Volume 1: Appendix F-4 Archaeological Potential be amended, as shown on Appendix "AA", attached to this Amendment.
- g. That Volume 1: Appendix G Boundaries Map be amended, as shown on Appendix "AB", attached to this Amendment.

4.2 Volume 2 – Secondary Plans

Text

- 4.2.1 Chapter B Secondary Plans
- a. That Volume 2: Chapter B Secondary Plans be amended to revise, add or delete policies, as outlined in Appendix "AC", attached to this Amendment:

B.6.7.18.13 (New)

• B.6.4.3.1 e) B.6.4.10.1

B.6.7.13 g)

- B.6.7.18.1 B.6.7.18.8
- B.7.4.18.8
- B.8.7

Maps and Appendices

4.2.2 Map

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a. That Volume 2: Map B.6.7-1 – Centennial Neighbourhoods Secondary Plan – Land Use Plan be amended, as shown on Appendix "AD", attached to this Amendment.

That Volume 2: Map B.6.7-2 – Centennial Neighbourhoods Secondary Plan – Maximum Building Heights in the Node be amended, as shown on Appendix "AE", attached to this Amendment.

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- c. That Volume 2: Map B.6.7-3 Centennial Neighbourhoods Secondary Plan Transportation and Connections be amended, as shown on Appendix "AF", attached to this Amendment.
- d. That Volume 2: Map B.6.7-4 Centennial Neighbourhoods Secondary Plan Area and Site Specific Policy Areas be amended, as shown on Appendix "AG", attached to this Amendment.
- e. That Volume 2: Appendix A– Centennial Neighbourhoods Secondary Plan Transition Areas be amended, as shown on Appendix "AH", attached to this Amendment.
- f. That Volume 2: Map B.7.4-1 Fruitland-Winona Secondary Plan Land Use Plan be amended, as shown on Appendix "Al", attached to this Amendment.
- g. That Volume 2: Map B.7.6-1 West Mountain Area (Heritage Green) Secondary Plan – Land Use Plan be amended, as shown on Appendix "AJ", attached to this Amendment.
- h. That Volume 2: Appendix A Secondary Plans Index Map be amended, as shown on Appendix "AK", attached to this Amendment.

4.3 <u>Volume 3 – Special Policy Areas, Area Specific Policies, and Site Specific</u> <u>Policies</u>

Text

- 4.3.1 Chapter B Urban Area Specific Policies
- a. That Volume 3: Chapter B Urban Area Specific Polices be amended to revise policies, as outlined in Appendix "AL", attached to this Amendment:
 - UH-7 (New) UH-8 (New) UH-9 (New) UH-10 (New)

4.3.2 Chapter C – Urban Site Specific Policies

a. That Volume 3: Chapter C – Urban Site Specific Polices be amended to revise or add policies, as outlined in Appendix "AM", attached to this Amendment:

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• UFN-5 (New)

UFE-2

- UHN-29(New)
- UHC-11 (New)
- UHC-12 (New)

- UHN-28(New)
- UHN-30 (New)UHN-31 (New)
- UHSCC-2 (New)

Maps and Appendices

4.3.3 <u>Maps</u>

- a. That Volume 3: Map 1 Area Specific Policies Key Map be amended, as shown on Appendix "AN", attached to this Amendment.
- b. That Volume 3: Map H-1 Hamilton Area Specific Policies be amended, as shown on Appendix "AO", attached to this Amendment.
- c. That Volume 3: Map H-13 Hamilton Area Specific Policies (New) be added, as shown on Appendix "AP", attached to this Amendment.
- d. That Volume 3: Map H-14 Hamilton Area Specific Policies (New) be added, as shown on Appendix "AQ", attached to this Amendment.
- e. That Volume 3: Map H-15 Hamilton Area Specific Policies (New) be added, as shown on Appendix "AR", attached to this Amendment.
- f. That Volume 3: Map 2 Site Specific Policies Key Map be amended, as shown on Appendix "AS", attached to this Amendment.
- g. That Volume 3: Map 2a Site Specific Policies Key Map (Lower City) be amended, as shown on Appendix "AT", attached to this Amendment.

5.0 <u>Implementation</u>:

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 8th day of June, 2022.

Urban	Hamilton	Official	Plan
Amen	dment No	o. 167	





The City of Hamilton



Proposed Change		Proposed N	lew / Revised Policy				
Grey highlighted strikethrough text = text to be delete	d B	Bolded text = text te	o be added				
Chapter A – Introduction		Chapter A – I	ntroduction				
Hamilton is a city of many communities:	diverse	Hamilton is a	city of many communities:				
by nature of geography and history; united by a		diverse by na	iture of geography and history;				
common future. Hamilton has a vision for its			common future. Hamilton has a				
			uture – a vision for a vibrant,				
sustainable city. The vision, known as Vis	ion 2020		ainable city. The vision, known as				
Our Future Hamilton, that builds on Vision		•	amilton, that builds on Vision 2020				
has been shared by citizens, businesses,			ared by citizens, businesses,				
community groups, organizations and o			roups, organizations and our				
government since 1992 2017.		-	ment since 2017.				
An Official Plan is a guiding document –	its aoals	-	an is a guiding document – its				
and policies move the City towards ach	-		licies move the City towards				
visions for the future – visions that are exp			visions for the future – visions that				
both through Vision 2020 Our Future Han			both through Our Future				
and the City's Strategic Plan This Pla			the City's Strategic Plan This				
the policies contained herein implemen			policies contained herein				
of the principles expressed by in Vision 2	-		any of the principles in Our Futur				
Future Hamilton and the City's Strategic			the City's Strategic Plan.				
A.1.2 Hamilton's Future – A Time for Ch			ton's Future – A Time for Change				
Over the next 30 years By 2051, the City			City is expected to grow to				
expected to grow to achieve a populat			pulation of 820,000 and 360,000				
660,000 820,000 and 300,000 360,000 jobs			be, look and feel of the City will				
shape, look and feel of the City will cha							
influenced not only by physical growth b	-	Change - influenced not only by physical growth but by economic, demographic and climate change, as well. An aging population,					
economic, and demographic and climate change, as well. An aging population, a declining number of people per household, the		a declining number of people per household, the effects of the global economy on local					
				effects of the global economy on local		companies, increasing pressures on	
				companies, increasing pressures on community		community services, the impacts of a	
services, the impacts of a changing clim		changing climate, and urban pressure on rural					
urban pressure on rural resources will res		resources will result in change – physical,					
change – physical, economic and socio		economic and social. The City will experience					
City will experience many changes over		many changes over the lifetime of this Plan.					
lifetime of this Plan. Change brings energy	-	Change brings energy and opportunities. To					
opportunities. To effect positive change		effect positive change the City must harness					
must harness that energy, take advanta	-	that energy, take advantage of the					
the opportunities, and manage any unc	desirable	opportunities, and manage any undesirable					
impacts.		impacts.					
Responding to the impacts of a changin		Responding to the impacts of a changing					
climate is an urgent challenge the City r		<i>climate</i> is an urgent challenge the City must face now and over the next 30 years. The City					
face now and over the next 30 years. Th	-						
has declared a Climate Emergency and			a Climate Emergency and				
established a goal to achieve net zero carbon		established a goal to achieve net zero carbon					
emissions by 2050. The implications of ne			2050. The implications of not				
responding to the Climate Emergency a			o the Climate Emergency are				
It is predicted that the number of very he	ot days	dire. It is prec	dicted that the number of very				
Urban Hamilton Official Plan		200					
Urban Hamilton Official Plan Amendment No. 167		age					
Amendment No. 10/	13	of 164	Hamilto				

Appendix "A" - Volume 1: Chapter A - Introduction

per year (above 30 degree Celsius) will	increase	hot days per	year (above 30 degree Celsius)
from an average of 16 between 1976 – 2		will increase f	rom an average of 16 between
an average of 37 per year. In a high en			o an average of 37 per year. In a
scenario, the Province of Ontario would	be	-	s scenario, the Province of
anticipated to see an average annual		Ontario would	d be anticipated to see an
temperature rise of 5.1 degrees Celsius,	and	average ann	ual temperature rise of 5.1
Hamilton would be anticipated to see a	n	degrees Cels	ius, and Hamilton would be
average annual precipitation increase of	of 66.7	anticipated t	o see an average annual
mm in the 2050s.		precipitation	increase of 66.7 mm in the 2050s.
These potentially severe consequences	of	These potenti	ally severe consequences of
climate change reinforce that actions to	reduce	climate chan	ge reinforce that actions to
and respond to the impacts of a changi	ng	reduce and r	espond to the impacts of a
climate will be required across all City		changing clir	nate will be required across all
departments and will include both corpo	orate	City departm	ents and will include both
and community initiatives. A climate ch	nange	corporate an	d community initiatives. A
lens must be applied to all planning dec	cisions	climate chan	ge lens must be applied to all
going forward as per the City's Corporat			isions going forward, as per the
and Areas of Focus for Climate Change			ate Goals and Areas of Focus for
Mitigation and Adaptation, to plan for a	City that	Climate Chai	nge Mitigation and Adaptation,
is resilient to the impacts of a changing	-		City that is resilient to the impacts
Our location in the Golden Horseshoe, c	as well as	of a changing	
the City's strengthening relationship with	n the	Our location	in the Golden Horseshoe, as well
Greater Toronto Area (GTA) municipaliti	es,		trengthening relationship with
provide both benefits and challenges. H	lamilton		oronto Area (GTA) municipalities,
has become an attractive place to live	because		benefits and challenges.
of its the amenities and reasonable hou	sing		become an attractive place to
prices relative to other cities in the regio	n.		of its amenities and reasonable
However, many of our residents are con	nmuting		s relative to other cities in the
commute to jobs outside Hamilton. One	of the	•	ver, many of our residents'
City's key priorities is to increase employ	ment	-	jobs outside Hamilton. One of the
opportunities within our boundaries. And	other		prities is to increase employment
challenge is that our strong social servic	e		within our boundaries. Another
network serves populations both within a	and		hat our strong social service
outside the City who require assistance	and	-	es populations who require
reside both within and outside the City.			d reside both within and outside
		the City.	
A.1.3 Function of the Official Plan		A.1.3 Fund	ction of the Official Plan
This Plan projects a long-term vision for the	he	This Plan proje	ects a long-term vision for the
physical development of the City over t	he next	physical deve	elopment of the City to 2051. The
30 years to 2051. It's The policies provide	e the	policies provi	de the direction for managing
direction for managing long term develo		long term development to achieve social,	
to achieve social, economic and enviro	onmental	economic ar	d environmental objectives of
objectives of the City's vision. The Plan:		the City's visio	
• is one of the primary implementation	arms of	•	ts Our Future Hamilton and the
Vision 2020 Implements Our Future Hami	Iton and	City's Strateg	ic Plan;
the City's Strategic Plan;		•	document whose origin is derived
is a legal document whose origin is d			ning Act, R.S.O., 1990 c. P.13;
from the <u>Planning Act, R.S.O., 1990 c. P.</u>			the concepts of provincial
 builds on the concepts of provincial i 			t support the building of strong
that support the building of strong com	nunities	communities	[such as the Provincial Policy
Urban Hamilton Official Plan	P	age	
Amendment No. 167		of 164	∐∎∏ <u>Hamilton</u>

Funch as the Dravingial Daliay Statement Crowth	Statement, Growth Plan for the Greater
[such as the Provincial Policy Statement, Growth	
Plan for the Greater Golden Horseshoe, the	Golden Horseshoe, the Niagara Escarpment
Greenbelt Niagara Escarpment Plan]; and,	Plan]; and,
• is one of the key implementation mechanisms	• is one of the key implementation
for the City's Growth Strategy (GRIDS 2) and	mechanisms for the City's Growth Strategy
other corporate initiatives, including Master	(GRIDS 2) and other corporate initiatives,
Plans (Transportation and Infrastructure,	including Master Plans (Transportation and
Recreational, Parks), and the Social	Infrastructure, Recreational, Parks), the Socia
Development Strategy, the Corporate Energy	Development Strategy, the Corporate Energy
and Sustainability Policy and the Community	and Sustainability Policy and the Community
Climate Change Action Plan.	Climate Change Action Plan.
The Urban Hamilton Official Plan applies to lands	The Urban Hamilton Official Plan applies to
within the urban area.	lands within the urban area.
A.1.4 Principles of the Official Plan	A.1.4 Principles of the Official Plan
The Official Plan plays a major role in setting a	The Official Plan plays a major role in setting a
framework of actions that will lead to the	framework of actions that will lead to the
sustainable, healthy future envisioned by Vision	sustainable, healthy future envisioned by Ou
2020Our Future Hamilton and the City's Strategic	Future Hamilton and the City's Strategic Plan
Plan. The framework of the Official Plan is	The framework of the Official Plan is centred
centred on the following principles:	on the following principles:
compact and healthy urban communities	 compact and healthy urban communities
that provide opportunities to live, work, play,	that provide opportunities to live, work, play,
and learn;	and learn;
• a strong rural community protected by firm	• a strong rural community protected by firr
urban boundaries;	urban boundaries;
• environmental systems – land, air and water –	• environmental systems – land, air and
that are protected and enhanced;	water – that are protected and enhanced;
balanced transportation networks that offer	balanced transportation networks that
choice so people can walk, cycle, take transit,	offer choice so people can walk, cycle, take
or drive, and recognize the importance of	transit, or drive, and recognize the importance
goods movement to our local economy;	of goods movement to our local economy;
 reducing Greenhouse Gas (GHG) emissions 	 reducing Greenhouse Gas (GHG) emissio
and adapting to the impacts of a changing	and adapting to the impacts of a changing
climate;	climate;
 a growing, strong, prosperous and diverse 	 a growing, strong, prosperous and diverse
economy;	economy;
 a wide range and healthy supply of housing 	 a wide range and healthy supply of
options for current and future residents;	housing options for current and future
 planning for a City that is equitable and 	residents;
inclusive, and which meets the evolving needs	 planning for a City that is equitable and
of Hamilton's diverse population;	inclusive, and which meets the evolving need
 financial stability; and, 	of Hamilton's diverse population;
 strategic and wise use of infrastructure 	 financial stability; and,
services and existing built environment.	strategic and wise use of infrastructure service
A.1.6 Supporting Plans and Strategies	A.1.6 Supporting Plans and Strategies
This Official Plan relies on legislation, strategies,	This Official Plan relies on legislation, strategie
plans and guidelines as implementation tools to	plans and guidelines as implementation tools
move the City's communities forward to meet,	to move the City's communities forward to

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not only City directions, but also provincial meet, not only City directions, but also requirements. Examples include: provincial requirements. Examples include: Growth Related Integrated Development Growth Related Integrated Development Strategy (GRIDS 2) - The purpose of GRIDS 2 is to Strategy (GRIDS 2) - The purpose of GRIDS 2 is integrate growth management for land use and to integrate growth management for land use community services to achieve the City's Vision and community services to achieve the City's through the long-term development of land uses Vision through the long-term development of and services based on environmental priorities, land uses and services based on social issues, economic opportunities and environmental priorities, social issues, economic opportunities and population population studies. studies. Other Initiatives – The City has developed a ••• • Other Initiatives – The City has developed a Corporate Energy and Sustainability Policy, a Corporate Energy and Sustainability Policy, a **Community Climate Change Action Plan, and** developed Corporate Goals and Areas of Focus Community Climate Change Action Plan, and developed Corporate Goals and Areas of for Climate Mitigation and Adaptation to provide Focus for Climate Mitigation and Adaptation a comprehensive, coordinated and to provide a comprehensive, coordinated multidisciplinary approach to climate change and multidisciplinary approach to climate mitigation and adaptation. These plans will require, where possible, incentivize and change mitigation and adaptation. These plans will require, where possible, incentivize encourage environmental sustainability including reducing GHG emissions and and encourage environmental sustainability improving climate resiliency. including reducing GHG emissions and improving climate resiliency. A.2.1 Vision 2020 Our Future Hamilton A.2.1 Our Future Hamilton The City has **long** been a leader in the area of The City has long been a leader in the area of community sustainability. In 1992, the former community sustainability. In 1992, the former Region of Hamilton-Wentworth adopted Vision Region of Hamilton-Wentworth adopted Vision 2020. In 2002, the City undertook a review of the 2020. Adopted by Council in 2016, Our Future Vision in light of many changes that had taken Hamilton provides a 25-year community vision place within the previous 10 years. The 'Building that builds on the legacy of Vision 2020, and 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

by City Council in September, 2003. Adopted

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

As citizens, businesses and government of the

sustainable future. We celebrate our strengths as

a vibrant, diverse City of natural beauty nestled

around the Niagara Escarpment and Hamilton

City of Hamilton we accept responsibility for

making decisions that lead to a healthy,

who participated in the visioning process.

Hamilton's Vision 2020

by Council in 2016, Our Future Hamilton provides

reflects the values and aspirations of the nearly 55,000 residents who participated in the visioning process. **Our Future Hamilton – Community Priorities** Community Engagement and Participation considerations. The updated vision was adopted

Our Future Hamilton is a collaborative place where...

• 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. Economic Prosperity & Growth - Our Future Hamilton is an ambitious place where...

• People successfully provide for themselves and their families and have opportunities to grow and develop.

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Harbour. We are able to achieve our full	Post-secondary institutions and businesses
potential through safe access to clean air and	collaborate with the City, contributing to the
water, food, shelter, education, satisfying	success of our economy.
employment, spirituality and culture. We weigh	• Residents can work in the city in one of the
social/health, economic and environmental	increasing number of quality, well-paying local
costs, benefits and risks equally when making	jobs.
decisions.	 A prosperous and diverse local and regional
Action - Sustainable community goals, strategies	economy benefits all residents.
and targets are achieved by committing	Healthy & Safe Communities – Our Future
resources and acting decisively.	Hamilton is a caring place where
Access - People have the ability to contribute	People lead happy lives in safe
and participate in community life regardless of	neighbourhoods and friendly communities.
physical and mental ability, income, age,	We all have access to the services and
gender, spiritual or cultural background or	supports we need to be healthy and active.
geographic location.	Our city is safe and inviting, and people
Accountability - Community leaders measure	continue to work together to take care of and
and report on progress in achieving the Vision.	support each other.
Adaptability - We learn from the past and take	Clean & Green – Our Future Hamilton is an
action to create positive change.	environmentally sustainable place where
Our Future Hamilton – Community Priorities	A flourishing natural environment enriches
Community Engagement and Participation – Our	the quality of life for community members.
Future Hamilton is a collaborative place where	Organizations take a leadership role and
People work together and make a positive	operate in a sustainable manner.
impact on the community.	Everyone has a deep understanding and
 Citizens are consulted and involved in making 	respect for the natural environment and its
the decisions that impact them.	important contribution to our lives.
 A passion and sense of pride for the city exists 	Built Environment & Infrastructure – Our Future
among residents, driving volunteerism and	Hamilton is a people friendly place where
community-based initiatives.	• The quality of life, well-being and enjoyment
Economic Prosperity & Growth – Our Future	of its residents influences design and planning
Hamilton is an ambitious place where	It is easy to get around our city and
People successfully provide for themselves	Hamilton's transportation systems are well-
and their families and have opportunities to grow	connected regionally.
and develop.	Hamilton is connected to its rich history
Post-secondary institutions and businesses	through architecture.
collaborate with the City, contributing to the	Public spaces are well maintained and
success of our economy.	vibrant, with greenspace and attractions for
Residents can work in the city in one of the	residents and visitors.
increasing number of quality, well-paying local	Neighbourhoods have a variety of homes
jobs.	and amenities.
A prosperous and diverse local and regional	Culture & Diversity – Our Future Hamilton is a
economy benefits all residents.	vibrant place where
Healthy & Safe Communities – Our Future	People of all ages, backgrounds and
Hamilton is a caring place where	abilities are accepted and celebrated.
People lead happy lives in safe	• There is always something to do in Hamilton,
neighbourhoods and friendly communities.	with a year-round calendar of events and a
• We all have access to the services and	thriving local arts scene.
supports we need to be healthy and active.	All of our downtown areas are bustling
	centres of economic and community activity.

Que ait is acts and inviting and page		. Deeple of	
Our city is safe and inviting, and peop continue to work together to take agree			all backgrounds, ages and amilton home and have access
continue to work together to take care of and support each other.			
Clean & Green – Our Future Hamilton is an		to the support and opportunities they need to	
		succeed.	
environmentally sustainable place when		le eddition to	Our Future Homeilten the first
A flourishing natural environment enriches the			Our Future Hamilton, the first
quality of life for community members.		phase of the City's updated Growth Related	
÷ .		-	ategy (GRIDS2) identified the
operate in a sustainable manner.			Directions' endorsed by Council
			ecisions related to urban growth
respect for the natural environment and i	ITS		ment, and have informed the
important contribution to our lives.			options and growth policy
Built Environment & Infrastructure – Our F			vided in the 10-year update to
Hamilton is a people friendly place when		this Official Plan. Ten Directions to Guide Development:	
• The quality of life, well-being and enjo	-		s to Guide Development:
of its residents influences design and pla	-	Direction #1	
• It is easy to get around our city and He			ate change mitigation and
transportation systems are well-connected	ed		ind reduce greenhouse gas
regionally.		emissions.	
Hamilton is connected to its rich histor	У	Direction #2	
through architecture.			compatible mix of uses in
Public spaces are well maintained and			ods, including a range of housing
vibrant, with greenspace and attractions	for		ordabilities, that provide
residents and visitors.	opportunities to live, work, learn, shop and		-
Neighbourhoods have a variety of homes and			
amenities.		Community.	
Culture & Diversity – Our Future Hamilton is a		Direction #3	
vibrant place where			new development and
People of all ages, backgrounds and abilities are accepted and colobrated			within existing built-up areas and
are accepted and celebrated.		within the urban boundary through intensification and adaptive re-use.	
		i dha daapiive re-use.	
with a year-round calendar of events and a		Protect rural areas for a viable rural economy,	
 thriving local arts scene. All of our downtown areas are bustling 	contros	agricultural resources, environmentally	
of economic and community activity.	cennes	sensitive recreation and the enjoyment of the	
	abilitios	rural landscape.	
 People of all backgrounds, ages and call Hamilton home and have access to 		Direction #5	
support and opportunities they need to s		Design neighbourhoods to improve access to	
In addition to the Vision, Phase 1 of the C		community life for all, regardless of age,	
program identified nine 'Directions' to g		ethnicity, race, gender, ability, income and	
development decisions. These directions		spirituality.	
the requirements for background studies		Direction #6	
were used as the basis for creating		Retain and intensify existing employment land,	
development options and growth policy	<i>(</i>	attract jobs in Hamilton's strength areas and	
concepts. The directions also informed the		targeted new sectors, and support access to	
development of this Official Plan.		education and training for all residents.	
In addition to Our Future Hamilton, the first phase		Direction #7	
of the City's updated Growth Related Int			portation options through the
Strategy (GRIDS2) identified the following	-	Expand transportation options through the development of complete streets that	
'Directions' endorsed by Council to eval		encourage travel by foot, bike and transit,	
		5	
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			<u>- Milliton</u>

decisions related to urban growth and	and enhance efficient inter-regional
development, and have informed the	transportation connections.
development options and growth policy	Direction #8
concepts provided in the 10-year update to this	
Official Plan.	infrastructure, and vacant or abandoned
Nine Ten Directions to Guide Development:	land.
Direction #1	Direction #9
Encourage a compatible mix of uses in	Protect ecological systems and the natural
neighbourhoods that provide opportunities to	environment, reduce waste, improve air, land
live, work, and play. Plan for climate change	and water quality, and encourage the use of
mitigation and adaptation, and reduce	green infrastructure.
greenhouse gas emissions.	Direction #10
Direction #2	Maintain and create attractive public and
Concentrate new development within existing	private spaces and respect the unique
built-up areas and within a firm urban boundary	
Encourage a compatible mix of uses in	neighbourhoods and communities, protect
neighbourhoods, including a range of housing	cultural heritage resources, and support arts
types and affordabilities, that provide	and culture as an important part of
opportunities to live, work, learn, shop and play,	
promoting a healthy, safe and complete	
community.	
Direction #3	
Protect rural areas for a viable rural economy,	
agricultural resources, environmentally sensitive	
recreation and enjoyment of the rural	
landscape. In Rural Hamilton Official Plan.	
Concentrate new development and	
infrastructure within existing built-up areas and	
within the urban boundary through	
intensification and adaptive re-use.	
Direction #4	
Design neighbourhoods to improve access to	
community life. Protect rural areas for a viable	
rural economy, agricultural resources,	
environmentally sensitive recreation and the	
enjoyment of the rural landscape.	
Direction #5	
Retain and attract jobs in Hamilton's strength	
areas and in targeted new sectors. Design	
neighbourhoods to improve access to	
community life for all, regardless of age,	
ethnicity, race, gender, ability, income and	
spirituality.	
Direction #6	
Expand transportation options that encourage	
travel by foot, bike and transit and enhance	
officient inter-regional transportation	
connections. Retain and intensify existing	
employment land, attract jobs in Hamilton's	
strength areas and targeted new sectors, and	
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support access to education and trainin residents. Direction #7 Maximize the use of existing buildings, infrastructure and vacant or abandoned Expand transportation options through th development of complete streets that encourage travel by foot, bike and trans enhance efficient inter-regional transpo connections. Direction #8 Protect ecological systems and improve and water quality. Maximize the use of a buildings, infrastructure, and vacant or abandoned land. Direction #9 Maintain and create attractive public a private spaces and respect the unique character of existing buildings, neighbou and settlements. Protect ecological syst the natural environment, reduce waste, air, land and water quality, and encourd use of green infrastructure. Direction #10 Maintain and create attractive public an private spaces and respect the unique character of existing buildings, neighbou and settlements. Protect ecological syst the natural environment, reduce waste, air, land and water quality, and encourd use of green infrastructure. Direction #10 Maintain and create attractive public an private spaces and respect the unique character of existing buildings, neighbou and communities, protect cultural heritar resources, and support arts and culture for important part of community identity.	d land. he sit, and rtation e air, land existing and wrhoods rems and improve age the age the urhoods age		
A.2.3 Growth Management – Provincial The Province of Ontario's A Places to Gr Growth Plan for the Greater Golden Hor (20062019) (Growth Plan), as amended, a vision to 20312051 for how and how m growth should occur in the Greater Gold Horseshoe (GGH). This area is expected by 3.74.6 million people by 20312051 with Hamilton projecting to take a 1.75.1% sh the GGH growth.	ow: rseshoe sets out nuch den to grow n hare of	The Province Growth Plan a Horseshoe (20 sets out a vision much growth Golden Horse expected to 2051 with Han share of the C	
A.2.3.1 Population Forecasts – City Wide Hamilton's 20312051 population forecast follows: Table A.1 – Population Forecasts, 2001–2 2051 Year Population 2001 510,000 2011 540,000 2021 590584,000 2031 660652,000	sts are as	Hamilton's 20 follows:	ulation Forecasts – City Wide 51 population forecasts are as population Forecasts, 2021-2051 Population 584,000 652,000 733,000 820,000
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2041	733,000		Change		
2051	820,000	-	2021 - 2051	236,000	
Change 20012021 - 2031 2051	150 236,000		Source: Hem Statistics Can	son Consulting Ltd ada Census data e 3 forecasts for 2	and Growth
Source: Growth Pl	lan for the Great	er Golden			
Horseshoe – Sche					
based on Statistic		-			
Growth Plan Sche					
Insert new Policy /			A.2.3.2 House	hold Forecasts –	City Wide
subsequent polici				51 household for	
A.2.3.2 Household			follows:		
Hamilton's 2051 h	ousehold foreca	sts are as		ousehold Foreca	
follows:			Year	House	
Table A.2 – House			2021	222,50	
Year	Househo	olds	2031	258,10	
2021	222,500		2041	295,20	
2031	258,100		2051	332,80)
2041	295,200		Change 202	21 - 2051 110,30)
2051	332,800				
Change 2021 - 2	110,300		Statistics Can	son Consulting Lto ada Census data e 3 forecasts for 2	and Growth
Schedule 3 foreco A.2.3.23 Hamilton 202101-205131 by	's employment for the second sec	ows:	2021-2051 are		
Table A.2.Employe				ployement Forec	asts
Year	Total ¹		Year	Total ¹	
2021-2001	238,000		2021	238,00	
2031 2011	271,000		2031	271,00	
2041 2021	310,000		2041 2051	310,00	
2051 2031	357,000	300,000		357,00	
Change 2021 - 2	2051		Change 202	21 - 2051 119,00	00
2001 - 2031	119,000	70,000	Source: 1Gree	ater Golden Horse	eshoe: Growth
		tor Calalar		2051 by Hemson (Consulting Ltd.,
Source: ¹ Growth F Horseshoe - numb			2020		
Horseshoe: Growt	•				
Consulting Ltd., 20					
Downtown Urban		Density Taraet	Downtown U	rban Growth Cer	tre Density
A.2.3.34.1 Hamilton's Downtown Urban Growth		Target			
Centre shall be has been planned to achieve a		A.2.3.4.1 Hamilton's Downtown Urban Growth			
minimum gross density of 250 500 people and			Centre has been planned to achieve a		
jobs per hectare by 20351 . Overall density in				an alongity of EOO	accolo and icha
excess of this target may be achievable an			minimum gro		
	oy 20351. Overal		per hectare l	oy 2051. Overall o	lensity in excess
desirable.	oy 20351. Overal		per hectare l		lensity in excess
	by 20351. Overal et may be achie		per hectare l of this target	oy 2051. Overall o	lensity in excess

	-
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.2.3.34.32 Greenfield areas shall be planned to achieve an overall minimum density of 50 60 people and jobs per hectare. The greenfield density target shall be measured over the entirety of Hamilton's greenfield area, 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	Greenfield Density Target A.2.3.4.2 Greenfield areas shall be planned to achieve an overall minimum density of 60 people and jobs per hectare. The greenfield density target shall be measured over the entirety of Hamilton's greenfield area, 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.
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.	
Insert new Policy A.2.3.4.3 and renumber subsequent policies: A.2.3.4.3 Notwithstanding policy A.2.3.4.2, the lands within the greenfield area that are not subject to existing development approvals, including lands within the Fruitland-Winona Secondary Plan area, shall be planned to achieve a minimum density of 70 persons and jobs per hectare.	A.2.3.4.3 Notwithstanding policy A.2.3.4.2, the lands within the greenfield area that are not subject to existing development approvals, including lands within the Fruitland-Winona Secondary Plan area, shall be planned to achieve a minimum density of 70 persons and jobs per hectare.
A.2.3.34.4 Hamilton is required to The City shall plan to achieve a minimum of 4080% of all residential development occurring annually within its built-up area by 2015. A total of 26,50088,280 units are to be accommodated within the built-up area between 20012021 and 20312051. The built-up area for Hamilton is identified on Appendix G.	A.2.3.4.4 The City shall plan to achieve a minimum of 80% of all residential development occurring annually within its built-up area. A total of 88,280 units are to be accommodated within the built-up area between 2021 and 2051. The built-up area for Hamilton is identified on Appendix G.

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Insert new Policy A.2.3.4.5, as follows: Employment Area Density Targets A.2.3.4.5 Hamilton's Employment Areas are planned to achieve an overall density target of 29 jobs per hectare by the year 2051. The density target prescribed to each Employment Area land use designation shall be the average of all lands within the designation determined based on the nature of the employment uses anticipated for these areas over the planning horizon, as follows:

Table A.3. Employment Area Densities

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

A.2.4 Growth Management - Hamilton In May 2006, City Council adopted the City's first Growth Management Strategy. The Growth Related Integrated **Development** Strategy (GRIDS) identified the broad land use structure, associated infrastructure and major transportation networks to be in place for Hamilton by 2031. The recommended arowth 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. In November 2021, through the update to GRIDS known as GRIDS 2, City Council endorsed a No Urban Boundary Expansion growth scenario to plan for the City's growth to 2051. The No Urban Boundary Expansion scenario accommodates the City's growth to 2051 within the existing Urban Area through intensification and development of existing designated greenfield lands, and a limited amount of infill development within Rural Hamilton.

The City will be required to accommodate 109,880 new housing units within the existing Urban Area, of which 88,280 will be within the built-up area and 21,600 will be within the greenfield area. An additional 440 housing units Employment Area Density Targets A.2.3.4.5 Hamilton's Employment Areas are planned to achieve an overall density target of 29 jobs per hectare by the year 2051. The density target prescribed to each Employment Area land use designation shall be the average of all lands within the designation determined based on the nature of the employment uses anticipated for these areas over the planning horizon, as follows: Table A.3. Employment Area Densities

	Average Density
Designation	in people and
	jobs per hectare
Industrial Land	21.0
Business Park 👝	38.0
Airport	
Employment	30.0
Growth District	
Shipping and	01.0
Navigation	21.0

A.2.4 Growth Management - Hamilton In May 2006, City Council adopted the City's first Growth Management Strategy. The Growth Related Integrated Development Strategy (GRIDS) identified the broad land use structure, associated infrastructure and major transportation networks to be in place for Hamilton by 2031. In November 2021, through the update to GRIDS known as GRIDS 2, City Council endorsed a No Urban Boundary Expansion growth scenario to plan for the City's growth to 2051. The No Urban Boundary Expansion scenario accommodates the City's growth to 2051 within the existing Urban Area through intensification and development of existing designated greenfield lands, and a limited amount of infill development within Rural Hamilton.

The City will be required to accommodate 109,880 new housing units within the existing Urban Area, of which 88,280 will be within the *built-up area* and 21,600 will be within the greenfield area. An additional 440 housing units will be developed through limited infill within *Rural Hamilton*.

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will be developed through limited infill w	/ithin		
Rural Hamilton.			
A.2.5.1 Provincial Policy Statement		A.2.5.1 Provin	icial Policy Statement
The Provincial Policy Statement, 2005 20	20 was	The Provincia	I Policy Statement, 2020 was
issued under the authority of the Plannin		issued under	the authority of the <u>Planning Act</u>
R.S.O., 1990 c. P.13, and provides policy			. P.13, and provides policy
direction on matters of provincial interes			matters of provincial interest
to land use planning and development.			nd use planning and
The PPS supports improved land use plan		development	
and management, which contributes to	-		orts improved land use planning
effective and efficient land use planning			ment, which contributes to a
It includes enhanced policies on issues t			e and efficient land use plannin
affect communities, such as: the efficier			udes enhanced policies on issue
and management of land and infrastruc			ommunities, such as: the efficien
improving air quality, energy conservan			agement of land and
reducing greenhouse gas emissions; pro			; improving air quality, energy
of the environment and resources, inclu-			and reducing greenhouse gas
agricultural resources and mineral aggre	-		ptection of the environment and
resources; and ensuring appropriate			luding agricultural resources an
opportunities are provided for employm	ent and		egate resources; and ensuring
residential development, including supp			opportunities are provided for
mix of uses.			and residential development,
			port for a mix of uses.
A.2.5.2 The Niagara Escarpment Plan			iagara Escarpment Plan
The objectives and policies of the Niagara			ives and policies of the Niagara
Escarpment Plan (1985, last amended 2			Plan (1985, last amended 2017)
strike a balance between development			ice between development,
preservation and the enjoyment of this			and the enjoyment of this
important resource.		important res	• •
A.2.5.5 Growth Plan for the Greater Golden			th Plan for the Greater Golden
Horseshoe		Horseshoe	
The Growth Plan for the Greater Golden			lan for the Greater Golden
Horseshoe was originally released in Jun			as originally released in June 200
to build stronger and more prosperous			ger and more prosperous
communities by better managing growt	h by	communities by better managing growth by	
2031. The current Plan (2019, as amende		2031. The current Plan (2019, as amended)	
extended the timeframe to the year 205		extended the timeframe to the year 2051, and	
based on a series of guiding principles w		is based on a series of guiding principles which	
aimed at building compact, complete of		are aimed at building compact, complete	
vibrant communities; providing a range		and vibrant communities; providing a range of	
housing options including affordable ho		housing options including affordable housing;	
managing growth to support a strong	osing,		owth to support a strong
competitive economy; making more eff	icient	competitive economy; making more efficient	
and effective use of infrastructure and public		and effective use of infrastructure and public	
service facilities; conserving and promo			ies; conserving and promoting
cultural heritage resources; and protect	-		age resources; protecting and
enhancing our natural resources including	-		ur natural resources including
air and water; and planning for more re-	-	-	water; and planning for more
communities and infrastructure that are	51112111		nunities and infrastructure that
adaptive to the impacts of a changing of	limate		to the impacts of a changing
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and incorporate approaches to reducing greenhouse gas emissions. This vision will be realized though partnerships with other levels of government, the private sector, residents and non-profit agencies. The Official Plan must conform to the Growth Plan for the Greater Golden Horseshoe. climate and incorporate approaches to reducing greenhouse gas emissions. This vision will be realized though partnerships with other levels of government, the private sector, residents and non-profit agencies. The Official Plan must conform to the Growth Plan for the Greater Golden Horseshoe.



Proposed Change		Proposed	New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	d Bolo	ded text = text t	be added
B.1.0 INTRODUCTION The strength and quality of our communi			ODUCTION n and quality of our communities
derived from the individual components	of the	is derived fr	om the individual components of
built, natural, social and cultural environmeters and are furthe			itural, social and cultural hts, which supports and are furthe
enhanced by a strong economy. This see			by a strong economy. This section
the Plan contains policies that direct the	physical		contains policies that direct the
shape and quality of these distinct, yet interrelated components, and promote a	a culture		ape and quality of these distinct, ited components, and promote of
of creativity and innovation.			reativity and innovation.
 Health and safety in our communities i 	is	• Health ar	nd safety in our communities is
essential. Policies ensure that our commu			plicies ensure that our
safe and healthy, mitigate and adapt to			as are safe and healthy, mitigate
impacts of a changing climate, improve			to the impacts of a changing
resilience, reduce greenhouse gas emiss			prove resilience, reduce
contribute to environmental sustainability			gas emissions, and contribute to
interpretation of health recognizes the in	nter-		ital sustainability. A broad
relationships between all aspects of our			on of health recognizes the inter-
environment and the impacts on the hea		relationships between all aspects of our	
citizens. Policies in this section enable healthy		environment and the impacts on the health of citizens. Policies in this section enable	
lifestyles, promote a healthy and safe community,		healthy lifestyles, promote a healthy and	
and promote a high quality of life.		safe community, and promote a high qualit	
		of life.	onny, and promote a high quain
B.2.1.1 The urban boundary defines the	area		urban boundary defines the area
where all urban development occurs. Lands within			ban development occurs. Lands
the urban boundary are already serviced or			rban boundary are already
planned to be serviced with major roads, transit			planned to be serviced with
and full municipal services. The land with			s, transit and full municipal
urban boundary includes both the area		•	e land within the urban boundar
built-up area and greenfield area. Lands		includes bo	th the area within the built-up
the existing urban boundary represent a	a 20 30 year	area and greenfield area. Lands within the	
supply of designated urban land and are		existing urban boundary represent a 30 year	
intended to accommodate the majority all of the		over the second	, - , ,
		supply of de	esignated urban land and are
intended to accommodate the majority		supply of de intended to	esignated urban land and are accommodate all of the City's
intended to accommodate the majority City's projected urban growth.	-	supply of de intended to projected u	esignated urban land and are accommodate all of the City's Irban growth.
intended to accommodate the majority City's projected urban growth. Delete existing B.2.2.1 policy in its entirety	-	supply of de intended to projected u B.2.2.1 The	esignated urban land and are accommodate all of the City's irban growth. City's urban boundary is firm and
intended to accommodate the majority City's projected urban growth. Delete existing B.2.2.1 policy in its entirety replace with new policy, as follows:	y and	supply of de intended to projected u B.2.2.1 The expansion t	esignated urban land and are accommodate all of the City's irban growth. City's urban boundary is firm and o accommodate growth to the
intended to accommodate the majority City's projected urban growth. Delete existing B.2.2.1 policy in its entirety replace with new policy, as follows: B.2.2.1 Hamilton's Growth Strategy (GRIE	y and DS}	supply of de intended to projected u B.2.2.1 The expansion t year 2051 is	esignated urban land and are accommodate all of the City's irban growth. City's urban boundary is firm and o accommodate growth to the not required. All planned growt
intended to accommodate the majority City's projected urban growth. Delete existing B.2.2.1 policy in its entirety replace with new policy, as follows: B.2.2.1 Hamilton's Growth Strategy (GRIE identified the following two areas for futu	y and DS) J re urban	supply of de intended to projected u B.2.2.1 The expansion t year 2051 is to 2051 sha	esignated urban land and are accommodate all of the City's irban growth. City's urban boundary is firm and o accommodate growth to the not required. All planned growt I be accommodated through
intended to accommodate the majority City's projected urban growth. Delete existing B.2.2.1 policy in its entirety replace with new policy, as follows: B.2.2.1 Hamilton's Growth Strategy (GRIE identified the following two areas for futu boundary expansion to accommodate to	y and DS) ure urban the	supply of de intended to projected u B.2.2.1 The expansion t year 2051 is to 2051 sha developme	esignated urban land and are accommodate all of the City's <u>irban growth.</u> City's urban boundary is firm and o accommodate growth to the not required. All planned growt I be accommodated through int of the City's existing
intended to accommodate the majority City's projected urban growth. Delete existing B.2.2.1 policy in its entirety replace with new policy, as follows: B.2.2.1 Hamilton's Growth Strategy (GRIE identified the following two areas for futu boundary expansion to accommodate to population and employment growth targ	y and DS) ure urban the	supply of de intended to projected u B.2.2.1 The expansion t year 2051 is to 2051 sha developme designated	esignated urban land and are accommodate all of the City's <u>irban growth.</u> City's urban boundary is firm and o accommodate growth to the not required. All planned growt I be accommodated through ant of the City's existing greenfield area and
intended to accommodate the majority City's projected urban growth. Delete existing B.2.2.1 policy in its entirety replace with new policy, as follows: B.2.2.1 Hamilton's Growth Strategy (GRIE identified the following two areas for futu- boundary expansion to accommodate to population and employment growth targ 2031:	y and DS) Ure urban the gets for	supply of de intended to projected u B.2.2.1 The expansion t year 2051 is to 2051 sha developme designated intensificatio	esignated urban land and are accommodate all of the City's <u>irban growth.</u> City's urban boundary is firm and o accommodate growth to the not required. All planned growt I be accommodated through ont of the City's existing greenfield area and on throughout the Urban Area,
intended to accommodate the majority City's projected urban growth. Delete existing B.2.2.1 policy in its entirety replace with new policy, as follows: B.2.2.1 Hamilton's Growth Strategy (GRIE identified the following two areas for futu boundary expansion to accommodate to population and employment growth targ	y and DS} ure urban the g ets for istrict,	supply of de intended to projected u B.2.2.1 The expansion t year 2051 is to 2051 sha developme designated intensificatio	esignated urban land and are accommodate all of the City's irban growth. City's urban boundary is firm and o accommodate growth to the not required. All planned growt I be accommodated through on the City's existing greenfield area and on throughout the Urban Area, ed amount of infill development
intended to accommodate the majority City's projected urban growth. Delete existing B.2.2.1 policy in its entirety replace with new policy, as follows: B.2.2.1 Hamilton's Growth Strategy (GRIE identified the following two areas for futu boundary expansion to accommodate to population and employment growth targ 2031: a) Future Airport Employment Growth D	y and DS} ure urban the g ets for istrict,	supply of de intended to projected u B.2.2.1 The expansion t year 2051 is to 2051 sha developme designated intensification and a limited	esignated urban land and are accommodate all of the City's irban growth. City's urban boundary is firm and o accommodate growth to the not required. All planned growt I be accommodated through on the City's existing greenfield area and on throughout the Urban Area, ed amount of infill development

Appendix "B" – Volume 1: Chapter B – Communities

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted B	bided text = text to be added
Hamilton Official Plan, is 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.	
b)-Future Urban Growth District is generally	
bounded by Mud Street, Second Road and	
Hendershot Road on the east, Golf Club Road on	
the south, Trinity Church Road on the west, and	
the existing urban boundary (west side of	
Centennial Parkway) on the north Future Urban	
Growth District in the vicinity of Elfrida, located	
generally in the area of Upper Centennial	
Parkway, Rymal Road East, Highway 20 and	
Highway 56.	
The City's urban boundary is firm and expansion to	
accommodate growth to the year 2051 is not	
required. All planned growth to 2051 shall be	
accommodated through development of the	
City's existing designated greenfield area and	
intensification throughout the Urban Area, and a	
limited amount of infill development within Rural	
Hamilton.	
Delete existing B.2.2.2 policy in its entirety and	B.2.2.2 Notwithstanding Policy B.2.2.1,
replace with new policy, as follows:	adjustments to the urban boundary may be
B.2.2.2 2.2.1 The exact limits of the lands to be	permitted through a municipal
included as part of the urban boundary expansion	comprehensive review provided:
shall be determined as part of a municipally	a) there is no net increase in land within the
initiated comprehensive review and secondary	urban area;
plan.	b) the adjustment would support the City's
B.2.2.2 Notwithstanding Policy B.2.2.1, adjustments	ability to meet intensification and
to the urban boundary may be permitted through	redevelopment targets provided in Section
a municipal comprehensive review provided:	A.2.3 – Growth Management – Provincial;
a) there is no net increase in land within the urban	c) prime agricultural areas are avoided
area;	where possible. Alternative locations will be
b) the adjustment would support the City's ability	evaluated, prioritized and determined base
to meet intensification and redevelopment targets	on avoiding, minimizing and mitigating
	impacts on the Agricultural System;
provided in Section A.2.3 – Growth Management –	
Provincial;	d) the lands are not located within the
c) prime agricultural areas are avoided where	Greenbelt Area;
	e) for lands within the Niagara Escarpment
possible. Alternative locations will be evaluated,	
possible. Alternative locations will be evaluated, prioritized and determined based on avoiding,	Plan area, the lands are designated Urban
possible. Alternative locations will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating impacts on the	Area in the Niagara Escarpment Plan; and,
possible. Alternative locations will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating impacts on the Agricultural System;	Area in the Niagara Escarpment Plan; and, f) there is sufficient reserve infrastructure
possible. Alternative locations will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating impacts on the	Area in the Niagara Escarpment Plan; and,

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Proposed Change		Proposed	New / Revised Policy	
Grey highlighted strikethrough text = text to be deleted	d Bol	ded text = text t	-	
 e) for lands within the Niagara Escarpme area, the lands are designated Urban Ar Niagara Escarpment Plan; and, f) there is sufficient reserve infrastructure to service the lands. 	ea in the			
 There is sufficient reserve intrastructure to service the lands. Delete existing policy B.2.2.3 in its entirety replace with new policy, as follows. B.2.2.3 2.2.2 No urban boundary expansion of the urban have been completed. B.2.2.3 Expansions of the Urban Area of A hectares or less in accordance with policy and 2.2.8.6 of the A Place to Grow: Grow shall not be permitted in advance of a m comprehensive review. Delete existing Policy B.2.2.4 in its entirety B.2.2.4 2.2.3 Prior to the initiation of an boundary expansion, the City shall under municipally initiated comprehensive reviews. Delete existing Policy B.2.2.4 in its entirety B.2.2.4 2.2.3 Prior to the initiation of an boundary expansion, the City shall under municipally initiated comprehensive reviews. Delete crowth Plan for the Greater Golder Horseshoe. As part of these processes, the shall complete background studies and community planning and public consulted events including the establishment of a community liaison committee. The background studies and consultation processes shall identifying the layout of future land uses determining more precise needs, land sumfrastructure requirements, and develop community growth management policie designations. More specifically, a municipality and policie designations. More specifically. 	y and insion shall chensive 0 cy 2.2.8.5 th Plan nunicipal 7. -urban rtake a ew and -policies on be City conduct ation ground assist in ypply and oment of os and	hectares or 2.2.8.5 and Growth Pla	ansions of the Urban Area of 4 less in accordance with polic 2.2.8.6 of the A Place to Grow n shall not be permitted in f a municipal comprehensive	:y
initiated comprehensive review and soc plan shall include the following elements a) a comprehensive review and land bu analysis is required to determine the nee urban boundary expansion, which includ assessment of occupied and vacant urb brownfield availability, greenfield densiti intensification targets to determine if suff opportunities to accommodate forecast growth contained in Policy A.2.3.1 and P A.2.3.2 are not available; b) a sub-watershed plan to address stor infrastructure and natural heritage syster impacts, in accordance with Section F.3 Watershed and Sub-watershed Plans;	ondary Higet Indget Ind for an Hos an Hoan land, es, and Folicy Policy m water m			
Urban Hamilton Official Plan Amendment No. 167		ge f 164		miltor

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
c) Environmental Impact Statement(s) pertaining	9
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 operatior	J2
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 Assessmer	hts
for major urban servicing infrastructure deemed	to
be essential for commencement or completion (h h
development of all or part of the lands; and,	
iii) an urban development staging, phasing or	
implementation strategy in keeping with City-wic	
master plan priorities and secondary plan	
objectives.	
iv) the timing of the urban boundary expansion	
and the phasing of development within the	
greenfield areas shall not adversely affect the	
achievement of the residential intensification	
target and Greenfield density targets.	
f) completion of a financing policy for urban	
services and other community infrastructure; and	1,
g) other studies and policies which the City	
deems necessary for the development of the	
future urban growth district as a sustainable trans	Sit
oriented urban community.	
 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.	
Delete Policy B.2.2.5 in its entirety.	
B.2.2.5 2.2.4 The City shall establish a	
comprehensive public participation process that	
will include a community liaison committee	
comprised of landowners, public agencies and	
appointed City Councillors to oversee the	
development of the secondary plan referred to i	in
Policy B.2.2.4. B.2.2.3.	

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Proposed Change	_		New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	-	ded text = text t	o be added
Delete Section B.2.3 Heading in its entirety.			
B.2.3 Future Airport Employment Growth	DISTRICT		
Delete Policy B.2.3.1 in its entirety.			
B.2.3.1 The City shall undertake a municipa	ally		
initiated comprehensive review and secon	ndary		
plan for the lands identified in Policy B.2.2.1	l-a)		
above. The City shall undertake a municipa			
initiated comprehensive review and secon	dary		
plan for an Airport Employment Growth Dis			
identified as Special Policy Area C in the R			
Hamilton Official Plan, generally bounded			
existing urban boundary adjacent to Uppe			
Street to the east, White Church and Fiddle			
Green Roads on the south, Garner Road o			
west and Glancaster Road, and Twenty Ro			
West on the north [Mod 5(b)].			h
Delete Policy B.2.3.2 in its entirety.		X	
B.2.3.2 Upon completion of the secondary	, plan,		V
including the phasing of development for			
future Airport Employment Growth District,			
shall initiate an Official Plan amendment:			
a) to include specific lands within the urba	an		
boundary;	\sim		
b) to add new parent and secondary plar			
policies and mapping for the lands identific	ed in		
Policy B.2.2.1 a) B.2.3.1 [Mod 5(c)]; and,			
c) to protect and reserve any additional la	nds		
deemed necessary for future employment	growth.		
[Mod 5 (d)]			
Delete Policy B.2.3.3 in its entirety.			
B.2.3.3 The City recognizes the Ic	ong-term		
economic importance of the John C.	. Munro		
International Airport and associated I	highway		
infrastructure for its unique role as a cat	u ,		
airport related and other employment use	os. Thoso		
future employment lands shall be subject to			
B.2.2.1 to B.2.2.4 - Urban Boundary Exp	oansions.		
Lands in the vicinity of the John C.	Munro		
International Airport should be designed	ated for		
employment purposes that rely c	on this		
infrastructure [Mod 5(d)].			
B.2.4.1.1 Residential intensification shall be			sidential intensification shall be
encouraged throughout the entire built-up		-	d throughout the entire built-up
shown on Appendix G in accordance with	the		n on Appendix G in accordance
policies of Chapter E – Urban Systems and		with the po	licies of Chapter E – Urban
Designations and Chapter F- Implementati	ion		
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Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
	Systems and Designations and Chapter F-
	Implementation
B.2.4.1.2 The City's primary intensification strategic	B.2.4.1.2 The City's primary strategic growth
growth areas shall be the Urban Nodes <mark>, and Urban</mark>	
Corridors and Major Transit Station Areas as	Transit Station Areas as illustrated on
illustrated on Schedule E – Urban Structure and as	
	Schedule E – Urban Structure and as further
further defined in secondary plans and corridor	defined in secondary plans and corridor
studies for these areas, included in Volume 2.	studies for these areas, included in Volume
B.2.4.1.3 The residential intensification target of	B.2.4.1.3 The residential intensification targe
80% or 88,280 housing units, specified in Policy	of 80% or 88,280 housing units, specified in
A.2.3.3.4 shall generally be distributed through the	
built-up area as follows:	through the built-up area as follows:
a) The Downtown Urban Growth Centre shall be	d) The Downtown Urban Growth Centre
planned to accommodate approximately 2030%	shall be planned to accommodate
of the intensification target.	approximately 30% of the intensification
b) The Urban Nodes and Urban Corridors	target.
identified in Section E.2.0 - Urban Structure,	e) The Urban Nodes and Urban Corridors
excluding the Downtown Urban Growth Centre,	identified in Section E.2.0 - Urban Structure,
shall be planned to accommodate approximate	
40% of the residential intensification target.	Centre, shall be planned to accommodate
c) 4030% of the residential intensification target is	
anticipated to occur within the Neighbourhoods	intensification target.
as illustrated on Schedule E – Urban Structure. The	
City will review and update its Zoning By-law to	is anticipated to occur within the
facilitate the planned 27,000 housing units to be	Neighbourhoods as illustrated on Schedule
developed within the Neighbourhoods through	- Urban Structure. The City will review and
intensification.	update its Zoning By-law to facilitate the
	planned 27,000 housing units to be
	developed within the Neighbourhoods
	through intensification.
B.2.4.1.4 Residential intensification development	
within the built-up area shall be evaluated based	developments within the built-up area shall
on the following criteria:	be evaluated based on the following
a) a balanced evaluation of the criteria in b)	criteria:
through g) I), as follows;	a) a balanced evaluation of the criteria in k
b) the relationship of the proposal proposed	through I), as follows;
development to existing neighbourhood	b) the relationship of the proposed
character so that it maintains, and where possible	
enhances and builds upon desirable established	character so that it builds upon desirable
patterns and built form;	established patterns and built form;
c) the development's contribution of the	c) the contribution of the proposed
proposed development to maintaining and	development to maintaining and achieving

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Grey highlighted strikethrough text = text to be deleted Be	Proposed New / Revised Policy
d) the compatible integration of the proposed	d) the compatible integration of the
development with the surrounding area in terms of	proposed development with the surroundir
use, scale, form and character. In this regard, the	area in terms of use, scale, form and
City encourages the use of innovative and	character. In this regard, the City
creative urban design techniques;	encourages the use of innovative and
e) the development's contribution of the	creative urban design techniques;
proposed development to achieving the planned	e) the contribution of the proposed
urban structure as described in Section E.2.0 –	development to achieving the planned
Urban Structure;	urban structure as described in Section E.2.
f) infrastructure and transportation existing and	– Urban Structure;
planned water, wastewater and stormwater	f) existing and planned water, wastewater
capacity ;and ,	and stormwater capacity,
g) the incorporation and utilization of green	g) the incorporation and utilization of greer
infrastructure and sustainable design elements in	infrastructure and sustainable design
the proposed development;	elements in the proposed development;
h) the contribution of the proposed development	h) the contribution of the proposed
to supporting and facilitating active transportation	development to supporting and facilitating
modes;	active transportation modes;
i) the contribution of the development to be	i) the contribution of the development to b
transit-supportive and supporting the use of	transit-supportive and supporting the use of
existing and planned local and regional transit	existing and planned local and regional
services;	transit services;
j) the availability and location of existing and	j) the availability and location of existing ar
proposed public community facilities/services;	proposed public community
k) the ability of the development to retain and / or	
enhance the natural attributes of the site and	k) the ability of the development to retain
surrounding community including, but not limited	and / or enhance the natural attributes of
to native vegetation and trees; and,	
	the site and surrounding community
g) I) the ability of the development to comply	including, but not limited to native
compliance of the proposed development with all	vegetation and trees; and,
other applicable policies.	I) compliance of the proposed developme
	with all other applicable policies.
B.2.4.2.1 Residential intensification within the built-	B.2.4.2.1 Residential intensification within th
up area and on lands designated	built-up area and on lands designated
Neighbourhoods identified on Schedule E-1 -	Neighbourhoods identified on Schedule E-1
Urban Land Use Designations shall comply with	Urban Land Use Designations shall comply
Section E.3.0 – Neighbourhoods Designation.	with Section E.3.0 – Neighbourhoods
	Designation.



Proposed Change	Proposed New / Revised Policy			
Grey highlighted strikethrough text = text to be delete	Ided text = text te			
B.3.0 QUALITY OF LIFE AND COMPLETE COMMUNITIES	B.3.0 QUALITY OF LIFE AND COMPLETE COMMUNITIES			
Complete communities provide convent access to a mix of jobs, local services ar full range of housing and community fact as schools, recreation facilities, open spot health care facilities, <i>cultural facilities</i> , a Complete communities enable resident most of their daily needs within a short d from their homes, facilitating ease of ac use of public transit and active modes of transportation. Therefore, <i>complete com</i> also improve air quality and reduce greg gas emissions that contribute to, and was impacts of a changing climate.	 Complete communities 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 car facilities, cultural facilities, 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			
B.3.1 Strong Economy	emissions that contribute to, and worsen, the impacts of climate change. B.3.1 Strong Economy			
The creation of a strong economy is cor upon several key interdependent factor developing and retaining a skilled labour which is adaptable to changing techno providing infrastructure; creating an env of innovation; supporting and enhancin and culture sector; reducing poverty by better access to education, social progr improving quality of life indicators such choices, and having abundant open sp access to nature, good air quality and a climate. The policies of this Plan are both directly indirectly intended to strengthen Hamilton	The creation of a strong economy is contingent upon several key interdepender factors including developing and retaining 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, socio programs, improving quality of life indicator such as housing choices, having abundant open spaces, access to nature, good air quality and a stable climate. The policies of this Plan are both directly and			
economic competitiveness, prosperity or resilience as envisaged by Vision 2020 O Hamilton , the City's Strategic Plan, the E Development Strategy Action Plan and Growth Plan for the Greater Golden Hor B.3.1.2 Employment Lands Areas	 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 th Growth Plan for the Greater Golden Horseshoe. B.3.1.2 Employment Areas a) protect the supply of Employment Areas as designated on Schedule E-1 – Urban Lan Use Designations, for employment of non- 			
a) protect the supply of Employment Are designated on Schedule E-1 – Urban Lar Designations, for employment uses by m the establishment of non-employment la in accordance with the policies of this P				
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 eEmployment lands Areas. d) endeavour to provide for a range of lot sizes throughout th 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. 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, improve air quality, reduce greenhouse gas emissions, promote green infrastructure and preserve and/or enhance natural features. 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 d) endeavour to provide for a range of lot sizes throughout the Employment Areas. B.3.1.15 The City shall support and participate in multi-sectoral collaborations and initiatives that focus on im participate in multi-sectoral collaborations and initiatives that focus on im Hamilton's economic, environt social resiliency. 	et-ready ous initiatives; yment Growt ated Class ancial analys ;; and,				
 employment lands sites though various initiatives; c) complete the Airport Employment Growth District Secondary Plan, associated Class Environmental Assessments, financial analysis and any other required studies; and, d) endeavour to provide for and plan for a range of lot sizes throughout the designated eEmployment lands 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. 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, improve air quality, reduce green house gas emissions, promote green infrastructure and preserve and/or enhance natural features. B.3.2.2 The housing targets in Tables B.3.2.1 B.3.2.2 The housing targets in Tables B.3.2.2 B.3.2.2 The housing targets on future population 	et-ready ous initiatives; yment Growt ated Class ancial analys ;; and,				
 c) complete the Airport Employment Growth District Secondary Plan, associated Class Environmental Assessments, financial analysis and any other required studies; and, d) endeavour to provide for and plan for a range of lot sizes throughout the designated eEmployment lands 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. 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, improve air quality, reduce greenhouse gas emissions, promote green infrastructure and preserve and/or enhance natural features. B.3.2.2 The housing targets in Tables B.3.2.1 B.3.2.2 The housing targets in Tables B.3.2.1 B.3.2.2 The housing targets on future population 	ous initiatives; yment Growt ated Class ancial analys ;; and,				
District Secondary Plan, associated Class Environmental Assessments, financial analysis and any other required studies; and, d) endeavour to provide for and plan for a range of lot sizes throughout the designated eEmployment lands 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. 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, improve air quality, reduce greenhouse gas emissions, promote green infrastructure and preserve and/or enhance natural features. 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	ous initiatives; yment Growt ated Class ancial analys ;; and,				
 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 eEmployment lands 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. 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, improve air quality, reduce green infrastructure and preserve and/or enhance natural features. 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 c) complete the Airport Emplo District Secondary Plan, associated in the Airport Emplo District Secondary Plan, associated and any other required studies (d) endeavour to provide for a range of lot sizes throughout the Employment Areas. B.3.2.1.7 Promote subdivision design and building orientation to maximize energy efficiency and conservation, in and conservation, in and conservation, in and conservation, in a conservation, in a conservation of the analytic reduce green infrastructure and preserve and/or enhance natural features. B.3.2.2 The housing targets in Tables B.3.2.1 Housing Targets – Ownership and B.3.2.2 – Housing Targets – Covnership Housing Targets – Rental are based on future population 	yment Growt ated Class ancial analys ;; and,				
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growin refects to the year 2001 and refere [population growin refects to	population growth forecasts to the year 205				
housing need. Targets for affordable rental and future housing need. Target	and future housing need. Targets for				
	affordable rental housing are divided into				
Ŭ	housing affordable for low and moderate				
	income households. 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.				
affordable for low and moderate income Meeting the housing targets for	-				
	affordable for low and moderate income households will require sustainable and				
	predictable funding from senior levels of				
	government.				
	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.The CityTable B.3.2.2 - Housing Targets					
has a substantial existing shortage of affordable	– Rental				
rental housing. In particular, 12,650 renter	– Rental.				
households (1 in 5) are currently paying more than	– Rental.				
	– Rental.				
Urban Hamilton Official Plan Page					
Amendment No. 167 34 of 164	– Rental.				

Proposed Change Grey highlighted strikethrough text = text to be deleted Bole							ded text = tex	New /			
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Table B.3.2.2 – Housing Targets – Rental. This need											V
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O' Г	wnership, a	s tollows:				1			Total		
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	Total	2677					hip	20//	100/0		
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	Ownershi	2239	-				Housing				

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roposed C			= text to be de	eleted B	Proposed ed text = text				y
p Housing pdate Tabl				ets – Rental, as			%		
Target Type	Targ et # of Units Ann ually	% of Total Ann ual Targ et by Tenu re	Produc t to Achiev e Target	Methods to Achieve Target	Target Type	Tar get # of Unit s Ann vall y	of Tota I Ann ual Tar get by Ten ure	Produ ct to Achie ve Target	Methods to Achieve Target
New Rental Housing (market rate not affordabl o)	396 252	40%	New rental housin g, both primar y and second ary market (rented condos , second dwellin g units)	Primary rental housing developm ent, conversion to rental residential, secondary rental market (rented condos, second dwelling unifs)	New Rental Housing (market rate)	396	40%	New rental housin g, both primar y and secon dary marke t (rente d cond os, secon d welli	Primary rental housing develop ment, conversio n to rental residentio I, secondal y rental market (rented condos, second dwelling units)
								ng units)	



Proposed C			1. 11. 1. 1		Proposed		ed Polic	:y
Rental Housing Affordabl e to Moderat e Income Househol ds (includes housing with supports)			New rental housin g, both primar y and second ary market (rented condos , second dwellin g units) betwe en averag e market rent and 20% below averag e market	Same as above but requires capital assistance program (e.g. COAHP) and/or other assistance to lower developm ent cost, as well as support services	New Rental Housing Afforda ble to Modera te Income Househ olds (include s housing with support s)		New rental housin g, both primar y and secon dary marke i (rente d cond os, secon d cond os, secon d welli ng units) betwe en avera ge mark et rent and	Same as above but requires capital assistanc e program (e.g COAHP) and/or other assistanc e to lower develop ment cost, as well as support services
New Rental Housing Affordabl e to Low Income Househol ds (includes housing with supports)	396 252	40%	rent New primar y rental housin g, more than 20% below averag e market rent	Same as above but requires rent- geared-to- income housing assistance (e.g. rent supplemen t, housing allowance), as well as support services			20% below avera ge mark et rent	
Total New Rental	990 629	100 %						

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	Same as
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	Rental New requires
	Housing primar rent-
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	olds 20% rent
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	s avera ent
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	support et rent et as
	s) well as
	support
	services
4	Total 100
	New 990 m
	Rental %
Insert new Policy B.3.2.3.7, as follows:	B.3.2.3.7 The City shall study the feasibility of
B.3.2.3.7 The City shall study the feasibility of	implementing an inclusionary zoning
implementing an inclusionary zoning framework to	
provide opportunities for affordable housing units	affordable housing units within the City's
within the City's identified Protected Major Transit	identified Protected Major Transit Station
Station Areas.	Areas.
B.3.2.4.1 The City shall plan for the full continuum	B.3.2.4.1 The City shall plan for the full
of housing to ensure that an appropriate	continuum of housing to ensure that an
development of a full range and mix of housing	appropriate range and mix of housing forms
forms, types and densities to meet market-based	types and densities to meet market-based
and affordable housing needs of current and	and affordable housing needs of current
future residents shall be provided for and promoted throughout the City of Hamilton through	and future residents through residential
promoted throughout the City of Hamilton inrough residential intensification- and, new development,	
and redevelopment is available. The full	redevelopment is available. The full continuum of housing includes built form,
continuum of housing includes built form, tenure	tenure and affordability including single
and affordability A full range of housing forms,	detached dwellings, semi-detached
types, and densities means the full spectrum of	dwellings, duplexes, townhouses of various
physical housing types including single detached	types (street, block, stacked), apartments
dwellings, semi-detached dwellings, duplexes,	and other forms of <i>multiple</i> dwellings, and
townhouses of various types (street, block,	lodging houses, built at a range of densities
	and ownership and rental tenures.
stacked), apartments and other forms of multiple	
stacked), apartments and other forms of multiple dwellings, and lodging houses, built at a range of	

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Proposed Change	Proposed New / Revised Policy
	ded text = text to be added
B.3.2.4.2 The development of housing with a full range of tenure, affordability, and support services shall be provided for and promoted throughout the City in accordance with the City's Housing and 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 primary rental housing, rent-geared-to-income housing, lodging houses, shared and/or congregate-living housing arrangements, housing with supports, emergency	B.3.2.4.2 The development of housing with a full range of tenure, affordability, and support services shall be provided for and promoted throughout the City in accordance with the City's Housing and 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 primary rental housing with a full range of affordability, social housing, rent-geared-to-income housing, lodging houses, shared and/or congregate-living housing arrangements, housing with supports, emergency and transitional housing, and housing that meets all needs.
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
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.	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.
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.3.2.4.9 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.



Proposed Change	Proposed New / Revised Policy
	ded text = text to be added
Insert new Policy B.3.2.4.10, as follows:	B.3.2.4.10 The population and household
B.3.2.4.10 The population and household	forecasts in Tables A.1 and A.2 will be used
forecasts in Tables A.1 and A.2 will be used to	to maintain, at all times:
maintain, at all times:	a) the ability to accommodate residential
a) the ability to accommodate residential	growth for a minimum of 15 years through
growth for a minimum of 15 years through	residential intensification and
residential intensification and redevelopment, and	redevelopment, and lands designated and
lands designated and available for residential	available for residential development within
development within the City's urban area; and,	the City's urban area; and,
b) where new development is to occur, land with	b) where new development is to occur, land
servicing capacity sufficient to provide a three-	with servicing capacity sufficient to provide
year supply of residential units available through	a three-year supply of residential units
suitably zoned lands to facilitate residential	available through suitably zoned lands to
intensification, and lands in draft approved or	facilitate residential intensification, and lands
registered plans.	in draft approved or registered plans.
B.3.3.1.6 Create places that are adaptable and	B.3.3.1.6 Create places that are adaptable
flexible to accommodate future demographic	and flexible to accommodate future
and environmental changes, including the	demographic and environmental changes,
impacts of a changing climate.	including the impacts of a changing climate.
B.3.3.1.10 Create urban places and spaces that	B.3.3.1.10 Create urban places and spaces
improve air quality and support active, healthy	that improve air quality and support active,
lifestyles that reduce greenhouse gas emissions.	healthy lifestyles that reduce greenhouse
	gas emissions.
B.3.3.2.5 Places that are safe, accessible,	B.3.3.2.5 Places that are safe, accessible,
connected and easy to navigate shall be created	connected and easy to navigate shall be
by using the following design Applications, where	created by using the following design
appropriate:	Applications, where appropriate:
a) connecting buildings and spaces through an	a) connecting buildings and spaces through
efficient, intuitive, and safe network of streets,	an efficient, intuitive, and safe network of
roads, alleys, lanes, sidewalks, and pathways , and	streets, roads, alleys, lanes, sidewalks,
trails.	pathways, and trails.
e) providing appropriate way-finding signage	e) providing appropriate way-finding
considering size, placement, and material that	signage considering size, placement, and
clearly identifies publicly accessible landmarks,	material that clearly identifies publicly
pathways, intersections, cycling and transit routes,	accessible landmarks, pathways,
and significant natural and cultural heritage	intersections, cycling and transit routes, and
features;	significant natural and cultural heritage
	features;



Proposed Change	Proposed New / Revised Policy
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B.3.3.2.8 Urban design should promote	B.3.3.2.8 Urban design should promote the
environmental sustainability the reduction of	reduction of greenhouse emissions, ability to
greenhouse emissions, ability to adapt to the	adapt to the impacts of a changing climate
impacts of a changing climate now and in the	now and in the future, and protect and
future, and protect and enhance the natural urban	enhance the natural urban environment by
environment by:	a) achieving compact development and
a) achieving compact development and	resulting built forms that promotes the
resulting built forms that promotes the reduction of	reduction of greenhouse gas emissions;
greenhouse gas emissions;	c) encouraging on-site storm water
c) encouraging on-site storm water	management and infiltration through the us
management and infiltration through the use of	of techniques and technologies, including
techniques and technologies, including storm	storm water management ponds, green
water management ponds, green roofs, and	roofs, vegetated swales, and other low
vegetated swales, and other low impact	impact development techniques and green
development techniques and green infrastructure;	infrastructure;
d) encouraging the use of Leadership in Energy	d) encouraging the use of Leadership in
and Environmental Design (LEED), R-2000 Home ,	Energy and Environmental Design (LEED),
Passive House, Canadian Green Building Council's	R2000 Home, Passive House, Canadian
Zero Carbon Standard, or other environmental	Green Building Council's Zero Carbon
building rating tools and techniques that reduce	Standard, or other environmental building
energy consumption and greenhouse gas	rating tools and techniques that reduce
emissions for buildings and infrastructure for all	energy consumption and greenhouse gas
development and redevelopment;	emissions for buildings and infrastructure for
e) encouraging the reduction of resource	all development and redevelopment;
consumption in building and site development	e) encouraging the reduction of resource
and avoiding the release of contaminants into the	consumption in building and site
environment, including promoting building	development and avoiding the release of
conservation and adaptive reuse and	contaminants into the environment,
encouraging the use of locally sourced and	including promoting building conservation
reclaimed building materials to reduce the	and adaptive reuse and encouraging the
amount of embodied carbon; and,	use of locally sourced and reclaimed
f) encouraging energy efficiency in	building materials to reduce the amount of
neighbourhood design and development as set	embodied carbon;
out in Section B.3.7.1.	f) encouraging energy efficiency in
	neighbourhood design and development of
	set out in Section B.3.7.1.
B.3.3.2.9 Urban design plays a significant role in	B.3.3.2.9 Urban design plays a significant rol
the physical and mental health of our citizens.	in the physical and mental health of our
Community health and well-being shall be	citizens. Community health and well-being
enhanced and supported through the following	shall be enhanced and supported through
actions, where appropriate:	the following actions, where appropriate:
a) creating high quality, safe streetscapes, parks,	a) creating high quality, safe streetscapes,
and open spaces that encourage social	parks, and open spaces that encourage
interaction, physical activity and active	social interaction, physical activity and
transportation;	active transportation;



Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted Bol	ded text = text to be added
 B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate: a) adequate and accessible space for pedestrians, bicycles active transportation, as well as transit, other vehicles, and utilities; g) amenities and spaces that encourage social interaction, pedestrian activity and animate the streetscape such as public gathering places, patios and sidewalk cafés. 	 B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate: a) adequate and accessible space for pedestrians, bicycles active transportation, as well as transit, other vehicles, and utilities; g) amenities and spaces that encourage social interaction, pedestrian activity and animate the streetscape such as public gathering places, patios and sidewalk cafés.
 B.3.3.9.6 Transit access shall be enhanced by: a) connecting sidewalks, open space and trails to transit stops and shelters; 	 B.3.3.9.6 Transit access shall be enhanced by: a) connecting sidewalks, open space and trails to transit stops and shelters;
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 low impact development low impact development 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</i> development and green infrastructure practices is encouraged for storm water management, when technically possible.
B.3.4 Cultural Heritage Resources Policies Wise management and conservation of <i>cultural</i> <i>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, er-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</i> <i>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 archaeological resources, in consultation with the Province.



Proposed Change	Proposed New / Revised Policy		
Grey highlighted strikethrough text = text to be delete	Ided text = text t	o be added	
Add new subsection j) within Policy B.3.4 General Cultural Heritage Policies. B.3.4.2.1 j) Incorporate the conservation and principles of the Standards and Guid the Conservation of Historic Places in Co the Eight Guiding Principles In The Conse Built Heritage Properties, prepared by the Ministry of Heritage, Sport, Tourism and C Industries.	practices a and Guidel Historic Plac Guiding Prir Built Heritag	Incorporate the conservation nd principles of the Standards ines for the Conservation of ces in Canada and the Eight nciples In The Conservation Of ge Properties, prepared by the histry of Heritage, Sport, Tourism e Industries.	
B.3.4.2.5 In addition to the provisions of t Heritage Act respecting demolition of bus structures located on cultural heritage p contained in the Register, the City shall e such properties shall be protected from conserved in the carrying out of any und subject to the Environmental Assessment the Planning Act, R.S.O., 1990 c. P.13.	Ontario Her of buildings heritage pr Register, the properties s out of any Environmer	addition to the provisions of the itage Act respecting demolition or structures located on cultural operties contained in the e City shall ensure that such hall be conserved in the carrying undertaking subject to the stal Assessment Act or the ct, R.S.O., 1990 c. P.13.	
B.3.4.2.7 The City shall ensure these nor designated and non-registered cultural properties are identified, evaluated, and appropriately conserved through variou legislated planning and assessment prod including the <u>Planning Act</u> , R.S.O., 1990 <u>Cenvironmental Assessment Act</u> and the <u>Burial and Cremation Services</u> Cemeteri	designated heritage pro and approp various legi processes, i <u>1990 c. P.13</u>	he City shall ensure these non- l and non-registered cultural operties are identified, evaluated oriately conserved through slated planning and assessment including the <u>Planning Act, R.S.O.</u> b, the <u>Environmental Assessment</u> <u>E Funeral, Burial and Cremation</u> <u>t</u> .	
B.3.4.2.8 To ensure consistency in the identification and evaluation of these no designated and non-registered cultural properties, the City shall use the criteria to determining cultural heritage value or in established by provincial regulation und <u>Ontario Heritage Act</u> and set out in Police B.3.4.2.9.	identification designated heritage pro- criteria for o value or inter-	o ensure consistency in the on and evaluation of these non- l and non-registered <i>cultural</i> operties, the City shall use the determining cultural heritage erest established by provincial under the <u>Ontario Heritage Act</u> .	
Cultural Heritage Evaluation Criteria B.3.4.2.9 For consistency in all heritage conservation activity, the City shall use, require the use by others, of the followin to assess and identify cultural heritage re that may reside below or on real proper a) prehistoric and historical association theme of human history that is represent cultural processes in the settlement, dev and use of land in the City; b) prehistoric and historical association life or activities of a person, group, institu	B.3.4.2.9 The formation of the further reprovincial reprovementation of the formation of th	ritage Evaluation Criteria he City may establish guidelines fine the criteria established by egulation under the <u>Ontario</u> <u>ct</u> as set out in Policy B.3.4.2.8 and istent with the provincial criteria.	
Urban Hamilton Official Plan Amendment No. 167		ige f 164	Hamilton

Proposed Change	Proposed	New / Revised Policy	
Grey highlighted strikethrough text = text to be delete	d Bo	Ided text = text to	
organization that has made a significan contribution to the City; c) architectural, engineering, landscar physical, craft, or artistic value; d) scenic amenity with associated view vistas that provide a recognizable sense position or place; e) contextual value in defining the hist visual, scenic, physical, and functional c of an area; and, f) landmark value. The City may establish guidelines to furth the criteria established by provincial reg under the <u>Ontario Heritage Act</u> , as set o B.3.4.2.8 and that is consistent with the p	pe design, ws and orical, character her refine gulation ut in Policy		
criteria. Delete Policy B.3.4.2.10 in its entirety and number subsequent policies. B.3.4.2.10 Any property that fulfills one the foregoing criteria listed in Policy B.3. be considered to possess cultural herita The City may further refine these criteria provide guidelines for their use as appro-		6	
B.3.4.2.1413 Where cultural heritage rest to be affected, the City may impose co approval on any planning Planning Act, 1990 c. P.13 Application to ensure their of protection prior to site alteration or soil disturbance. In the event that rehabilita reuse of the resource is not viable and the been demonstrated by the proponent, may require that affected resources be thoroughly documented for archival put and heritage features salvaged, where the appropriate, at the expense of the Applito to demolition.	are to be a conditions of <u>R.S.O., 1990</u> their contin <i>alteration</i> of that rehabil is not viable demonstrat may require thoroughly purposes, a where feasi	Where cultural heritage resources ffected, the City may impose of approval on any <u>Planning Act</u> , <u>o c. P.13</u> Application to ensure ued protection prior to site or soil disturbance. In the event litation and reuse of the resource e, and this has been ted by the proponent, the City e that affected resources be documented for archival and heritage features salvaged, ible or appropriate, at the the Applicant prior to demolition.	
Insert new Policy B.3.4.2.14. B.3.4.2.14 Prior to site alteration or soil d relating to a <u>Planning Act, R.S.O., 1990 c</u> Application, any required cultural herita assessment must be approved, in writing City, indicating that there are no further heritage concerns with the property or c with the final resource management stro implemented. The City may also require standard of conservation, care and prof	<u>. P.13</u> ge impact g by the cultural concurring ategy to be a higher	B.3.4.2.14 F disturbance <u>R.S.O., 1990</u> cultural here approved, that there c concerns w with the find to be imple require a hi	Prior to site alteration or soil e relating to a <u>Planning Act</u> , <u>0 c. P.13</u> Application, any required itage impact assessment must be in writing by the City, indicating are no further cultural heritage with the property or concurring al resource management strategy emented. The City may also gher standard of conservation, rotection for cultural heritage
Urban Hamilton Official Plan Amendment No. 167		ige f 164	Hamilton

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted Bo	bided text = text to be added
cultural heritage resources based on prevailing conditions and circumstances within the City.	resources based on prevailing conditions and circumstances within the City.
Insert new Policy B.3.4.4.2 and renumber subsequent policies accordingly.	B.3.4.4.2 The City shall develop and maintain an Archaeological Management
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	Plan to guide the conservation and management of archaeology within the City, in accordance with Section F.3.1.3 – Archaeological Management Plan.
– Archaeological Management Plan.	
B.3.4.4.56 Prior to site alteration or soil disturbance 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	B.3.4.4.6 Prior to site alteration or soil disturbance relating to a <u>Planning Act</u> , <u>R.S.O., 1990 c. P.13</u> Application, any require archaeological assessment must be
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	approved, in writing by the City, indicating that there are no further archaeological concerns with the property or concurring with the final resource management strateg
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	resources based on prevailing conditions
engagement with First Nations Indigenous communities and their interests.	and circumstances within the City and the results of any engagement with Indigenous communities and their interests.
 B.3.4.4.67 The City considers the following archaeological resources 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 archaeological resources to be of particula interest, value and merit: c) undisturbed or rare Indigenous 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 <u>Cemeteries Funeral</u> , <u>Burial and Cremation Services Act</u> and associated regulations, and the policies of this Plan shall	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 policie
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.	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 Consum Services must be contacted immediately.
B.3.4.4. 10 11 Where a marked or unmarked cemetery or burial place is found, the nearest First Nation Indigenous community shall be notified.	B.3.4.4.11 Where a marked or unmarked cemetery or burial place is found, the nearest First Nation Indigenous community shall be notified.

Proposed Change	Proposed New / Revised Policy
	ded text = text to be added
B.3.4.5.2 The City shall encourage the retention and conservation of significant built heritage resources in their original locations. In considering planning Applications under the <u>Planning Act</u> , <u>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 built heritage resource in its original location.	B.3.4.5.2 The City shall encourage the retention and conservation of <i>built heritage</i> <i>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</i> <i>heritage</i> resource in its original location.
 B.3.4.5.5 Where a built heritage resource 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 built heritage resource 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 and in accordance with Section B.3.3 – Urban Design Policies.
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</i> <i>facilities</i> and their adaptive re-use wherever feasible.
 B.3.5.2.56 Where new community facilities 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.3.5.2.6 Where new community facilities 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.



Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted B	olded text = text to be added
B.3.5.2. <mark>12</mark> 13All new public buildings and public	B.3.5.2.13 All new public buildings and public
community facilities/services shall:	community facilities/services shall:
a) be designed to reflect and enhance local	a) be designed to reflect and enhance
community character, image, identity, and sense	local community character, image, identity
of place; and,	and sense of place;
b) be encouraged to include public art as part of	b) be encouraged to include public art as
overall site and/or building design-;	part of overall site and/or building design;
c) provide equitable public access to	c) provide equitable public access to
telecommunication (web access); and,	telecommunication (web access); and,
d) be in compliance with the Corporate Energy	d) be in compliance with the Corporate
and Sustainability Policy and constructed to	Energy and Sustainability Policy and
promote water conservation, energy efficiency,	constructed to promote water conservation
renewable energy systems and/or alternative	energy efficiency, renewable energy
energy systems, including district energy, in	systems and/or alternative energy systems,
accordance with Policy B.3.7.2, where feasible.	including district energy, in accordance wit
	Policy B.3.7.2, where feasible.
B.3.5.2.1314 Policies B.3.5.2.1 to B.3.5.2.3	B.3.5.2.14 Policies B.3.5.2.1 to B.3.5.2.3
inclusive, B.3.5.2.5, B.3.5.2.6, and B.3.5.2.9 to	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	B.3.5.2.12 a) and b) inclusive shall not apply
renovation, expansion, or adaptive reuse of	to the renovation, expansion, or adaptive
existing buildings for community facilities.	reuse of existing buildings for community
	facilities.
Insert new Policy B.3.5.2.15, as follows:	B.3.5.2.15 The City shall endeavour to
B.3.5.2.15 The City shall endeavour to recover the	
full lifecycle cost of providing sustainable public	sustainable public community
community facilities/services, as required by	facilities/services, as required by applicable
applicable municipal By-laws and provincial	municipal By-laws and provincial legislation
legislation.	
	P 2 5 2 1/ Through the property ion of
B.3.5.3.16 Through the preparation of secondary	B.3.5.3.16 Through the preparation of
plans or neighbourhood plans, the City shall	secondary plans or neighbourhood plans,
determine the amount and type of park required	the City shall determine the amount and
based on the following considerations:	type of park required based on the followin
a) the parkland standards in Policy B.3.5.3.11	considerations:
d) the feasibility of locating parks near schools	a) the parkland standards in Policy B.3.5.3.1
and Natural Open Spaces; and,	d) the feasibility of locating parks near
e) the feasibility of providing a range of parkland	schools and Natural Open Spaces;
	Latte togebuilty at providing a range of
spaces for all residents within a safe walking	e) the feasibility of providing a range of
spaces for all residents within a safe walking distance; and,	parkland spaces for all residents within a
spaces for all residents within a safe walking distance; and, ef) site characteristics (slope, natural features,	parkland spaces for all residents within a walking distance; and,
spaces for all residents within a safe walking distance; and, ef) site characteristics (slope, natural features, frontage in a public road) as defined by the	parkland spaces for all residents within a walking distance; and, f) site characteristics (slope, natural features
spaces for all residents within a safe walking distance; and, ef) site characteristics (slope, natural features, frontage in a public road) as defined by the Landscape Manual for Parks and Open Space	parkland spaces for all residents within a walking distance; and, f) site characteristics (slope, natural features frontage in a public road) as defined by the
spaces for all residents within a safe walking distance; and, ef) site characteristics (slope, natural features, frontage in a public road) as defined by the	parkland spaces for all residents within a



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



Proposed Change	Proposed New / Revised Policy
	Ided text = text to be added
 B.3.6.2.2 The City shall partner and work with other levels of governments, other municipalities, Indigenous communities, academics, community groups, and as well as local industries and businesses to develop: a) actions that directly or indirectly improve air quality by reducing reduce air pollutants and greenhouse gases; improve air quality, reduce and respond to the impacts of climate change in the City and, b) a Hamilton Air Quality and Climate Change Climate Impact Adaptation Plan that improves climate resiliency by minimizing the impacts of a changing climate and prepares the City and community for those impacts that are unavoidable. 	 B.3.6.2.2 The City shall partner and work with other levels of governments, other municipalities, Indigenous communities, academics, community groups, as well as local industries and businesses to develop: a) actions that directly or indirectly improve air quality by reducing air pollutants and greenhouse gases; and, b) a Hamilton Climate Impact Adaptation Plan that improves climate resiliency by minimizing the impacts of a changing climate and prepares the City and community for those impacts that are unavoidable.
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.	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.
B.3.6.2.6 The City shall monitor and reduce energy consumption , air pollutants and greenhouse gases generated by the City's corporate activities and services to achieve the targets set out in the Corporate Energy and Sustainability Policy Air Quality and Climate Change Strategic Plan Task Force Report.	B.3.6.2.6 The City shall monitor and reduce energy consumption, air pollutants and greenhouse gases generated by the City's corporate activities and services to achieve the targets set out in the Corporate Energy and Sustainability Policy.
B.3.6.2.7 The City shall prepare an annual, or at a greater frequency as may be required, Air Quality and Climate Change report to monitor the City's progress towards achieving the actions, its goals and targets, and to increase awareness of air quality and climate change.	B.3.6.2.7 The City shall prepare an annual, or at a greater frequency as may be required, Air Quality and Climate Change report to monitor the City's progress towards achieving the actions, goals and targets, and to increase awareness of air quality and climate change.
5	



Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted Bo	Ided text = text to be added
B.3.6.5 Hazard Lands	B.3.6.5 Hazard Lands
Hazard lands are lands that have an inherent risk	Hazard lands are lands that have an
to life or property due to a variety of natural	inherent risk to life or property due to a
hazards such as flooding, fire, erosion, or	variety of natural hazards such as flooding,
unexpected collapse of land. Hazard lands are	fire, erosion, or unexpected collapse of land
areas particularly susceptible to the impacts of a	Hazard lands are areas particularly
changing climate, such as flooding, fire, erosion,	susceptible to the impacts of a changing
slope failure, or other physical conditions which	climate, such as flooding, fire, erosion, slope
are severe enough to pose a risk to residents, loss	failure, or other physical conditions which
of life, property damage, and social disruption	are severe enough to pose a risk to residen
either at a specific location or to upstream or	loss of life, property damage, and social
downstream lands within the watershed, if these	disruption either at a specific location or to
lands were to be developed	upstream or downstream lands within the
In the City of Hamilton, hazard lands are defined,	watershed, if these lands were to be
mapped, and regulated by the Conservation	developed
Authorities in accordance with the <u>Conservation</u>	In the City of Hamilton, hazard lands are
Authorities Act. The Niagara Escarpment	defined, mapped, and regulated by the
Commission regulates lands that also have	Conservation Authorities in accordance wi
inherent hazards through the Niagara Escarpment	the Conservation Authorities Act. The
Planning and Development Act. The Ministry of	Niagara Escarpment Commission regulates
Northern Development, Mines, Natural Resources	lands that also have inherent hazards
and Forestry maintains mapping of hazardous	through the Niagara Escarpment Planning
forest types for wildland fire. Due to the dynamic	and Development Act. The Ministry of
nature of hazard lands and forested areas, the	Northern Development, Mines, Natural
condition for hazard lands, including hazardous	Resources and Forestry maintains mapping
forest types for wildland fire, is not static and	of hazardous forest types for wildland fire.
mapping must be updated on an ongoing basis.	Due to the dynamic nature of hazard lands
	and forested areas, the condition for hazar
	lands, including hazardous forest types for
	wildland fire, is not static and mapping mus
	be updated on an ongoing basis.
B.3.6.5.9 Notwithstanding Policy B.3.6.5.6,	B.3.6.5.9 Notwithstanding Policy B.3.6.5.6,
B.3.6.5.7, and B.3.6.5.8, development and site	B.3.6.5.7, and B.3.6.5.8, development and
alteration may be permitted on hazard lands:	site alteration may be permitted on hazard
a) in those exceptional situations where a Special	lands:
Policy Area, under Section 3.1.34 a) of the	a) in those exceptional situations where a
Policy Area, under Section 3.1.34 a) of the Provincial Policy Statement has been approved	a) in those exceptional situations where a Special Policy Area, under Section 3.1.4 a)
Provincial Policy Statement has been approved	Special Policy Area, under Section 3.1.4 a)
	Special Policy Area, under Section 3.1.4 a) the Provincial Policy Statement has been
Provincial Policy Statement has been approved by the Province	Special Policy Area, under Section 3.1.4 a) the Provincial Policy Statement has been approved by the Province
Provincial Policy Statement has been approved by the Province Insert new Policy B.3.6.5.16, as follows:	Special Policy Area, under Section 3.1.4 a) the Provincial Policy Statement has been approved by the Province B.3.6.5.16 Hazardous forest types for
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	Special Policy Area, under Section 3.1.4 a) the Provincial Policy Statement has been approved by the Province B.3.6.5.16 Hazardous forest types for wildland fire are identified and mapped by
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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 Northern Development, Mines, Natural Resources	Special Policy Area, under Section 3.1.4 a) the Provincial Policy Statement has been approved by the Province B.3.6.5.16 Hazardous forest types for wildland fire are identified and mapped by the Ministry of Northern Development, Mine Natural Resources and Forestry. The City
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 Northern Development, Mines, Natural Resources and Forestry. The City shall maintain mapping of	Special Policy Area, under Section 3.1.4 a) the Provincial Policy Statement has been approved by the Province B.3.6.5.16 Hazardous forest types for wildland fire are identified and mapped by the Ministry of Northern Development, Mine Natural Resources and Forestry. The City shall maintain mapping of hazardous forest
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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 Northern Development, Mines, Natural Resources and Forestry. The City shall maintain mapping of	Special Policy Area, under Section 3.1.4 a) the Provincial Policy Statement has been approved by the Province B.3.6.5.16 Hazardous forest types for wildland fire are identified and mapped by the Ministry of Northern Development, Mine Natural Resources and Forestry. The City shall maintain mapping of hazardous forest

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Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted Bol	ded text = text to be added
Insert new Policy B.3.6.5.17, as follows:	B.3.6.5.17 Development shall generally be
B.3.6.5.17 Development shall generally be	directed to areas outside of lands that are
directed to areas outside of lands that are unsafe	unsafe for development due to the
for development due to the presence of	presence of hazardous forest types for
hazardous forest types for wildland fire.	wildland fire.
Insert new Policy B.3.6.5.18, as follows:	B.3.6.5.18 Development may however be
B.3.6.5.18 Development may however be	permitted in lands with hazardous forest
permitted in lands with hazardous forest types for	types for wildland fire where the risk is
wildland fire where the risk is mitigated, in	mitigated, in accordance with wildland fire
accordance with wildland fire assessment and	assessment and mitigation standards.
mitigation standards.	dissessment and mingation standards.
	P.2.7 Energy and Environmental Design
B.3.7 Energy and Environmental Design	B.3.7 Energy and Environmental Design
Complete communities require a mix of land uses	Complete communities require a mix of lan
including housing, uses which provide goods and	uses including housing, uses which provide
services, and a range of transportation modes	goods and services, and a range of
including public transit, all of which depend on	transportation modes including public trans
energy. Energy efficiency, environmental design,	all of which depend on energy. Energy
green infrastructure, and increasing the supply of	efficiency, environmental design, green
energy through renewable energy systems and	infrastructure, and increasing the supply of
alternative energy systems, benefits human and	energy through renewable energy systems
environmental health, protects the global climate	and alternative energy systems, benefits
and reduces the demand for energy resources	human and environmental health, protects
and the infrastructure needed for its production	the global climate, and reduces the
and distribution.	demand for energy resources and the
	infrastructure needed for its production and
	distribution.
B.3.7.1 The City supports energy efficient land use	B.3.7.1 The City supports energy efficient
patterns. The policies of this Plan, in particular,	land use patterns. The policies of this Plan, i
Policy B.3.3.2.8, C.4.2. 910 – Urban Design and	particular, Policy B.3.3.2.8, C.4.2.10 – Urban
Complete Streets, and E.2.0 – Urban Structure,	Design and Complete Streets, and E.2.0 –
support:	Urban Structure, support:
b) development of mixed use urban	b) development of mixed use urban
	environments that remove land use barriers
environments that remove land use barriers to	
improve accessibility for persons with disabilities	to improve accessibility for persons with
and older persons and support public transit and	disabilities and older persons and support
active transportation;	public transit and active transportation;
B.3.7.2 The City shall support prepare for the	B.3.7.2 The City shall prepare for the impac
impacts of a changing climate by encouraging	of a changing climate by encouraging
energy efficient and environmental designed	energy efficient and environmental
development and redevelopment through:	designed development and redevelopmer
b) the use of environmental building rating	through:
systems such as certification under the Leadership	b) the use of environmental building rating
in Energy and Environmental Design (LEED)	systems such as certification under the
program, R-2000 Home , Passive House , Canadian	Leadership in Energy and Environmental
Green Building Council's Zero Carbon Standard, or	Design (LEED) program, R-2000 Home,
an equivalent rating system or building techniques	Passive House, Canadian Green Building
an equivalent raining system or building rectifiques	Council's Zero Carbon Standard, or an

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Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted Bo	Ided text = text to be added
for upgrading/retrofitting of existing development	equivalent rating system or building
and new development;	techniques for upgrading/retrofitting of
g) designs that encourage sustainable forms of	existing development and new
transportation, including active transportation,	development;
transit, as well as alternative fuel and energy	g) designs that encourage sustainable forr
conserving vehicles;	of transportation, including active
h) designs that facilitate cooperation/joint energy	transportation, transit, as well as alternative
efficiency between developments to optimize the	fuel and energy conserving vehicles;
efficient use of resources, including district energy	h) designs that facilitate cooperation/joint
systems;	energy efficiency between developments
i) energy conservation initiatives, including	optimize the efficient use of resources,
energy demand management;	including district energy systems;
j) water and storm water	i) energy conservation initiatives, including
conservation/management practices and low	energy demand management;
impact development techniques, such as green	j) water and storm water
roofs, water recycling systems, urban storm water	conservation/management practices and
swales, etc.;	low impact development techniques, such
k) promoting building conservation and adaptive	as green roofs, water recycling systems,
reuse;	urban storm water swales, etc.;
(I) encouraging the use of locally sourced and	k) promoting building conservation and
reclaimed building materials to reduce the	adaptive reuse;
amount of embodied carbon;	 encouraging the use of locally sourced
m)pilot projects and community energy plans as	and reclaimed building materials to reduce
appropriate; and,	the amount of embodied carbon;
mn) other environmental development	m) pilot projects and community energy
standards that encourage energy efficiency and	plans as appropriate; and,
environmental design as contained in the City's	n) other environmental development
approved engineering policies and standards and	standards that encourage energy efficience
master planning studies, and are supported by the	and environmental design as contained in
City's financial incentive programs.	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	B.3.7.3 The City shall develop and update
policies.	Sustainable Building and Development
B.3.7.3 The City shall develop and update	Guidelines, including a development review
Sustainable Building and Development Guidelines,	checklist, to promote energy efficient
including a development review checklist, to	development and redevelopment
promote energy efficient development and	proposals, and implement the Guidelines
redevelopment proposals, and implement the	through the development approvals
	process.
Guidelines through the development approvals	



Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted Bo	ded text = text to be added
	ded text = text to be added 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.3.7.4 The City shall promote increasing the supply of energy and in particular, the suppl
sustainable energy by: a) permitting energy generation facilities to meet existing and planned needs, including district energy , renewable energy systems and <i>alternative energy systems</i> , both as principal and <i>accessory</i> uses. These facilities shall be permitted in all land use designations subject to the other relevant policies of this Plan, Policy B.3.7.3, <i>compatibility</i> with the surrounding land uses, and in accordance with the provisions of the Zoning By-law; and, b) working jointly with the Province to investigate the need, feasibility, implications and suitable locations for solar, wind, and bio-energy projects and to promote local clean energy generation, where appropriate- and in accordance with the <u>Green Energy and Green Economy Act, 2009</u> .	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, compatibility 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.
Delete Policy B.3.7.7 in its entirety. B.3.7.7 Renewable energy undertakings are exempted from <u>Planning Act, R.S.O., 1990 c. P.13</u> approvals in accordance with Schedule K of the <u>Green Energy and Green Economy Act, 2009</u> . These undertakings shall be subject to the <u>Green</u> <u>Energy and Green Economy Act, 2009</u> and other provincial approvals.	



Grey highlighted strikethrough text = text to be deletedBolded text = text to be addedInsert new Policy B.3.7.8.Other Energy and Environmental MattersOther Energy and Environmental MattersB.3.7.8 Development, redevelopment and site alteration activities shall incorporate best management practices regarding the use of excess soil and fill, including the following: a) any excess soil is reused on-site or locally to the maximum extent possible and, where feasible, excess soil reuse planning is undertaken concurrently with development planning and design;Other Energy and Environmental Matters B.3.7.8 Development, redevelopment and site alteration activities shall incorporate best management practices regarding the use of excess soil and fill, including the following: a) any excess soil is reused on-site or locally to the maximum extent possible and, where feasible, excess soil reuse planning is undertaken concurrently with development planning and design;Other Energy and Environmental Matters B.3.7.8 Development, redevelopment and site alteration activities shall incorporate best management practices regarding the use of excess soil and fill, including the following: a) any excess soil is reused on-site or locally to to the maximum extent possible and, where feasible, excess soil reuse planning is undertaken concurrently with development planning and design; b) appropriate sites for excess soil storage and processing are permitted close to areas where proposed development is concentrated or areas of potential soil reuse; and, c) fill quality received and fill placement at a site will not cause an adverse effect with regard to the current or proposed use of the property or the natural environment and is compatible with	Proposed Change	Proposed New / Revised Policy
Other Energy and Environmental Matters B.3.7.8 Development, redevelopment and site alteration activities shall incorporate best management practices regarding the use of excess soil and fill, including the following: a) any excess soil is reused on-site or locally to the maximum extent possible and, where feasible, excess soil reuse planning is undertaken concurrently with development planning and design; b) appropriate sites for excess soil storage and processing are permitted close to areas where proposed development is concentrated or areas of potential soil reuse; and, c) fill quality received and fill placement at a site will not cause an adverse effect with regard to the current or proposed use of the property or the natural environment and is compatible with		
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of potential soil reuse; and, c) fill quality received and fill placement at a site will not cause an adverse effect with regard to the current or proposed use of the property or the natural environment and is compatible with a site will not cause an adverse effect with property or the natural environment and is	proposed development is concentrated or areas	concentrated or areas of potential soil reuse;
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 comparison of the property of the natural environment and is	of potential soil reuse; and,	
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 site will not cause an adverse effect with property or the natural environment and is	c) fill quality received and fill placement at a site	c) fill quality received and fill placement at a
natural environment and is compatible with property or the natural environment and is	will not cause an adverse effect with regard to the	site will not cause an adverse effect with
	current or proposed use of the property or the	regard to the current or proposed use of the
adjacent land uses.	natural environment and is compatible with	property or the natural environment and is
FINALANY	adjacent land uses.	compatible with adjacent land uses.



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



Proposed Change		v / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = tex	t to be added
C.2.5.1 Generally, permitted uses in Core	C.2.5.1 Gene	erally, permitted uses in Core
Areas shall include:	Areas shall inc	
k) infrastructure projects, in accordance	ce k) infrast	ructure projects, in
with Section C.5.0 - Infrastructure, provide		with Section C.5.0 –
negative impacts on these features have b		provided negative impacts on
avoided or minimized and to the extent		s have been avoided or
feasible mitigated, as demonstrated through		d to the extent feasible
an Environmental Impact Statement.		demonstrated through an
		Il Impact Statement.
Insert new Policy C.2.8.3 and renumber		City shall consider the Great
subsequent policies:		y, the targets and goals of the
C.2.8.3 The City shall consider the Great L		Protection Act, 2015, and any
Strategy, the targets and goals of the Great		reat Lakes agreements as part
Lakes Protection Act, 2015, and any		
· · · · ·		planning and coastal or
applicable Great Lakes agreements as pa		anning initiatives.
watershed planning and coastal or waterfu	ont	\sim
planning initiatives.		
Insert new Policy C.2.11.5, as follows:		City shall prepare and update,
C.2.11.5 The City shall prepare and updat		an Urban Forest Strategy to
necessary, an Urban Forest Strategy to pro		cly and privately owned trees
publicly and privately owned trees and		ng vegetation within the Urban
supporting vegetation within the Urban Are		rdance with Section C.5.6 –
accordance with Section C.5.6 – Green	Green Infrastr	ucture.
Infrastructure.		
Insert new Policy C.2.13.4, as follows:	C.2.13.4 The	City shall protect, improve or
C.2.13.4 The City shall protect, improve or	restore the qu	ality and quantity of water by
restore the quality and quantity of water by	y 🕨 🛛 evaluating ar	nd preparing for the impacts of
evaluating and preparing for the impacts	o f a a changing c	limate to water resource
changing climate to water resource system	ns at systems at the	e watershed level.
the watershed level.		
C.4.0 Integrated Transportation Network	C.4.0 Integrat	ed Transportation Network
The transportation network and land uses	are The transport	ation network and land uses
mutually inclusive; land uses are connected		nclusive; land uses are
and accessible through the transportation		nd accessible through the
network. Equally, transportation is made m		n network. Equally,
efficient when complemented by approp		n is made more efficient when
locations and densities for various land use		ed by appropriate locations
The resulting built environment has an imp		for various land uses. The
-		
on the overall health and well-being of cit	-	environment has an impact on
therefore, The the City shall plan for an		ealth and well-being of citizens
integrated transportation network contribu	-	City shall plan for an
to complete communities through the poli	5	Insportation network
of this Plan, provincial policies, and	-	o complete communities
requirements of the Planning Act, R.S.O., 1	-	olicies of this Plan, provincial
		requirements of the <u>Planning</u>
<u>c. P.13</u> . Accordingly, the integrated		<u>990 c. P.13</u> . Accordingly, the
transportation network shall support and		
		insportation network shall
transportation network shall support and implement the urban structure including m	nixed integrated tro	
transportation network shall support and		

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



Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
C.4.1.1 Provide a balanced, sustainable an integrated transportation network which	and integrated transportation network which
includes all modes of transportation such as active transportation, transit, automobiles,	includes all modes of transportation such as active transportation, transit, automobiles,
goods movement vehicles, rail, air, <mark>and</mark> marine, and emerging modes of transportati	goods movement vehicles, rail, air, marine, and emerging modes of transportation and
and technology.	technology.
C.4.1.2 Recognize the relationship of	C.4.1.2 Recognize the relationship of
transportation, public health and land use	transportation, public health and land use
planning in connecting communities, land u and activities and the role of the integrated	ses planning in connecting communities, land uses and activities and the role of the
transportation network in creating complete	
communities and improving overall quality c	
life.	improving overall quality of life.
C.4.1.3 Facilitate investment in major goods	C.4.1.3 Facilitate investment in major goods
movement facilities and corridors and	movement facilities and corridors and
employment areas for the safe and efficient movement of goods and services within and	employment areas for the safe and efficient movement of goods and services within and
between Hamilton, neighbouring	between Hamilton, neighbouring
municipalities and regions through various	municipalities and regions through various
modes within the integrated transportation	modes within the integrated transportation
network.	network.
C.4.1.5 Work in cooperation with other level	
of government and government agencies to	
further develop inter-regional travel plans	further develop inter-regional travel plans
including expansion of expanded routes and increased GO Transit service in the Hamilton	GO Transit service in the Hamilton area,
area, proposals for rapid higher order transit	proposals for higher order transit within the
within the City and other inter-regional transi	
and highway, marine, and airport initiatives.	highway, marine, and airport initiatives.
C.4.1.6 Provide a safe, convenient, fast,	C.4.1.6 Provide a safe, convenient, fast,
frequent and affordable public transportation	
service that adapts to a changing climate,	transportation service that adapts to a
features adequate carrying capacity and serves all residents and businesses.	changing climate, features adequate
serves dil residentis di di Dosinesses.	carrying capacity and serves all residents and businesses.
nsert new policy C.4.1.8, as follows:	C.4.1.8 Manage curbside activities and
C.4.1.8 Manage curbside activities and	space allocation to maximize mobility,
space allocation to maximize mobility, safet	y, safety, and access for the wide variety of
and access for the wide variety of curb	curb demands.
demands. C.4.2.1 The City shall maintain the existing	C.4.2.1 The City shall maintain the existing
ransportation network and ensure the	transportation network and ensure the
continued sustainability and optimization of	continued sustainability and optimization of
existing transportation infrastructure before	existing transportation infrastructure before
new infrastructure developments are	new infrastructure developments are
considered.	considered.
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Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Insert new Policy C.4.2.2 and renumber	C.4.2.2 The City shall plan for a
subsequent policies.	transportation network that reduces
C.4.2.2 The City shall plan for a transportation	greenhouse gas emissions by encouraging
network that reduces greenhouse gas	the most environmentally appropriate mode
emissions by encouraging the most	for trip-making and supporting the use of
environmentally appropriate mode for trip-	zero- and low-emission vehicles.
making and supporting the use of zero- and	
low-emission vehicles.	
C.4.2.45.1 Transportation demand	C.4.2.5.1 Transportation demand
management measures may include:	management measures may include:
a) provision of active transportation features	a) provision of active transportation features
including secure bicycle storage facilities and	including secure bicycle storage facilities
pedestrian and cycling access to the road	and pedestrian and cycling access to the
network facilities;	road network;
b) supporting transit through an array of	b) supporting transit through an array of
incentives and disincentives to automobile	incentives and disincentives to automobile
dependence and single-occupancy vehicles	dependence and single-occupancy
such as reduced parking standards for some	vehicles such as reduced parking standards
land uses where appropriate and making	for some land uses where appropriate and
provisions for to support shared mobility such	making provisions to support shared mobility
as car-sharing spaces through the site plan	such as car-sharing spaces through the site
process where feasible and appropriate; and,	plan process where feasible and
	appropriate; and,
C.4.2.78 City has been identified as part of	C.4.2.8 The Metrolinx Regional Transportation
the Greater Toronto and Hamilton Area	Plan (RTP) and Provincial Greater Golden
(GTHA) in The Big Move The Metrolinx Regional	Horseshoe (GGH) Transportation Plan identify
Transportation Plan (RTP) developed by	strategic regional transportation plans and
Metrolinx and Provincial Greater Golden	projects with the City. As such, the City shall
Horseshoe (GGH) Transportation Plan identify	work with Metrolinx and the Province of
strategic regional transportation plans and	Ontario to implement the recommendations
projects with the City. As such, the City shall	of the RTP and GGH Transportation Plan
work with Metrolinx and the Province of Ontario	through the policies of this Plan and the
to implement the recommendations of the RTP	Transportation Master Plan.
and GGH Transportation Plan through the	
policies of this Plan and the Transportation	
Master Plan.	
Insert new Policy C.4.2.9 and renumber	C.4.2.9 Transit planning and investments shall
subsequent policies:	be aligned with, and supporting, the priority
C.4.2.9 Transit planning and investments shall	transit corridor identified on Schedule E –
be aligned with, and supporting, the priority	Urban Structure and Appendix B – Major
transit corridor identified on Schedule E –	Transportation Facilities and Routes.
Urban Structure and Appendix B – Major	
Transportation Facilities and Routes.	



Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Grey highlighted strikethrough text = text to be deleted C.4.2.810 New secondary plans and designs for major transit trip generators shall incorporate the following design directions: a) establishment of a continuous grid road network as the preferred street layout to allow pedestrians, cyclists, transit vehicles, automobiles and goods and services vehicles to move efficiently through communities; b) efficient spacing of arterial and collector roads within the grid network; c) organization of land uses in a manner that reduces automobile dependence and improves modal choice and the movement of goods; d) placement of higher density land uses near existing and planned transit stop/station locations; e) establish appropriate rights-of-way that support complete streets and supporting place-making opportunities within communities; e)f) complete street designs and layout which reduces and minimizes the need for future traffic calming and/or unnecessary traffic control devices; and, f)g) all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E -	Bolded text = text to be addedC.4.2.10 New secondary plans and designsfor major trip generators shall incorporatethe following design directions:a) establishment of a continuous grid roadnetwork as the preferred street layout toallow pedestrians, cyclists, transit vehicles,automobiles and goods and servicesvehicles to move efficiently throughcommunities;b) efficient spacing of arterial and collectorroads within the grid network;c) organization of land uses in a manner thatreduces automobile dependence andimproves modal choice and the movementof goods;d) placement of higher density land usesnear existing and planned transitstop/station locations;e) establish appropriate rights-of-way thatsupport complete streets and supportingplace-making opportunities withincommunities;f) complete street designs and layout whichreduces and minimizes the need for futuretraffic calming and/or unnecessary trafficcontrol devices; and,g) all other applicable design guidelinesand design policies of Volume 1, including
Urban Systems and Designations.	Section B.3.3 – Urban Design Policies and Chapter E - Urban Systems and Designations.
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 development, the City shall encourage the creation of mid- block connections for pedestrians, cycling , transit, and other active transportation modes.	C.4.2.11 Direct access to transit facilities shall be provided via multi-use paths, trails, bicycle lanes, sidewalks and walkways from the interior block areas of neighbourhoods. Within existing and planned development, the City shall encourage the creation of mid-block connections for pedestrians, cycling, transit, and other active transportation modes.



Proposed Change	Proposed New / Revised Policy
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C.4.2. 10 12 Development of major transit trip	C.4.2.12 Development of major trip
generators shall provide safe, accessible and	generators shall provide safe, accessible
convenient pedestrian and cycling	and convenient pedestrian and cycling
environments and access be achieved	environments and be achieved through
through building orientation, site layout, traffic	building orientation, site layout, traffic
management, and the provision of facilities	management, and the provision of facilities
such as sidewalks, crosswalks, bike lanes and	such as sidewalks, crosswalks, bike lanes
trails, bicycle parking and loading, and	and trails, bicycle parking and loading, and
connections to transit service.	connections to transit service.
C.4.2.1517 In accordance with Policy C.4.1.6,	C.4.2.17 In accordance with Policy C.4.1.6,
recognizing that an increasing proportion of	recognizing that an increasing proportion of
the population is aging and many will possess	the population is aging and many will
mobility challenges, the City shall continue to	possess mobility challenges, the City shall
ensure that it is able to provide an	continue to ensure that it is able to provide
appropriate range of public transit services	an appropriate range of public transit
and programs on the conventional,	services and programs on the conventional,
specialized, on-demand and rapid higher	specialized, on-demand and higher order
order transit networks in an efficient and	transit networks in an efficient and effective
effective manner to all existing and planned	manner to all existing and planned trip
trip generators throughout the urban area.	generators throughout the urban area.
C.4.2. 1-618 Additional transportation corridors	C.4.2.18 Additional transportation corridors
may be added to the integrated	may be added to the integrated
transportation network in Hamilton in the	transportation network in Hamilton in the
future. Recognizing the need to plan	future. Recognizing the need to plan
proactively for future infrastructure	proactively for future infrastructure
requirements and sustainable transportation	requirements and sustainable transportation
solutions, the City supports active participation	solutions, the City supports active
with provincial, inter-provincial and federal	participation with provincial, inter-provincial
transportation planning studies such as the	and federal transportation planning studies
ongoing Niagara to Greater Toronto Area	such as the Greater Golden Horseshoe
(NGTA) corridor planning Greater Golden	Transportation Plan and the Ontario-Quebec
Horseshoe Transportation Plan and	Continental Gateway and Trade Corridor
Environmental Assessment study and the	Study.
Ontario-Quebec Continental Gateway and	
Trade Corridor Study.	
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.	
b)The Ontario-Quebec Continental Gateway	
and Trade Corridor Study will develop a multi-	
modal strategy to improve goods movement	



Proposed Change	Proposed New / Revised Policy
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C.4.3 Active transportation which includes	C.4.3 Active transportation which includes
pedestrian movement, cycling and any , other	pedestrian movement, cycling, other non-
non-motorized and emerging micro-mobility	motorized and emerging micro-mobility
modes of transportation, is a key component	modes of transportation, is a key component
of the City's transportation network. Active	of the City's transportation network. Active
Transportation provides a sustainable	Transportation provides a sustainable
alternative to travel by private automobile,	alternative to travel by private automobile,
resulting in physical, economic and social	resulting in physical, economic and social
benefits from improved air quality, reduced	benefits from improved air quality, reduced
energy consumption and increased physical	energy consumption and increased physical
activity. This Plan recognizes that active	activity. This Plan recognizes that active
transportation is an essential component of	transportation is an essential component of
the overall integrated transportation network.	the overall integrated transportation
Together, land use planning, transportation	network. Together, land use planning,
planning and the design of the built form	transportation planning and the design of
creates an environment that encourages and	the built form creates an environment that
enables people of all ages and abilities to use	encourages and enables people of all ages
active transportation for travel to work, school,	and abilities to use active transportation for
exercise, recreation and social interaction.	travel to work, school, exercise, recreation
	and social interaction.
C.4.3.3 The City shall build and maintain the	C.4.3.3 The City shall build and maintain the
active transportation network which	active transportation network which
recognizes the importance of the sidewalk	recognizes the importance of the sidewalk
and cycling network while achieving a high	and cycling network while achieving a high
standard of connectivity. Active Transportation	standard of connectivity. Active
shall be promoted prioritized and	Transportation shall be prioritized and
accommodated in complete streets street	accommodated in complete streets design
design and operation through:	and operation through:
a) continuous improvement and expansion of	a) continuous improvement and expansion
the existing network of pedestrian and bicycle	of the existing network of pedestrian and
infrastructure, including multi-use paths, bike	bicycle infrastructure, including multi-use
lanes, and on-street bike routes other	paths, bike lanes, and other emerging
emerging design trends as appropriate;	design trends as appropriate;
b) establishment of pedestrian-oriented design	b) establishment of pedestrian-oriented
guidelines in secondary plans and	design guidelines in secondary plans and
undeveloped areas that promote active	undeveloped areas that promote active
transportation; and,	transportation; and,
c) provision of traffic calming and	c) provision of traffic calming and
management measures and signage, where	management measures, where appropriate.
appropriate.	
C.4.3.4 Within the designated right-of-way, the	C.4.3.4 Within the designated right-of-way,
design of <i>complete</i> streets and sidewalks shall	the design of complete streets and sidewalks
provide a buffer between vehicular and	shall provide a buffer between vehicular
pedestrian flow where feasible.	and pedestrian flow where feasible.

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Proposed Change		w / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = tex	
C.4.3.5 The City shall design pedestrian	C.4.3.5 The	City shall design pedestrian
friendly streets by:	friendly street	· • ·
a) making streetscapes visually appealing		eetscapes visually appealing to
make walking more inviting;	, ,	g more inviting;
b) discouraging the placement of object		ng the placement of objects
	, –	
which will impede pedestrian movements		pede pedestrian movements;
c) reducing motor vehicle traffic speed a	, .	notor vehicle speed and
volume in areas of high pedestrian activit		as of high pedestrian activity
design or other means;	by design or o	
d) establishing exclusive pedestrian links ir	-	g exclusive pedestrian links in
areas of high pedestrian activity and		pedestrian activity and
restricting motor vehicular vehicles traffic	; restricting ma	tor vehicles;
e) distinctly separating vehicular, pedestr	ian e) distinctly se	eparating vehicular, pedestrian
and cycling traffic road users to the fulles		oad users to the fullest extent
extent possible;	possible;	
f) providing adequate lighting;		dequate lighting;
g) providing benches to allow pedestrian		penches to allow pedestrians to
rest and street trees for shade, where feas		t frees for shade, where
		Thous for shade, where
h) applying other means as specified in the		ther means as specified in the
policies of Section B.3.3 – Urban Design, w		ther means as specified in the
applicable; and,		ction B.3.3 – Urban Design,
i) applying all other applicable design	where applic	
guidelines and design policies of Volume		other applicable design
including Section B.3.3 – Urban Design Pol		d design policies of Volume 1,
and Chapter E – Urban Systems and	including Sec	tion B.3.3 – Urban Design
Designations.	Policies and (Chapter E – Urban Systems and
	Designations.	
Insert new Policy C.4.3.6, as follows:	C.4.3.6 The C	City shall work together with
C.4.3.6 The City shall work together with	other other municip	palities to implement seamless
municipalities to implement seamless	-	nd coordination between
integration and coordination between ac		ortation networks across
transportation networks across municipal		sdictions from both planning
jurisdictions from both planning and		nal perspectives.
operational perspectives.		
	C 1 1 Public 1	ransit Network
		ransit Network
Public transit entities under municipal	Public transit	entities under municipal
Public transit entities under municipal jurisdiction include conventional, speciali:	Public transit zed jurisdiction ind	entities under municipal clude conventional, specialized
Public transit entities under municipal jurisdiction include conventional, specializ and rapid higher order transit networks. In	zed Public transit jurisdiction ind ter- and higher or	entities under municipal clude conventional, specialized der transit networks. Inter-
Public transit entities under municipal jurisdiction include conventional, specializ and rapid higher order transit networks. In regional networks are under the jurisdictic	Public transit jurisdiction ind ter- on of regional network	entities under municipal clude conventional, specialized der transit networks. Inter- vorks are under the jurisdiction
Public transit entities under municipal jurisdiction include conventional, specializ and rapid higher order transit networks. In regional networks are under the jurisdictic provincial/federal authorities It is the int	zed Public transit jurisdiction ind iter- and higher or regional netw ent of of provincial/	entities under municipal clude conventional, specialized der transit networks. Inter- vorks are under the jurisdiction federal authorities It is the
Public transit entities under municipal jurisdiction include conventional, specializ and rapid higher order transit networks. In regional networks are under the jurisdictic provincial/federal authorities It is the int	zed Public transit jurisdiction ind iter- and higher or regional netw ent of of provincial/	entities under municipal clude conventional, specialized der transit networks. Inter- vorks are under the jurisdiction
Public transit entities under municipal jurisdiction include conventional, specializ and r apid higher order transit networks. In regional networks are under the jurisdictic provincial/federal authorities It is the int this Plan that transit provide access to	zed ter- on of ent of provincial/ intent of this F	entities under municipal clude conventional, specialized der transit networks. Inter- vorks are under the jurisdiction federal authorities It is the
Public transit entities under municipal jurisdiction include conventional, specializ and rapid higher order transit networks. In regional networks are under the jurisdictic provincial/federal authorities It is the int this Plan that transit provide access to residential areas, employment areas, scho	zed Public transit jurisdiction ind and higher or on of regional netw ent of of provincial/ intent of this F ool to residential	entities under municipal clude conventional, specialized der transit networks. Inter- vorks are under the jurisdiction federal authorities It is the Plan that transit provide access areas, employment areas,
Public transit entities under municipal jurisdiction include conventional, specializ and rapid higher order transit networks. In regional networks are under the jurisdiction provincial/federal authorities It is the int this Plan that transit provide access to residential areas, employment areas, scho and other institutions, shopping and	zed Jurisdiction ind ter- on of regional network ent of of provincial/ intent of this F col school and o	entities under municipal clude conventional, specialized der transit networks. Inter- vorks are under the jurisdiction federal authorities It is the Plan that transit provide access areas, employment areas, ther institutions, shopping and
Public transit entities under municipal jurisdiction include conventional, specializ and rapid higher order transit networks. In regional networks are under the jurisdictic provincial/federal authorities It is the int this Plan that transit provide access to residential areas, employment areas, sche and other institutions, shopping and recreational facilities in an safe, efficient of	Public transit jurisdiction ind and higher or on of regional network ent of of provincial/ intent of this F ool to residential school and o and recreational f	entities under municipal clude conventional, specialized der transit networks. Inter- vorks are under the jurisdiction federal authorities It is the Plan that transit provide access areas, employment areas, ther institutions, shopping and facilities in a safe, efficient and
Public transit entities under municipal jurisdiction include conventional, specializ and rapid higher order transit networks. In regional networks are under the jurisdictic provincial/federal authorities It is the int this Plan that transit provide access to residential areas, employment areas, scho and other institutions, shopping and recreational facilities in an safe, efficient or reliable manner. Where frequent transit is	zed Public transit jurisdiction ind and higher or regional network ent of of provincial/ intent of this F pool to residential school and o recreational to reliable mann	entities under municipal clude conventional, specialized der transit networks. Inter- vorks are under the jurisdiction federal authorities It is the Plan that transit provide access areas, employment areas, ther institutions, shopping and acilities in a safe, efficient and her. Where frequent transit is
Public transit entities under municipal jurisdiction include conventional, specializ and rapid higher order transit networks. In regional networks are under the jurisdictic provincial/federal authorities It is the int this Plan that transit provide access to residential areas, employment areas, scho and other institutions, shopping and recreational facilities in an safe, efficient of reliable manner. Where frequent transit is planned and funding is allocated, higher	Public transit jurisdiction ind and higher or on of regional netw ent of of provincial/ intent of this F ool to residential school and o recreational f reliable mann planned and	entities under municipal clude conventional, specialized der transit networks. Inter- vorks are under the jurisdiction federal authorities It is the Plan that transit provide access areas, employment areas, ther institutions, shopping and facilities in a safe, efficient and her. Where frequent transit is funding is allocated, higher
Public transit entities under municipal jurisdiction include conventional, specializ and rapid higher order transit networks. In regional networks are under the jurisdictic provincial/federal authorities It is the int this Plan that transit provide access to residential areas, employment areas, sche and other institutions, shopping and recreational facilities in an safe, efficient of reliable manner. Where frequent transit is planned and funding is allocated, higher densities may be considered in suitable	Public transit jurisdiction ind and higher or on of regional network ent of of provincial/ intent of this F col to residential school and o and recreational to reliable manner planned and densities may	entities under municipal clude conventional, specialized der transit networks. Inter- vorks are under the jurisdiction federal authorities It is the Plan that transit provide access areas, employment areas, ther institutions, shopping and acilities in a safe, efficient and her. Where frequent transit is funding is allocated, higher be considered in suitable
Public transit entities under municipal jurisdiction include conventional, specializ and rapid higher order transit networks. In regional networks are under the jurisdictic provincial/federal authorities It is the int this Plan that transit provide access to residential areas, employment areas, sche and other institutions, shopping and recreational facilities in an safe, efficient of reliable manner. Where frequent transit is planned and funding is allocated, higher densities may be considered in suitable locations. Transit shall continue to increas	Public transit jurisdiction ind and higher or on of regional network ent of of provincial/ intent of this F bol to residential school and o and recreational f reliable many planned and densities may e locations. Tra	entities under municipal clude conventional, specialized der transit networks. Inter- vorks are under the jurisdiction federal authorities It is the Plan that transit provide access areas, employment areas, ther institutions, shopping and facilities in a safe, efficient and her. Where frequent transit is funding is allocated, higher
C.4.4 Public Transit Network Public transit entities under municipal jurisdiction include conventional, specializ and rapid higher order transit networks. In regional networks are under the jurisdictic provincial/federal authorities It is the int this Plan that transit provide access to residential areas, employment areas, sche and other institutions, shopping and recreational facilities in an safe, efficient of reliable manner. Where frequent transit is planned and funding is allocated, higher densities may be considered in suitable locations. Transit shall continue to increas Urban Hamilton Official Plan Amendment No. 167	Public transit jurisdiction ind and higher or on of regional network ent of of provincial/ intent of this F col to residential school and o and recreational to reliable manner planned and densities may	entities under municipal clude conventional, specialized der transit networks. Inter- vorks are under the jurisdiction federal authorities It is the Plan that transit provide access areas, employment areas, ther institutions, shopping and acilities in a safe, efficient and her. Where frequent transit is funding is allocated, higher be considered in suitable

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
connectivity and integration with other forms	connectivity and integration with other forms
of transportation.	of transportation.
C.4.4.1 The City shall provide public transit at a	C.4.4.1 The City shall provide public transit at
level of service to enhance its use as a viable	a level of service to enhance its use as a
alternative to the automobile and achieve	viable alternative to the automobile and
transportation demand-mode split targets	achieve transportation mode split targets
stipulated identified in the Transportation	identified in the Transportation Master Plan in
Master Plan in accordance with Section F.3.1.8	accordance with Section F.3.1.8 –
– Transportation Master Plan.	Transportation Master Plan.
Insert new Policy C.4.4.2 and renumber	C.4.4.2 The City shall provide a transit service
subsequent policies accordingly.	that is planned and managed for the safety
C.4.4.2 The City shall provide a transit service	of all system users.
that is planned and managed for the safety of	
all system users.	
C.4.4.23 By prioritizing public transit	C.4.4.3 By prioritizing public transit
investments, as a component of transportation	investments, as a component of
infrastructure planning, thransit service levels	transportation infrastructure planning, transit
shall be increased incrementally, in	service levels shall be increased
conjunction with other policies to improve the	incrementally, in conjunction with other
viability of transit, with a goal of increasing	policies to improve the viability of transit, with
annual transit ridership per capita. Service	a goal of increasing annual transit ridership
level increases shall be primarily directed to:	per capita. Service level increases shall be
a) urban nodes and urban corridors as	primarily directed to:
identified on Schedule E – Urban Structure;	a) urban nodes and urban corridors as
b) areas developed according to transit	identified on Schedule E – Urban Structure;
orientated development principles;	b) areas developed according to transit
c) designated Employment Areas or	oriented development principles;
connections to designated Employment Areas;	c) designated Employment Areas or
d) new urban communities where there is a	connections to designated Employment
sufficient density and mix of land uses to	Areas;
support transit service.	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	C.4.4.6.1 Further to the forgoing policy,
rapid higher order transit is implemented,	once higher order transit is implemented,
conventional bus transit shall continue to serve	conventional bus transit shall continue to
areas outside of identified rapid higher order	serve areas outside of identified higher order
transit corridors, provide local service within	transit corridors, provide local service within
the corridor where appropriate, and provide	the corridor where appropriate, and provide
feeder service to rapid higher order transit.	feeder service to higher order transit. Until
Until rapid higher order transit is implemented,	higher order transit is implemented,
conventional bus transit shall be the primary	conventional bus transit shall be the primary



Proposed Change	Proposed New / Revised Policy
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C.4.4.78 The City shall continue to provide	C.4.4.8 The City shall continue to provide
specialized transit service to ensure equal	specialized transit service to ensure equal
access and mobility for all residents in	access and mobility for all residents in
accordance with Policy C.4.2.15, for those	accordance with Policy C.4.2.15, for those
unable to use conventional or rapid higher	unable to use conventional or higher order
order transit or other transportation modes.	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	C.4.4.9 The City shall evaluate the potentia
to establish rapid higher order transit within the	to establish higher order transit within the
Primary and Secondary Corridors identified on	Primary and Secondary Corridors identified
Schedule E – Urban Structure, and the corridors	on Schedule $E - Urban Structure, and the$
identified as Potential Rapid Higher Order	corridors identified as Potential Higher Order
Transit Lines on Appendix B – Major	Transit Lines on Appendix B – Major
Transportation Facilities and Routes.	Transportation Facilities and Routes.
C.4.4.910 Rapid Higher order transit may	C.4.4.10 Higher order transit may operate on
operate on its own right-of-way, as a separate	its own right-of-way, as a separate system or
system or in shared corridors, where possible,	in shared corridors, where possible, to ensure
to ensure that it is not delayed in general	that it is not delayed in general traffic. The
	-
traffic. The rapid higher order transit network	higher order transit network shall consist of
shall consist of an interconnecting network of	an interconnecting network of existing and
existing and planned rights-of-way along	planned rights-of-way along corridors in
corridors in which a rapid higher order transit	which a higher order transit facility may be
facility may be located.	located.
C.4.4.910.1 Rapid Higher order transit may be	C.4.4.10.1 Higher order transit may be
developed in a staged manner whereby	developed in a staged manner whereby
various transit-priority measures may be	various transit-priority measures may be
implemented to improve the quality of transit	implemented to improve the quality of
service in terms of speed and reliability as an	transit service in terms of speed and reliability
interim stage in the long-term development of	as an interim stage in the long-term
a full rapid higher order transit network.	development of a full higher order transit
	network.
C.4.4.1011 The City may require commuter	C.4.4.11 The City may require commuter
pick-up/drop-off and park-and-ride facilities to	pick-up/drop-off and park-and-ride facilities
enhance accessibility to rapid higher order	to enhance accessibility to higher order
transit services at selected stations and other	transit services at selected stations and other
appropriate sites outside of the Downtown	appropriate sites outside of the Downtown
Urban Growth Centre. In this regard, the City	Urban Growth Centre. In this regard, the City
shall encourage the proponents of major	shall encourage the proponents of major
	developments at existing or planned higher
developments at existing or planned rapid	
	order transit stations to provide sufficient
higher order transit stations to provide sufficient	order transit stations to provide sufficient land for park-and-ride facilities, for which the
higher order transit stations to provide sufficient land for park-and-ride facilities, for which the	land for park-and-ride facilities, for which the
higher order transit stations to provide sufficient	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



Proposed Change	Proposed New / Revised Policy
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C.4.4.1112 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 Higher order transit 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.4.4.1214 The City of Hamilton supports the expansion of GO Transit through increased service to the City and additional expansion to the eastern portions of the City.	C.4.4.14 The City of Hamilton supports the expansion of GO Transit through increased service to the City.
C.4.4.1315 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 active transportation facilities, as well as limited commuter parking facilities where appropriate outside of the Downtown Urban Growth Centre.	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, higher order transit, and active transportation facilities, as well as limited commuter parking facilities where appropriate outside of the Downtown Urban Growth Centre.
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.	
 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 complete streets approach to ensure the needs and safety of all road users are considered and appropriately accommodated.



Proposed Change		Proposed New / Revised Policy		
Grey highlighted strikethrough text = text to be delete			Bolded text = text to be added	
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 cultural heritage resource; 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		C.4.5.6.5 No C.4.5.6.1, C.4.5. addition to Poli waive or accept than the maxim and/or dayligh where, in the o a) It is determin planning appro- significant adve v) existing built vi) natural herit vii) an existing s viii) a known cu it is not feasible existing right-of of-way width o triangle as set in 2 – Future Right	twithstanding Policies C.4.5.6, .6.3, and C.4.5.7, and in cy C.4.5.3, the City may ot less lands to be dedicated num right-of-way dedication ting triangle requirements pinion of the City: ned through a development oval process that due to erse impacts on: t form; rage features; threetscape; or, Itural heritage resource; or desirable to widen an -way to the maximum right- r provide the full daylight n Section C.4.5.2, Schedule C- of-Way Dedications, or	
as set in Section C.4.5.2, Schedule C-2 – Right-of-Way Dedications, or Section C.4 and that the City's objectives for sustain infrastructure, complete streets and mot can be achieved; or, C.4.5.6.7There may also be additional requirements for rights-of-way to provide	Future 4.5.7, able pility	Section C.4.5.7, objectives for si complete stree achieved; or, C.4.5.6.7Their requirements for	, and that the City's ustainable infrastructure, its and mobility can be re may also be additional or rights-of-way to provide	
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.4.6 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		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</i> <i>order transit</i> lanes 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 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		
Urban Hamilton Official Plan		Page		

Proposed Change	Proposed New / Revised Policy	
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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".	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.4.6.1 The <i>major goods movement</i> network	C.4.6.1 The major goods movement facilities	
facilities and corridors in Hamilton shall be	and corridors in Hamilton shall be	
maintained, protected and enhanced to	maintained, protected and enhanced to	
support Hamilton's economic development	support Hamilton's economic development	
strategy.	strategy.	
C.4.6.2 Major Goods movement facilities	C.4.6.2 Major goods movement facilities	
and corridors include truck and rail	and corridors include truck and rail	
transportation routes, the John C. Munro	transportation routes, the John C. Munro	
Hamilton International Airport, and the Port of	Hamilton International Airport, and the Port	
Hamilton as shown on Appendix B – Major	of Hamilton as shown on Appendix B – Major	
Transportation Facilities and Routes, among	Transportation Facilities and Routes, among	
others. Heavy truck traffic may be restricted to	others. Heavy truck traffic may be restricted	
designated truck routes to minimize negative	to designated truck routes to minimize	
impacts of truck traffic on local roads and	negative impacts of truck traffic on local	
maximize safety for all road users.	roads and maximize safety for all road users.	
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 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.4.6.5 Freight-intensive IL and uses that	C.4.6.5 Freight-intensive land uses that	
generate or require significant movement of	generate or require significant movement of	
goods shall be directed to lands designated	goods shall be directed to lands designated	
Employment Area, and Commercial and	Employment Area, and Commercial and	
Mixed Use on Schedule E-1 – Urban Land Use	Mixed Use on Schedule E-1 – Urban Land Use	
Designations.	Designations.	
C.4.7.1.1 The City shall encourage heavy rail	C.4.7.1.1 The City shall encourage heavy rail	
connections to rapid higher order transit	connections to higher order transit and/or	
and/or potential light rail transit corridors	potential light rail transit corridors where	
where feasible to increase the connectivity	feasible to increase the connectivity	
between modes.	between modes.	



Grey highlighted strikethrough text = text to be deletedBolded text = text to be addedAdd new preamble to section C.5:C.5.0InfrastructurePlanning 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, there is a need to respond to the impacts of a changing climate and consider both 'traditional' hard infrastructure including natural heritage features, parkland, street trees and green roofs. To increase the resiliency of our communities, comprehensive sub-watershed planning, including the use of appropriate low impact development and green infrastructure, must consider risks and vulnerabilities arising from increased extreme weather events.Bolded text = text to be addedBolded text = text to be addedC.5.0InfrastructureC.5.0Infrastructure requires addressing needs relating to water, wastewater, stormwater 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 sub-watershed planning including the use of appropriate low impact development and green infrastructure, must consider risks and vulnerabilities arising from increased extreme weather events.Bolded text = text to be added C.5.0Boldet text = text to be addesInfrastructure frequires addressing needs infrastructure will occur i	to to to cture g	
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must consider risks and vulnerabilities arisingdevelopment and green infrastructure, nfrom increased extreme weather events.consider risks and vulnerabilities arising from	act	
from increased extreme weather events. consider risks and vulnerabilities arising from	development and green infrastructure, must	
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	-	
Add new Policy C.5.3.3 and renumber C.5.3.3 Policy C.5.3.2 shall not apply to		
subsequent policies accordingly. Iands that are designated Escarpment		
C.5.3.3 Policy C.5.3.2 shall not apply to lands Natural, Escarpment Protection or		
that are designated Escarpment Natural, Escarpment Rural in the Niagara Escarpr	nent	
Escarpment Protection or Escarpment Rural in Plan.		
the Niagara Escarpment Plan.		
Separate existing Policy C.5.3.9 (renumbered C.5.3.10 The nature or concentrations of	of	
to C.5.3.10) into separate policies and wastewater from non-residential sources		
renumber subsequent policies accordingly. be regulated by the City through the Sev		
C.5.3.9.10 The nature or concentrations of Use By-law, which may be periodically		
wastewater from non-residential sources will amended by Council.		
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		
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Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
of the City's day-to-day water and sewer	
programs.	
Insert new Policy C.5.3.11 and renumber	C.5.3.11 The City shall maintain and update
subsequent policies accordingly.	a Water and Wastewater Master Plan which
C.5.3.11 The City shall maintain and update a	is supported by the policies of this Plan,
Water and Wastewater Master Plan which is	providing direction for:
supported by the policies of this Plan,	a) planning and staging of improvements
providing direction for:	to the City's water and sewer facilities;
a) planning and staging of improvements to	b) guidance on the operation of the City's
the City's water and sewer facilities;	day-to-day water and sewer programs;
b) guidance on the operation of the City's	c) ensuring that the City's water and sewer
day-to-day water and sewer programs;	systems are prepared for the impacts of a
c) ensuring that the City's water and sewer	changing climate including increased
systems are prepared for the impacts of a	flooding, extreme temperatures and
changing climate including increased	weather events;
flooding, extreme temperatures and weather	d) demonstrates that the effluent
events;	discharges and water takings associated
d) demonstrates that the effluent discharges	with the system will not negatively impact
and water takings associated with the system	the quality and quantity of water; and,
will not negatively impact the quality and	e) protection of human health and safety
quantity of water; and,	and the natural environment.
e) protection of human health and safety and	
the natural environment.	
C.5.3.1113 The City shall ensure that any	C.5.3.13 The City shall ensure that any
change in density can be accommodated	change in density can be accommodated
within the municipal water and wastewater	within the municipal water and wastewater
system, and that investments into the system	system, and that investments into the system
will support the achievement of the	will support the achievement of the
intensification and density targets provided in	intensification and density targets provided
Section E.2.0 – Urban Structure.	in Section E.2.0 – Urban Structure.
Insert new Policy C.5.3.18, as follows:	C.5.3.18 The City shall implement actions
C.5.3.18 The City shall implement actions and	and strategies that will reduce greenhouse
strategies that will reduce greenhouse gas	gas emissions and address climate change
emissions and address climate change	adaptation goals, including but not limited
adaptation goals, including but not limited to:	to:
a) assessing infrastructure risks and	a) assessing infrastructure risks and
vulnerabilities and identify actions and	vulnerabilities and identify actions and
investments to address these challenges; and,	investments to address these challenges;
b) undertaking stormwater management	and,
monitoring, analysis and planning that assess	b) undertaking stormwater management
the impacts of a changing climate and	monitoring, analysis and planning that assess
incorporate the appropriate actions, which	the impacts of a changing climate and
may include green infrastructure and low	incorporate the appropriate actions, which
impact development.	may include green infrastructure and low impact development.



Proposed Change		Proposed New / Revised Policy				
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Insert new Policy C.5.4.1 and renumber		C.5.4.1 The City shall maintain and				
subsequent policies.		update a Stormwater Master Plan, which is				
C.5.4.1 The City shall maintain and upo	date a	informed by the policies of Section C.2.8 –				
Stormwater Master Plan, which is informe	d by	Watershed Planning, and provides direction				
the policies of Section C.2.8 – Watershed		for:				
Planning, and provides direction for:		a) protecting the quality and quantity of				
a) protecting the quality and quantity of	f	water by assessing existing stormwater				
water by assessing existing stormwater		facilities and systems;				
facilities and systems;		b) characterizing existing environmental				
b) characterizing existing environmenta	I	conditions;				
conditions;		c) examining the cumulative environmenta				
c) examining the cumulative environme	ental	impacts of stormwater from existing and				
impacts of stormwater from existing and		planned development, including an				
planned development, including an		assessment of how extreme weather events				
assessment of how extreme weather eve	ents	will exacerbate these impacts and the				
will exacerbate these impacts and the		identification of appropriate adaptation				
identification of appropriate adaptation		strategies such as the design of systems to				
strategies such as the design of systems t	o	respond to extreme events;				
respond to extreme events;		d) incorporate low impact development				
d) incorporate low impact development	t and	and green infrastructure, in accordance with				
green infrastructure, in accordance with		Section C.5.6 – Green Infrastructure;				
Section C.5.6 – Green Infrastructure;		e) identify the need for stormwater retrofits,				
e) identify the need for stormwater retro	fits,	where appropriate;				
where appropriate;		the identify the full life cycle costs of the				
f) identify the full life cycle costs of the		stormwater infrastructure, including				
stormwater infrastructure, including		maintenance costs, and develop options to				
maintenance costs, and develop options to		pay for these costs over the long-term; and,				
pay for these costs over the long-term; an	na,	g) include an implementation and				
g) include an implementation and maintenance plan.		maintenance plan.				
Insert new Policy C.5.4.10, as follows:		C.5.4.10 The City shall improve the quality				
	ly and	and quantity of stormwater entering into				
 C.5.4.10 The City shall improve the quality and quantity of stormwater entering into Hamilton Harbour and Cootes Paradise from stormwater management systems by: a) Aiming to eliminate entry of toxic and harmful contaminants into storm sewers; b) Investigating and introducing where feasible, technologies to eliminate toxic and 		Hamilton Harbour and Cootes Paradise from stormwater management systems by: a) Aiming to eliminate entry of toxic and harmful contaminants into storm sewers; b) Investigating and introducing where feasible, technologies to eliminate toxic and harmful contaminants and reduce pollution				
				harmful contaminants and reduce polluti		in discharge;
				discharge;		c) Minimizing erosion and changes in water
					1	
				c) Minimizing erosion and changes in wa	ater	,
				c) Minimizing erosion and changes in wo balance through the use of green	ater	balance through the use of green
				balance through the use of green		balance through the use of green infrastructure, as provided in Section B.6 –
balance through the use of green infrastructure, as provided in Section B.6 -		balance through the use of green infrastructure, as provided in Section B.6 – Green Infrastructure;				
balance through the use of green infrastructure, as provided in Section B.6 - Green Infrastructure;	-	balance through the use of green infrastructure, as provided in Section B.6 – Green Infrastructure; d) Promoting stormwater management besi				
balance through the use of green infrastructure, as provided in Section B.6 - Green Infrastructure; d) Promoting stormwater management b	– vest	balance through the use of green infrastructure, as provided in Section B.6 – Green Infrastructure; d) Promoting stormwater management best practices, including stormwater attenuation				
balance through the use of green infrastructure, as provided in Section B.6 - Green Infrastructure;	– vest	balance through the use of green infrastructure, as provided in Section B.6 – Green Infrastructure; d) Promoting stormwater management best practices, including stormwater attenuation and re-use, salt management, and low				
balance through the use of green infrastructure, as provided in Section B.6 - Green Infrastructure; d) Promoting stormwater management b practices, including stormwater attenuati	– vest	balance through the use of green infrastructure, as provided in Section B.6 – Green Infrastructure; d) Promoting stormwater management best practices, including stormwater attenuation				
balance through the use of green infrastructure, as provided in Section B.6 - Green Infrastructure; d) Promoting stormwater management b	- ion	balance through the use of green infrastructure, as provided in Section B.6 – Green Infrastructure; d) Promoting stormwater management best practices, including stormwater attenuation and re-use, salt management, and low				

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
 and re-use, salt management, and low impact development techniques; and, e) Preparing an annual monitoring report on the characteristics of discharge. 	e) Preparing an annual monitoring report on the characteristics of discharge.
· · · · · · · · · · · · · · · · · · ·	
Insert new policy C.5.5.6 and renumber subsequent policies accordingly. C.5.5.6 The City's waste management system shall facilitate, encourage and promote reduction, re-use, composting, and recycling objectives.	C.5.5.6 The City's waste management system shall facilitate, encourage and promote reduction, re-use, composting, and recycling objectives.
Insert new Policy C.5.5.9	C.5.5.9 The City shall endeavour to recover
C.5.5.9 The City shall endeavour to recover	the full lifecycle cost of providing sustainable
the full lifecycle cost of providing sustainable	waste management facilities, as required by
waste management facilities, as required by applicable municipal By-laws and provincial legislation.	applicable municipal By-laws and provincial legislation.
Insert new Policy C.5.5.9, as follows:	C.5.6 Green Infrastructure
C.5.6 Green Infrastructure	Increasing the amount of green
Increasing the amount of green infrastructure	infrastructure in the City is a cost-effective,
in the City is a cost-effective, resilient	resilient approach to reducing the impacts
approach to reducing the impacts of a	of a changing climate and provides a range
changing climate and provides a range of	of environmental, social and economic
environmental, social and economic benefits.	benefits.
C.5.6.1 The City will encourage the use of green infrastructure in accordance with Section B.3.3 – Urban Design, including but not limited to: a) the incorporation of <i>low impact</i>	 C.5.6.1 The City will encourage the use of green infrastructure in accordance with Section B.3.3 – Urban Design, including but not limited to: a) the incorporation of low impact
development techniques, such as: i) rainwater harvesting, rain gardens, and	development techniques, such as: i) rainwater harvesting, rain gardens, and
bioswales;	bioswales;
ii) permeable pavements; and,	ii) permeable pavements; and,
iii) green roofs.	iii) green roofs.
b) increasing the urban tree canopy through	b) increasing the urban tree canopy
approval and implementation of the City's	through approval and implementation of
Urban Forest Strategy referenced in Section	the City's Urban Forest Strategy referenced
C.2.11 – Tree and Woodland Protection, and;	in Section C.2.11 – Tree and Woodland
c) land conservation efforts in coordination	Protection, and;
with the local Conservation Authorities.	c) land conservation efforts in coordination with the local Conservation Authorities.
Insert new Section C.5.7, as follows:	5.7 Infrastructure Corridors
C.5.7 Infrastructure Corridors	



Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
nsert new Policy C.5.7.1, as follows:	C.5.7.1 In the planning for the
C.5.7.1 In the planning for the development,	development, optimization or expansion of
optimization or expansion of existing and	existing and planned corridors, the City will
olanned corridors, the City will encourage the	encourage the co-location of linear
co-location of linear infrastructure such as	infrastructure such as rights-of-way for major
ights-of-way for major goods movement	goods movement facilities and corridors,
acilities and corridors, higher order transit,	higher order transit, active transportation,
active transportation, transmission of electric	transmission of electric power, etc., where
power, etc., where appropriate.	appropriate.
nsert new Policy C.5.7.2, as follows:	C.5.7.2 Where applicable, in the planning
C.5.7.2 Where applicable, in the planning for	for the development, optimization or
he development, optimization or expansion of	expansion of existing and planned corridors,
existing and planned corridors, the City shall	the City shall demonstrate through an
demonstrate through an Environmental	Environmental Assessment, that any impacts
Assessment, that any impacts on key natural	on key natural heritage features within Core
heritage features within Core Areas and	Areas and Linkages, key hydrologic features
Linkages, key hydrologic features and key	and key hydrologic areas have been
hydrologic areas have been avoided or, if	avoided or, if avoidance is not possible,
avoidance is not possible, minimized and to	minimized and to the extent feasible
he extent feasible mitigated.	mitigated.
nsert new section, as follows: Section C.5.8 Other Provisions	Section C.5.8 Other Provisions
nsert new policy, as follows:	C.5.8.1 Before consideration is given to
C.5.8.1 Before consideration is given to	developing new infrastructure, the City
developing new infrastructure, the City should	should optimize the use of existing
optimize the use of existing infrastructure and	infrastructure and consider their adaptive re
consider their adaptive re-use wherever	use wherever feasible.
easible.	



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

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



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
E.2.2.6 Intensification, redevelopment and	compact form will be encouraged general
compact form will be encouraged generally	throughout the built-up area in accordance
throughout the built-up area in accordance with	with appropriate development standards.
appropriate development standards.	
E.2.3.1.4 The Downtown Urban Growth Centre	E.2.3.1.4 The Downtown Urban Growth
shall function as a major employment centre for	Centre shall function as a major
the City. Major office space for business,	employment centre for the City. Major offic
professional, and government offices services	space for business, professional, and
shall be directed to the Downtown Urban Growth	government services shall be directed to th
Centre.	Downtown Urban Growth Centre.
E.2.3.1.9 The Downtown Urban Growth Centre	E.2.3.1.9 The Downtown Urban Growth
shall generally have the <mark>higher</mark> highest	Centre shall generally have the highest
aggregate density within the City with a minimum	aggregate density within the City with a
overall target density of 250 500 persons and jobs	minimum target density of 500 persons and
per hectare. The Downtown Urban Growth Centre	jobs per hectare. The Downtown Urban
may evolve over time to a higher density without	Growth Centre may evolve over time to a
an amendment to this Plan. Overall density in	higher density without an amendment to th
excess of this target may be achievable and	Plan.
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.2.3.1.10 It is anticipated that the Downtown	E.2.3.1.10 Approximately 30% of the City-
Urban Growth Centre will accommodate a	wide residential intensification over the time
Approximately 20 30% of the City-wide residential	period of this Plan which equates to
intensification over the time period of this Plan	approximately 30,000 new dwelling units wi
which equates to a range of 5,000 to 6,000	be accommodated within the Downtown
approximately 30,000 new dwelling units will be	Urban Growth Centre.
accommodated within the Downtown Urban	
Growth Centre.	
E.2.3.1.14 The Downtown Urban Growth Centre	E.2.3.1.14 The Downtown Urban Growth
shall be designed to accommodate all modes of	Centre shall be designed to accommodate
transportation with a focus on transit higher order	all modes of transportation with a focus on
transit and active transportation including	higher order transit and active transportation
pedestrian and cycling trips within the Downtown	including pedestrian and cycling trips within
and between the Downtown and the	the Downtown and between the Downtow
surrounding Neighbourhoods.	and the surrounding Neighbourhoods.
E.2.3.2.7 Sub-Regional Service Nodes shall	E.2.3.2.7 Sub-Regional Service Nodes sha
generally have some of the higher densities	generally be planned to achieve a target
within the City with be planned to achieve a	density of 150 to 200 persons and jobs per
target density of 100 to 150 to 200 persons and	hectare measured across each node.

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Proposed Change		Proposed New / Revised Policy		
Grey highlighted strikethrough text = text to be delete	olded text = text t			
E.2.3.2.11 Detailed secondary plans sho undertaken for the Sub-Regional Service to provide greater direction on mix of us heights, densities, built form, and design shall be coordinated with rapid higher a transit planning projects. Pending the co of secondary plans for the Sub-Regional Nodes, the land use designations and p out in Chapter E – Urban Systems and Designations shall provide direction for development proposals.	e Nodes ses, , and order ompletion I Service olicies set	undertaken Nodes to pro- uses, heights design, and order transit completion Regional Sen designations E – Urban Sy provide dire proposals.	Detailed secondary plans shall be for the Sub-Regional Service ovide greater direction on mix o s, densities, built form, and shall be coordinated with highe planning projects. Pending the of secondary plans for the Sub- rvice Nodes, the land use s and policies set out in Chapter stems and Designations shall oction for development	
E.2.3.3.6 Community Nodes shall be lir the higher order transit system through connecting conventional transit or by re higher order transit, where possible. Whe possible, the City shall direct local routes the Community Nodes. E.2.3.3.7 Community Nodes shall gene planned to achieve a target density of 150 persons and jobs per hectare measu across each node.	apid ere s through erally be a 100 to	to the highe connecting order transit the City sha Community E.2.3.3.7 be planned 100 to 150 p	Community Nodes shall be linked or order transit system through conventional transit or by highe where possible. Where possible II direct local routes through the Nodes. Community Nodes shall generally to achieve a target density of persons and jobs per hectare across each node.	
E.2.3.3.12 Notwithstanding Policy E.2.3.3 through the preparation of a Secondary lower density target for a Community Not be established where the Secondary Plo process determines it is developed as lo intensity nodes appropriate to based on character of their adjacent Neighbourh other infrastructure, or transportation co as follows: a) For the Ancaster Community Node, a density in the range of 50 persons and jo hectare shall apply. Due due to transpo constraints and the existing character of adjacent neighbourhoods, a target dor range 50 persons and jobs per hectare s apply to the Ancaster Community Node target may be adjusted through the development of a secondary plan. b) Intensification shall not be permitted Waterdown Community Node until infra and transportation constraints have bee alleviated. E.2.4.1 Priority transit corridor, Pprimary	plan, a odes may an ower the oods, nstraints target obs per rtation f the shall b. This in the structure on	through the plan, a lowe Community where the S determines character of other infrast constraints of a) For the Ar target densi jobs per heo transportation character of	Notwithstanding Policy E.2.3.3.7, preparation of a Secondary er density target for a Node may be established econdary Plan process it is appropriate based on to the of the adjacent Neighbourhood, ructure, or transportation as follows: neaster Community Node, a ty in the range of 50 persons and ctare shall apply due to on constraints and the existing f the adjacent neighbourhoods.	
Corridors and Secondary Corridor, Pprimary corridors and Secondary Corridors a identified on Schedule E – Urban Structu	ire	corridors an	ority fransif corridor, primary Id secondary corridors are In Schedule E – Urban Structure.	
Urban Hamilton Official Plan Amendment No. 167		age of 164	Hamilt	

Proposed Change	Proposed New / Revised Policy
	Solded text = text to be added
Insert new Section E.2.5 and renumber	E.2.5 Major Transit Station Areas
subsequent Sections accordingly.	A Major Transit Station Area is the area
E.2.5 Major Transit Station Areas	including and around any existing or
A Major Transit Station Area is the area including	planned higher order transit station or stop.
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 Centennia	
GO Station and future higher order transit station	
areas along the priority transit corridor.	corridor.
Insert new Policy E.2.5.1, as follows:	E.2.5.1 Approved higher order transit station
E.2.5.1 Approved higher order transit station or	or stop locations for Major Transit Station
stop locations for Major Transit Station Areas are	Areas are shown on Appendix B – Major
shown on Appendix B - Major Transportation	Transportation Facilities and Routes. Major
Facilities and Routes. Major Transit Station Areas	Transit Station Areas will be delineated
will be delineated through a future Amendment to	through a future Amendment to this Plan.
this Plan.	
Insert new Policy E.2.5.2, as follows:	E.2.5.2 The priority transit corridor is identified
E.2.5.2 The priority transit corridor is identified on	on Schedule E – Urban Structure and
Schedule E – Urban Structure and Appendix B –	Appendix B – Major Transportation Facilities
Major Transportation Facilities and Routes.	and Routes.
major mansponation facilities and koules.	
Insert new Policy E.2.5.3, as follows:	E.2.5.3 Planned densities of future Major
	E.2.5.3 Planned densities of future Major Transit Station Areas on the priority transit
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	E.2.5.3 Planned densities of future Major Transit Station Areas on the priority transit corridor shall be a minimum of 160 residents
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	E.2.5.3 Planned densities of future Major Transit Station Areas on the priority transit corridor shall be a minimum of 160 residents
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	E.2.5.3 Planned densities of future Major Transit Station Areas on the priority transit corridor shall be a minimum of 160 residents
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	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
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	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
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 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.
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. Insert new Policy E.2.5.4, 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.2.5.4 Major Transit Station Areas that are
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. Insert new Policy E.2.5.4, as follows: E.2.5.4 Major Transit Station Areas that are not on	 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.2.5.4 Major Transit Station Areas that are not on the priority transit corridor shall be
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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. 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.2.5.3 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.2.5.4 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.
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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. 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. Insert new Policy E.2.5.5, as follows: E.2.5.5 The City shall delineate the boundaries of Protected Major Transit Station Areas within which an inclusionary zoning framework may be	 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.2.5.4 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.2.5.5 The City shall delineate the boundaries of Protected Major Transit Statio
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. 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. Insert new Policy E.2.5.5, as follows: E.2.5.5 The City shall delineate the boundaries of Protected Major Transit Station Areas within which	 E2.5.3 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.2.5.4 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.2.5.5 The City shall delineate the boundaries of Protected Major Transit Statio Areas within which an inclusionary zoning
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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. 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. Insert new Policy E.2.5.5, as follows: E.2.5.5 The City shall delineate the boundaries of Protected Major Transit Station Areas within which an inclusionary zoning framework may be implemented. E.2.78.7Employment Areas shall be planned and designed to maximize access to major goods movement facilities and corridors and to ensure efficiency of goods movement within the Employment Areas. Goods movement includes	 E2.5.3 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.2.5.4 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.2.5.5 The City shall delineate the boundaries of Protected Major Transit Station Areas within which an inclusionary zoning framework may be implemented. E.2.8.7 Employment Areas shall be planned and designed to maximize access to major goods movement facilities and corridors to ensure efficiency of goods movement withir the Employment Areas. Goods movement
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. 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. Insert new Policy E.2.5.5, as follows: E.2.5.5 The City shall delineate the boundaries of Protected Major Transit Station Areas within which an inclusionary zoning framework may be implemented. E.2.78 7Employment Areas shall be planned and designed to maximize access to major goods movement facilities and corridors and to ensure efficiency of goods movement within the	 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.2.5.4 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.2.5.5 The City shall delineate the boundaries of Protected Major Transit Station Areas within which an inclusionary zoning framework may be implemented. E.2.8.7 Employment Areas shall be planned and designed to maximize access to major goods movement facilities and corridors to ensure efficiency of goods movement withir

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Proposed Change	Proposed New / Revised Policy		
Grey highlighted strikethrough text = text to be deleted B	blded text = text to be added		
E.3.4.3 Uses permitted in low density residential	E.3.4.3 Uses permitted in low density		
areas:	residential areas:		
a) shall include single-detached, semi-	a) shall include single-detached, semi-		
detached, duplex, triplex, fourplex, and street	detached, duplex, triplex, fourplex, and		
townhouse dwellings; and ,	street townhouse dwellings; and,		
b) may include <i>multiple</i> dwellings containing a	b) may include multiple dwellings		
maximum of 6 units for lots in proximity to	containing a maximum of 6 units for lots in		
collector roads or arterial roads.	proximity to collector roads or arterial roads.		
E.3.4.4 For low density residential areas, the	E.3.4.4 For low density residential areas, the		
maximum net residential density for the purpose	maximum net residential density for the		
of estimating unit yield and/or population growth,	purpose of estimating unit yield and/or		
as part of the preparation of Secondary Plans,	population growth, as part of the		
Special Policy Areas, Infrastructure Master Plans	preparation of Secondary Plans, Special		
and Community Plans, shall be 60 units per	Policy Areas, Infrastructure Master Plans and		
hectare.	Community Plans, shall be 60 units per		
	hectare.		
E.3.4.6 Development in areas dominated by low	E.3.4.6 Development in areas dominated by		
density residential uses shall be designed in	low density residential uses shall be designed		
accordance with the following criteria:	in accordance with the following criteria:		
e) For multiple dwellings described by policy	e) For multiple dwellings described by policy		
E.3.4.3 b), development should have access to a	E.3.4.3 b), development should have access		
collector or arterial road from a local road where	to a collector or arterial road from a local		
only a small number of low density residential	road where only a small number of low		
dwellings are located on that portion of the local	density residential dwellings are located on		
road.	that portion of the local road.		
E.3.5.2 Uses permitted in medium density	E.3.5.2 Uses permitted in medium density		
residential areas shall include all forms of multiple	residential areas shall include all forms of		
dwellings except street townhouses.	multiple dwellings.		
	E.3.5.3 Notwithstanding Policy E.3.5.2, street		
E.3.5.3 Notwithstanding Policy E.3.5.2, street townhouses shall be permitted:	-		
	townhouses shall be permitted:		
a) for lands in Central Hamilton, identified on	a) for lands in Central Hamilton, identified or		
Appendix G – Boundaries Map;	Appendix G – Boundaries Map;		
b) by secondary plan designations and policies in	b) by secondary plan designations and		
Central Hamilton, identified on Appendix G –	policies in Central Hamilton, identified on		
Boundaries Map; and,	Appendix G – Boundaries Map; and,		
c) by secondary plan designations and policies	c) by secondary plan designations and		
existing at the date of adoption of this Plan.	policies.		
E.3.5.4 Local commercial uses may be permitted	E.3.5.4 Local commercial uses may be		
on the ground floor of buildings containing	permitted on the ground floor of buildings		
multiple dwellings, subject to provided the	I containing multiple awellings subject to the		
multiple dwellings, subject to provided the provisions of Section F.3.8 – Local			
multiple dwellings, subject to provided the provisions of Section E.3.8 – Local Commercial are satisfied .	containing <i>multiple dwellings</i> , subject to the provisions of Section E.3.8 – Local Commercial.		



Proposed Change		Proposed	New / Revised Policy	
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E.3.5.7 For medium density residential us net residential density for the purpose of			nedium density residential uses, lential density for the purpose of	
estimating unit yield and/or population g		estimating unit yield and/or population		
part of the preparation of Secondary Plans,		-	part of the preparation of	
Special Policy Areas, Infrastructure Master Plans		Secondary Plans, Special Policy Areas,		
and Community Plans, shall be greater than 60		Infrastructure Master Plans and Community		
units per hectare and not greater than 100 units per hectare.		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 us	ses, the	E.3.5.8 For m	nedium density residential uses,	
maximum height shall be six storeys, but	the	the maximum height shall be six storeys, but		
height may be increased to 12 storeys w		the height m	nay be increased to 12 storeys	
amendment to this Plan, provided the Ap		without an c	amendment to this Plan,	
demonstrates that:		provided the	e Applicant demonstrates that:	
a) the development shall provide for a n	nix of unit	a) the devel	opment shall provide for a mix of	
sizes to accommodate a range of house	ehold	unit sizes to a	accommodate a range of	
sizes and income levels, to be implement	nted	household si	zes and income levels, to be	
through the Zoning By-law;			d through the Zoning By-law;	
b) the development shall incorporate su			opment shall incorporate	
building and design principles including			building and design principles	
limited to use of locally sourced and / or	1		it not limited to use of locally	
recycled materials, water conservation of			d / or recycled materials, water	
energy efficiently techniques and low im	npact		n and energy efficiently	
development approaches;			and low impact development	
c) the development shall not unduly over		approaches;		
or block light on adjacent sensitive land		c) the development shall not unduly		
public realm and outdoor private ameni	-	overshadow, or block light on adjacent		
d) buildings are progressively stepped b		sensitive land uses, the public realm and		
adjacent areas designated Neighbourh		outdoor private amenity areas;		
Zoning by-law may include an angular p		, .	are progressively stepped back	
requirement to set out an appropriate tro	ansition	from adjacent areas designated		
and stepping back of heights; and,		Neighbourhoods. The Zoning by-law may		
e) buildings are stepped back from the s		include an angular plane requirement to se		
minimize the height appearance from th where necessary.	le sireer,	out an appropriate transition and stepping		
where necessary.		back of heights; and, e) buildings are stepped back from the		
		street to minimize the height appearance		
		from the street, where necessary.		
E.3.5.9 Development within the medium	density	E.3.5.9 Development within the medium		
residential category shall be evaluated		density residential category shall be		
basis of the following criteria:		evaluated on the basis of the following		
f) The orientation, design, and massing o				
building or structure higher than six storeys shall		f) The orientation, design, and massing of a		
take into account the impact on public view		building or structure higher than six storeys		
corridors and general public views of the		shall take into account the impact on public		
the Niagara Escarpment, waterfront, cult		view corridors and general public views of		
heritage resources, cultural heritage landscapes,		the area of the Niagara Escarpment,		
and other parts of the City as identified the			cultural heritage resources,	
Urban Hamilton Official Plan	D	age		
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Proposed Change	Proposed New / Revised Policy
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secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.	cultural heritage landscapes, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.
 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 net residential densities identified on Appendix G – Boundaries Map shall be: a) greater than 100 units per hectare and not greater than 500 units per hectare in Central Hamilton; and, b) greater than 100 units per hectare 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 	 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 net residential densities identified on Appendix G – Boundaries Map shall be: a) greater than 100 units per hectare and not greater than 500 units per hectare in Central Hamilton; and, b) greater than 200 units per hectare in all other Neighbourhoods designation areas.
met. 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, nearest to the development site. Applicants shall demonstrate that the proposed development shall not exceed the height of the top of the Niagara Escarpment through the submission of a height elevation survey depicting the proposed building in profile to the height of the top of the escarpment located nearest to the development site, to the satisfaction of the City.	E.3.6.7 For high density residential uses, the maximum height shall be 30 storeys. For high density residential uses below the Niagara Escarpment, building height shall not exceed the height of the top of the Niagara Escarpment, nearest to the development site. Applicants shall demonstrate that the proposed development shall not exceed the height of the top of the Niagara Escarpment through the submission of a height elevation survey depicting the proposed building in profile to the height of the top of the top of the City.



Proposed Change	Proposed New / Revised Policy		
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 E.3.6.78Development within the high detresidential category shall be evaluated basis of the following criteria: b) High profile mMultiple dwellings greaters of the following criteria: b) High profile mMultiple dwellings greaters of the following criteria: b) High profile mMultiple dwellings greaters of the following criteria: b) High profile mMultiple dwellings greaters of the following criteria: b) High profile mMultiple dwellings greaters of the following criteria: b) High profile mMultiple dwellings greaters of the following criteria: b) High profile mMultiple dwellings greaters of the design of the surface and the surface of the design of the surface and provide adequate landscaping, features, on-site parking, and buffering required; ii) provide adequate access to the designed to minimize conflicts betwee and pedestrians both on-site and on sufficient success to the designed to minimize conflicts betwee and pedestrians both on-site and on sufficient success, to be implemented throw Zoning By-law; and, v) incorporate sustainable building and principles including but not limited to use locally sourced and / or recycled mater water conservation and energy efficient techniques and <i>low impact development</i> approaches. f) The City may require studies, in accord with Chapter F - Implementation Policies 	nsity on the ater than ed ofile hall e form of a uch tional ogressive n features the high se impact amenity ng where ure uses in structures; property, een traffic urrounding tes and agh the design e of rials, thy nt	 b) ded text = text to E.3.6.8 Deversidential carterials, ware residential carterials, ware residential carterials, ware the basis of the basis	be added alopment within the high density ategory shall be evaluated on the following criteria: dwellings greater than 12 storeys herally be permitted immediately low density residential uses. A distance shall generally be d may be in the form of a rvening land use, such as a hsity residential use. Where such cannot be achieved, fransitional h as effective screening, building step backs, and/or in features shall be incorporated gn of the high density int to mitigate adverse impact on w profile residential uses. hent shall: adequate landscaping, amenity site parking, and buffering where atible with existing and future uses unding area in terms of heights, id an arrangement of buildings es; idequate access to the property, o minimize conflicts between bedestrians both on-site and on streets; or a mix of unit sizes to ate a range of household sizes levels, to be implemented Zoning By-law; and, te sustainable building and iples including but not limited to y sourced and / or recycled ater conservation and energy chniques and low impact h approaches. may require studies, in
 f) The City may require studies, in accordance with Chapter F - Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design and massing of a building or structure shall not: i) unduly overshadow, or block light on adjacent sensitive land uses, the public realm and outdoor 		 materials, water conservation and energy efficiently techniques and low impact development approaches. 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: 	
private amenity areas; and, ii) or result in the loss of privacy of adjac residential uses. Urban Hamilton Official Plan			vershadow or block light on nsitive land uses, the public
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Proposed Change	Proposed New / Revised Policy
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g) The orientation, design, and massing of a building or structure higher than six-12 storeys-shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, cultural heritage resources, cultural heritage landscapes, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.	realm and outdoor private amenity areas; and, ii) or result in the loss of privacy of adjacent residential uses. g) The orientation, design, and massing of a building or structure higher than 12 storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, cultural heritage resources, cultural heritage landscapes, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.
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.	E.4.5.11 All offices within the Mixed Use - High Density designation shall not exceed 4,000 square metres of gross floor area for each free standing building.
 E.4.6.8 Additional height up to a total of eight 12 storeys may be permitted without an amendment to this Plan, provided the Applicant demonstrates: a) the development shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law; b) the development shall incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficiently techniques and low impact development approaches; c) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods; d) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and, e) buildings are stepped back from the street to minimize the height appearance from the street, where necessary. 	 E.4.6.8 Additional height up to a total of 12 storeys may be permitted without an amendment to this Plan, provided the Applicant demonstrates: a) the development shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law; b) the development shall incorporate sustainable building and design principles including but not limited to use of locally sourced and / or recycled materials, water conservation and energy efficiently techniques and low impact development approaches; c) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and, e) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.

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Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted B	olded text = text to be added
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.	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.
Insert new Policy E.4.6.29 and renumber subsequent policies: E.4.6.29 The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, cultural heritage resources, cultural heritage landscapes, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City.	E.4.6.29 The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact o public view corridors and general public views of the area of the Niagara Escarpment, waterfront, cultural heritage resources, cultural heritage landscapes, and other parts of the City as identified through secondary plans or other studies, through th submission of a Visual Impact Assessment to the satisfaction of the City
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 includesing efficient access to provincial highways, the City's road network, rail, John C. Munro International Airport, and the Port of Hamilton Oshawa Port Authority, where such facilities exist and are feasible and appropriate for moving goods.	E.5.1.11Facilitate the movement of goods in Employment Areas through efficient access to major goods movement facilities and corridors, 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 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.
Insert new Policy E.5.1.17, as follows: E.5.1.17 Recognize that all <i>employment areas</i> , including those within and outside of <i>provincially</i> <i>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.	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.



Proposed Change	Proposed New / Revised Policy
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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	E.5.1.18 Support the local and regional agr food network by providing locations for logistical management and processing of agricultural products in close proximity to major goods movement facilities and
movement facilities and corridors.	corridors.
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,	 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) major retail uses; b) residential uses; and,
c) other sensitive land uses that are not ancillary	c) other sensitive land uses that are not
to the primary employment uses.	ancillary to the primary employment uses.
E.5.2.7.1 b) Sensitive land uses 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	E.5.2.7.1 b) Sensitive land uses within the Neighbourhoods, Institutional or Commercia and Mixed Use designations shall be protected from the potential adverse impacts of heavy industrial uses within the lands designated Employment Area, and
Area, and industrial uses shall be protected from sensitive land uses as follows:	lands designated Employment Area, and industrial uses shall be protected from
i) The City shall have regard for provincial	sensitive land uses as follows:
guidelines concerning land use compatibility	i) The City shall have regard for provincial
between industrial facilities and sensitive land	guidelines concerning land use compatibilit
uses, and in mitigating the potential adverse	between industrial facilities and sensitive
impacts not addressed by the guidelines. Heavy	land uses. Heavy industrial uses and sensitive
industrial uses and sensitive land uses shall be	land uses shall be planned and developed
planned and developed to avoid, or if avoidance	to avoid, or if avoidance is not possible,
is not possible, minimize and mitigate any	minimize and mitigate any potential advers
potential adverse effects from odour, noise and	effects from odour, noise and other
other contaminants, and minimize risk to public	contaminants, and minimize risk to public
health and safety, to ensure the long-term	health and safety, to ensure the long-term
viability of heavy industrial uses in accordance	viability of heavy industrial uses in
with provincial guidelines, standards and	accordance with provincial guidelines,
procedures.	standards and procedures.
ii) Where avoidance of impacts is not possible,	ii) Where avoidance of impacts is not
in accordance with Policy E.5.2.7.1 b) i), the City	possible, in accordance with Policy E.5.2.7.1
shall protect the long-term viability of existing or planned industrial, manufacturing or other uses	b) i), the City shall protect the long-term viability of existing or planned industrial,
that are vulnerable to encroachment by ensuring	manufacturing or other uses that are
that the planning and development of proposed	vulnerable to encroachment by ensuring
adjacent sensitive land uses are only permitted if	that the planning and development of
the development proponent submits a Land Use	proposed adjacent sensitive land uses are
Compatibility Study to the satisfaction of the City	only permitted if the following are
detailing that following are demonstrated in	demonstrated in accordance with provinci
• •	· · · · · · · · · · · · · · · · · · ·
accordance with provincial guidelines, standards	guidelines, standards and procedures:

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Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted E	olded text = text to be added
1. there is an identified need for the proposed	proposed use;
use;	2. alternative locations for the proposed use
2. alternative locations for the proposed use	have been evaluated and there are no
have been evaluated and there are no	reasonable alternative locations;
reasonable alternative locations;	3. adverse effects to the proposed sensitive
3. adverse effects to the proposed sensitive land	land use are minimized and mitigated; and,
use are minimized and mitigated; and,	4. potential impacts to industrial,
4. potential impacts to industrial, manufacturing	manufacturing or other uses are minimized
or other uses are minimized and mitigated.	and mitigated.
-	
Insert new subsection g) to Policy E.5.2.7.1 and	E.5.2.7.1 The following provisions apply to al
renumber subsequent subsections accordingly:	lands designated Employment Area –
E.5.2.7.1 The following provisions apply to all	Industrial Land, Employment Area – Business
lands designated Employment Area – Industrial	Park, Employment Area – Airport
Land, Employment Area – Business Park,	Employment Growth District, and
Employment Area – Airport Employment Growth	Employment Area - Shipping and Navigatio
District, and Employment Area – Shipping and	on Schedule E-1 – Urban Land Use
Navigation on Schedule E-1 – Urban Land Use	Designations:
Designations:	g) Freight-intensive land uses shall be
g) Freight-intensive land uses shall be located in	located in areas well served by major
areas well served by major highways, airports,	highways, airports, rail facilities and marine
rail facilities and marine facilities.	facilities.
Add new subsections I) and m) to Policy E.5.2.7.1,	E.5.2.7.1 I) Employment Areas identified as
as follows:	provincially significant employment zones or
I) Employment Areas identified as provincially	Schedule "X" – Provincially Significant
significant employment zones on Schedule "X" –	Employment Zones shall be subject to the
Provincially Significant Employment Zones shall	policies of E.5.7 of this Plan and the policies
be subject to the policies of E.5.7 of this Plan and	of their Employment Area designation as
the policies of their Employment Area designation	identified on Schedule E-1 – Urban Land Use
as identified on Schedule E-1 – Urban Land Use	Designations.
Designations.	m) Conversion of any lands in the
m) Conversion of any lands in the Employment	Employment Area designations to permit
Area designations to permit non-employment	non-employment uses, including major retai
uses, including major retail uses, shall only be	uses, shall only be undertaken as part of a
undertaken as part of a Municipally Initiated	Municipally Initiated Comprehensive Review
Comprehensive Review in accordance with	in accordance with Policy F.1.1.13.
Policy F.1.1.13.	
Insert new Policy E.5.2.8, as follows:	Density
Density	E.5.2.8 The minimum density targets for the
E.5.2.8 The minimum density targets for the	Employment Areas designations shall be in
Employment Area designations shall be in	accordance with policy A.2.3.3.5 –
accordance with policy A.2.3.3.5 – Employment	Employment Area Density Targets, Table A.3
Area Density Targets, Table A.3 – Employment	– Employment Area Densities.
Area Densities.	



Grey highlighted strikethrough text = text to be deleted Bolded text = text to be added 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.2.32 - Employment Forecasts Eargels and Policy A.2.33.35 Employment Area Density Targets. - Business Park which are cordance with the employment and density targets in Section A.2.32 - Employment Forecasts Eargels and Policy A.2.33.35 Employment Area Density Targets. E.5.4.5 Offices, within the Employment Area – Business Park designation shall comply with the following criteria: a) Offices, excluding industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design, shall be permitted by Policy E.5.4.7 cl, and where the ancillary uses which serve the business park are perstilled of reading industrial administrative offices and consulting offices related to land development services, such as surveying, engineering, planning or design, shall be limited to read shall be limited to less than 4,000 square metres park are perstilled by Policy E.5.4.7 cl, and where the ancillary uses which serve the business park are perstilled of function, scole and type and shall be limited to less than 4,000 4,000 square metres per free standing building, services shall be limited to less than 4,000 4,000 square metres per free standing building, services shall be limited to less than 10,000 square metres per free standing building, services shall be limited of polices related to land development process, such as surveying; engineering, planning or design, services shall be limited of polices related to land development prov	Proposed Change		Proposed	New / Revised Policy
Business Park which are undeveloped, underutilized, or within the West Hamilton Innovation District (including McMaster Innovation Including McMaster Innovation Intervices Including District (including McMaster Innovation Intervices Intervices Intervices Intervices Intervices Intervices Intervices Intervices Intervices Intervices Intervices Intervices Intervices Intervices	Grey highlighted strikethrough text = text to be delete	ed Bol	Ided text = text to	o be added
E.5.5.3 The size of the offices within the E.5.5.3 The size of the offices within the	 Grey highlighted strikethrough text = text to be delete E.5.4.2 Lands designated Employment Business Park which are undeveloped, underutilized, or within the West Hamilto Innovation District (including McMaster Innovation Park), are planned for major employment growth in accordance with employment and density targets in Sect A.2.3.2 – Employment Forecasts Targets Policy A.2.3.3.35 Employment Area Dense Targets. E.5.4.5 Offices within the Employment A Business Park designation shall comply we following criteria: a) Offices, excluding industrial administ offices and consulting offices related to development services, such as surveying engineering, planning or design, shall be permitted where prestige uses for a busin are permitted by Policy E.5.4.7 c), and we ancillary uses which serve the businesses employees of the business park are permitted and consulting offices related to development services, such as surveying engineering, planning or design, shall be permitted where prestige business employees of the business park are permitted and consulting offices related to development services, such as surveying engineering, planning or design, shall be restricted in function, scale and type an limited in size through the Zoning By-law c) Industrial administrative eOffices shall imited to less than 40,000 4,000 square mitee to less than 40,000 4,000 square refree standing building and shall only be where prestige uses for a business park of permitted by Policy E.5.4.7 c). d) Consulting offices related to land development services, such as surveying engineering, planning or design, shall be restricted in function, scale and type an limited to less than 40,000 4,000 square refree standing building and shall only be where prestige uses for a business park of permitted by Policy E.5.4.7 c). d) Consulting offices related to land development services, such as surveying engineering,	ed Bol Area – n h the tion and sity rea – vith the strative land g, e iness park where the s and mitted by ess park where the s and mitted by ess park of strative land g, e iness park where the s and mitted by ess park of strative land g, e s and mitted by ess park ness park of strative land g, e s and mitted by ess park ness park ness park of strative land g, e s and mitted by ess park ness park ness park and strative land g, e s and mitted by ess park ness park ness park strative land g, e s and mitted by ess park strative land g, e s and be metres per permitted preside s shall be	Ided text = text to E.5.4.2 Land – Business Pc underutilized Innovation D Innovation P employment employment A.2.3.2 – Emp A.2.3.3.5 – Er E.5.4.5 Offic Business Park the following a) Offices a and shall ge exterior of <i>er</i> of arterial or b) Offices si scale and ty through the c) Offices si	be added Is designated Employment Area ark which are undeveloped, d, or within the West Hamilton District (including McMaster Park), are planned for major t growth in accordance with the t and density targets in Section ployment Forecasts and Policy mployment Area Density Targets. es within the Employment Area – c designation shall comply with g criteria: are prestige business park uses nerally be located along the mployment areas at intersections collector roads. hall be restricted in function, rpe and shall be limited in size Zoning By-law. hall be limited to less than 4,000
Employment Area – Airport Employment GrowthEmployment Area – Airport EmploymentDistrict designation shall be determined by the Zoning By-law but shall be less than 4,000 10,000Employment Area – Airport EmploymentGrowth District designation shall be determined by the Zoning By-law but shall be less than 4,000 square metres per free	E.5.5.3 The size of the offices within the Employment Area – Airport Employment District designation shall be determined Zoning By-law but shall be less than 4,00	t Growth by the 0 10,000	Employment Growth Distri determined	t Area – Airport Employment ict designation shall be by the Zoning By-law but shall

Grey highlighted strikethrough text = text to be deleted Bo	Proposed New / Revised Policy
	lded text = text to be added
Insert new Policy E.5.7, as follows: E.5.7 Provincially Significant Employment Zones Provincially Significant Employment Zones are identified on Schedule "X" – Provincially Significant Employment Zones.	E.5.7 Provincially Significant Employment Zones Provincially Significant Employment Zones are identified on Schedule H – Provincially Significant Employment Zones.
Insert new Policy E.5.7.1, as follows: E.5.7.1 The Minister may identify provincially significant employment zones and may provide specific direction for planning in those areas to be implemented through appropriate official plan policies and designations and economic development strategies.	E.5.7.1 The Minister may identify provincially significant employment zones and may provide specific direction for planning in those areas to be implemented through appropriate official plan policies and designations and economic development strategies.



Appendix "E" – Volume 1: Chapter F – Implementation

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted B	olded 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,F.1.1.13 Conversion of any lands designed
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 <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 Employment Area to permit non- employment uses may only be considered through a <i>Municipally Initiated</i> <i>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
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 inform, consult, and collaborate with local Indigenous communities and First Nations to empower their role in local land use planning matters.	F.1.1.11 have been satisfied. F.1.17.8 The City will inform, consult, and collaborate with local Indigenous communities and First Nations to empower their role in local land use planning matters.
Insert new Policy F.1.17.8.1, as follows: F.1.17.8.1 The City will respect the consultation protocols of Indigenous communities and First Nations whose traditional territories are located within the City of Hamilton municipal boundary when engaging on land use planning matters. Insert new Policy F.1.17.8.2, as follows: F.1.17.8.2 To ensure meaningful engagement is realized with local Indigenous communities and First Nations, the City will initiate development of an Indigenous Engagement Protocol for Land Use	 F.1.17.8.1 The City will respect the consultation protocols of Indigenous communities and First Nations whose traditional territories are located within the City of Hamilton municipal boundary when engaging on land use planning matters. F.1.17.8.2 To ensure meaningful engagement is realized with local Indigenous communities and First Nations, the City will initiate development of an Indigenous Engagement Protocol for Land Use Planning.
Planning. That Table F.1.19.1: Other Information and Materials be amended by adding the following row under Section 2 – Planning: h) Visual Impact Assessment	h) Visual Impact Assessment
That Table F.1.19.1: Other Information and Materials be amended by adding the following row under Section 4 – Environmental: ac) Wildland Fire Assessment	aa) Wildland Fire Assessment



Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted E	bolded text = text to be added
F.3.1.3.1 The City recognizes there are areas of	F.3.1.3.1 The City recognizes there are areas
archaeological potential and archaeological	of archaeological potential and
resources that remain unidentified and have yet	archaeological resources that remain
to be subjected to a detailed assessment by a	unidentified and have yet to be subjected t
licensed archaeologist. The Archaeology	a detailed assessment by a licensed 🔎
Management Plan shall outline the City's roles	archaeologist. The Archaeology
and responsibilities to guide the conservation and	Management Plan shall outline the City's rol
management of archaeology within the City of	and responsibilities to guide the conservatio
Hamilton, and to provide policy and protocol for	and management of archaeology within the
implementation, ensuring that the management	City of Hamilton, and to provide policy and
of archaeology is systematic and consistent	protocol for implementation, ensuring that
across the City. To assist land owners and to	the management of archaeology is
provide for appropriate development, the City	systematic and consistent across the City.
shall prepare an archaeology management	,
plan.	
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.	
·	
F.3.1.5.1 In cases where a storm water	F.3.1.5.1 In cases where a storm water
management plan is being prepared for lands	management plan is being prepared for
within the urban boundary, it shall be informed	lands within the urban boundary, it shall be
by a sub-watershed plan or equivalent, where	informed by a sub-watershed plan or
appropriate, and the following matters shall be	equivalent, where appropriate, and the
addressed to avoid, minimize and/or mitigate	following matters shall be addressed to avoi
storm water volumes, contaminant loads and	minimize and/or mitigate storm water
impacts to receiving water courses associated	volumes, contaminant loads and impacts to
with regular and extreme weather events:	receiving water courses:
a)maintenance of groundwater quality and flow	a)maintenance of groundwater quality and
and stream base flow;	flow and stream base flow;
b)protecting water quality and aquatic species	b)protecting water quality and aquatic
and their habitats particularly during extreme	species and their habitats particularly during
weather events;	extreme weather events;
c) minimizing the disruption of pre-existing natural	c) minimizing the disruption of pre-existing
drainage patterns, wherever possible; and,	natural drainage patterns, particularly during
d)prevention of increases in stream channel	extreme weather events, wherever possible;
erosion and flood risk;	d)prevention of increases in stream channel
e)minimizing stormwater flows and reliance on	erosion and flood risk;
stormwater management ponds, which includes	e) minimizing stormwater flows and reliance
appropriate low impact development and green	on stormwater management ponds, which
infrastructure;	includes appropriate low impact
f) establishing planning, design, and construction	development and green infrastructure;
practices to minimize vegetation removal,	f) establishing planning, design, and
	I construction practices to minimize vegetatic
grading and soil compaction, sediment erosion, and impervious surfaces, and encourage a	construction practices to minimize vegetatic removal, grading and soil compaction,

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ded text = text to be addedsediment erosion, and impervious surfaces, and encourage a design approach which protects natural features, fish and wildlife, and maximizes vegetation; and, g) alignment with the City's Water, Wastewater and Stormwater Master Plan, F.3.1.8 Water, Wastewater and Stormwater and Stormwater Master PlanF.3.1.8.1 The City shall develop a Water, Wastewater and Stormwater Master PlanF.3.1.8.1 The City shall develop a Water, wastewater and Stormwater Master PlanF.3.1.8.2 The City's Water, Wastewater and stormwater infrastructure needs to support growth to the year 2051.F.3.1.8.2 The City's Water, Wastewater and Stormwater Plan shall be maintained and updated as necessary through a
and encourage a design approach which protects natural features, fish and wildlife, and maximizes vegetation; and, g) alignment with the City's Water, <u>Wastewater and Stormwater Master Plan</u> . F.3.1.8 Water, Wastewater and Stormwater Master Plan F.3.1.8.1 The City shall develop a Water, Wastewater and Stormwater Master Plan to determine the long and short-term water, wastewater and stormwater infrastructure needs to support growth to the year 2051. F.3.1.8.2 The City's Water, Wastewater and Stormwater Master Plan shall be maintained
F.3.1.8 Water, Wastewater and Stormwater Master Plan F.3.1.8.1 The City shall develop a Water, Wastewater and Stormwater Master Plan to determine the long and short-term water, wastewater and stormwater infrastructure needs to support growth to the year 2051. F.3.1.8.2 The City's Water, Wastewater and Stormwater Master Plan shall be maintained
Wastewater and Stormwater Master Plan to determine the long and short-term water, wastewater and stormwater infrastructure needs to support growth to the year 2051. F.3.1.8.2 The City's Water, Wastewater and Stormwater Master Plan shall be maintained
Stormwater Master Plan shall be maintained
comprehensive review process.
F.3.1.8.3 Future amendments to this Official Plan shall be considered as required to adop 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.3.4.5.1 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.



Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted E	Bolded text = text to be added
Insert new Policy F.3.4.5.2, as follows:	F.3.4.5.2 Corporate greenhouse gas emission
F.3.4.5.2 Corporate greenhouse gas emissions	are those emissions that the City has direct
are those emissions that the City has direct	control over and are generated from
control over and are generated from municipal	municipal operations such as corporate fleet
operations such as corporate fleet vehicles,	vehicles, corporate buildings, water and
corporate buildings, water and wastewater	wastewater distribution and treatment.
distribution and treatment.	
Delete Table F.3.4.2 title and contents in their	Table F.3.4.2: Hamilton's Corporate
entirety and replace with the following text:	Greenhouse Gas Emission Reduction Targets
Table F.3.4.2: Hamilton's Corporate Greenhouse	2030 – 50% reduction of 2005 emission levels
Gas Emission Reduction Targets	2050 – Carbon Neutral
2030 – 50% reduction of 2005 emission levels	
2050 – Carbon Neutral	
Insert new Policy F.3.4.5.3, as follows:	F.3.4.5.3 Community greenhouse gas
F.3.4.5.3 Community greenhouse gas emissions	emissions are those emissions that are outside
are those emissions that are outside the City's	the City's direct control and are generated
direct control and are generated from	from community sources of emissions such as
community sources of emissions such as personal	personal vehicles, privately owned buildings,
vehicles, privately owned buildings, industry, and	industry, and agriculture.
agriculture.	
Insert new Table F.3.4.3, as follows:	Table F.3.4.3: Hamilton's Community
Table F.3.4.3: Hamilton's Community Greenhouse	Greenhouse Gas Emission Reduction Targets
Tuble F.S.4.5. Hummon's Commonly Greenhouse	
Cas Emission Poduction Targots	Ŭ
Gas Emission Reduction Targets	2030 – 50% reduction of 2006 emission levels
2030 – 50% reduction of 2006 emission levels	Ű
-	2030 – 50% reduction of 2006 emission levels
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels	2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels Insert new Policy F.3.4.5.4, as follows:	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels Insert new Policy F.3.4.5.4, as follows: F.3.4.5.4 The City, in collaboration with external	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels 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	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track analyze and report on Hamilton's progress of
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels 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	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track analyze and report on Hamilton's progress of achieving its targets through an annual
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels 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	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track analyze and report on Hamilton's progress of achieving its targets through an annual greenhouse gas inventory for emissions from
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels 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,	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track analyze and report on Hamilton's progress of achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels 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	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track analyze and report on Hamilton's progress of achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels 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	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track analyze and report on Hamilton's progress of achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels 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.	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track analyze and report on Hamilton's progress of achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and municipal operations.
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels 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. Revise section heading:	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track analyze and report on Hamilton's progress of achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and municipal operations.
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels 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. Revise section heading: F.3.5 Land Supply and Development Activity	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track analyze and report on Hamilton's progress of achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and municipal operations. F.3.5 Land Supply and Development Activity
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels 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. Revise section heading: F.3.5 Land Supply and Development Activity F.3.5.1 The City shall monitor the designated	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track analyze and report on Hamilton's progress of achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and municipal operations. F.3.5 Land Supply and Development Activity F.3.5.1 The City shall monitor the designated
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels 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. Revise section heading: 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	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track analyze and report on Hamilton's progress or achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and municipal operations. F.3.5 Land Supply and Development Activity F.3.5.1 The City shall monitor the designated urban land supply to ensure there is sufficient.
2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels 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. Revise section heading: 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	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track analyze and report on Hamilton's progress of achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and municipal operations. F.3.5 Land Supply and Development Activity F.3.5.1 The City shall monitor the designated urban land supply to ensure there is sufficien land available to accommodate a mix and
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2030 - 50% reduction of 2006 emission levels 2050 - 80% reduction of 2006 emission levels 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. Revise section heading: 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	 2030 – 50% reduction of 2006 emission levels 2050 – 80% reduction of 2006 emission levels F.3.4.5.4 The City, in collaboration with external stakeholders and partners shall track analyze and report on Hamilton's progress of achieving its targets through an annual greenhouse gas inventory for emissions from transportation, buildings, industry, water and waste management, agriculture and municipal operations. F.3.5 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 30 year time horizon. The monitoring shall include annual
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Appendix "F" – Volume 1: Chapter G – Glossary

Proposed Change		Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be delete	d Bo	olded text = text to be added
Active Transportation: non-motorized tra	avel,	Active transportation: means human-
including walking, cycling, inline skating	and	powered travel, including but not limited t
wheelchair movements. The active tran	sportation	walking, cycling, inline skating and travely
network includes sidewalks, crosswalks,		the use of mobility aids, including motorize
designated road lanes and off-road trai	ls to	wheelchairs and other power-assisted
accommodate active transportation (N	Aetrolinx,	devices moving at a comparable speed.
2008).		(PPS, 2020)
means human-powered travel, including	g but not	
limited to, walking, cycling, inline skatin		
travel with the use of mobility aids, inclu		
motorized wheelchairs and other power	-assisted	
devices moving at a comparable speed	d. (PPS,	
2020)		
Adverse Effects: as defined in the Enviro	<u>nmental</u>	Adverse Effects: as defined in the
Protection Act, means one or more of:		Environmental Protection Act, means one
a) impairment of the quality of the natu	Jral	more of:
environment for any use that can be	e made of	i) impairment of the quality of the nature
it;	environment for any use that can be	
b) injury or damage to property or plan	ntor 🔌	made of it;
animal life;		j) injury or damage to property or plant of
c) harm or material discomfort to any person;		animal life;
d) an adverse effect on the health of c	any	k) harm or material discomfort to any
person;		person;
e) impairment of the safety of any person;		I) an adverse effect on the health of any
f) rendering any property or plant or animal life		person;
unfit for human use;		m) impairment of the safety of any person
g) loss of enjoyment of normal use of property;		n) rendering any property or plant or anir
and,		life unfit for human use;
h) interference with normal conduct of	business.	o) loss of enjoyment of normal use of
(PPS, 20 05 20)		property; and,
		p) interference with normal conduct of
		business. (PPS, 2020)
Affordable: means:		Affordable: means:
a) in the case of ownership housing, the	e least	a) in the case of ownership housing, the le
expensive of:		expensive of:
i) housing for which the purchase pu		i) housing for which the purchase price
in annual accommodation costs v		results in annual accommodation co
not exceed 30 percent of gross an		which do not exceed 30 percent of
household income for low and moderate income households; or ii) housing for which the purchase price is at		gross annual household income for <i>l</i>
		and moderate income households;
least 10 percent below the average		ii) housing for which the purchase price at least 10 percent below the avera
purchase price of a resale unit in t		purchase price of a resale unit in the
Hamilton; and,		City of Hamilton; and,
b) in the case of rental housing, the lea	ct	b) in the case of rental housing, the least
expensive of:	JI	expensive of:
·		
Urban Hamilton Official Plan Amendment No. 167		age file file file file file file file fil

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	
 i) a unit for which the rent does not e 30 percent of gross annual househ income for low and moderate inco- households; or ii) a unit for which the rent is at or bel average market rent of a unit in th Hamilton (PPS, 200520 amended); c) in the case of housing developments 25 percent of either affordable owne affordable rental housing. For the pur the policies of this Plan, affordable ho developments may include a mix of affordable and market rate units, bot ownership and rental. 	 a consistent of gross annual household income for low and moderate income households; or 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, c) in the case of housing developments, at least 25 percent of either affordable ownership or affordable rental housing. For the purposes of the policies of this
Add definition of Agri-food Network to C – Glossary.	
Add definition of Agricultural System to C G – Glossary.	 A system comprised of a group of inter- connected elements that collectively create a viable, thriving agricultural sector. It has tw components: a) An agricultural land base comprised of prime agricultural areas, including specialty crop areas, and rural lands that together create a continuous productive land base for agriculture; and b) An agri-food network which includes infrastructure, services, and assets important to the viability of the agri-food sector. (PPS, 2020)
Alternative Energy Systems: means source energy or energy conversion processes t significantly reduce the amount of harm emissions to the environment (air, earth of water) when compared to conventional systems. Alternative Energy Systems under do not include renewable energy under as defined in the <u>Green Energy and Gree</u>	Alternative energy system: means a system that uses sources of energy or energy conversion processes to produce power, here and and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems
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Proposed Change	Proposed New / Revised Policy	
Grey highlighted strikethrough text = text to be deleted Bolded text = text to be added		
Economy Act, 2009, 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).		
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, 20 05 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 <u>Ontario Heritage Act (PPS, 2005</u> 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 <u>Ontario Heritage Act</u> (PPS, 2020).	
Area of Archaeological Potential: A defined geographical area with the potential to contain archaeological resources. Criteria for determining archaeological potential are established by the Province, this Plan and the City's Archaeological Management Plan. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the <u>Ontario</u> <u>Heritage Act</u> (PPS, 200520, amended).	Area of Archaeological Potential: A defined geographical area with the potential to contain archaeological resources. Criteria for determining archaeological potential are established by the Province, this Plan and the City's Archaeological Management Plan. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the <u>Ontario Heritage Act</u> (PPS, 2020, amended).	
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, 20 9520).	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).	
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).	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).	



Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted Be	olded text = text to be added
Grey highlighted strikethrough text = text to be deletedBeBuilt 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, 200520). 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 Ontario Heritage Act, and/or listed by local,Be	olded text = text to be added Built Heritage Resources: means one or more buildings, structures, monuments, installation or remains associated with architectural, cultural, social, political, economic or militar 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 Ontario Heritage Act, and/or listed by local, provincial or federal jurisdictions.
provincial or federal jurisdictions.	
 Coastal Wetland: means a) any wetland that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Mary's, St. Clair, Detroit, Niagara, and St. Lawrence Rivers); or b) any other wetland that is on a tributary to any of the above-specified water bodies and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected. (PPS, 200520) 	Coastal Wetland: means a) any wetland that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Mary's, St. Clair, Detroit, Niagara, and St. Lawrence Rivers); or b) any other wetland that is on a tributary to any of the above-specified water bodies and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected. (PPS, 2020)
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).	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 apartment 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 alon roads to encourage active transportation. (Growth Plan, 2019, as amended).

Proposed Change	Proposed New / Revised Policy
	Bolded text = text to be added
Complete Communities: Complete communities	Complete Communities: Places such as
meet people's needs for daily living throughout	mixed-use neighbourhoods or other areas
an entire lifetime by providing convenient access	within cities, towns, and urban areas that
to an appropriate mix of jobs, local services, a full	offer and support opportunities for people c
range of housing, and community infrastructure	all ages and abilities to conveniently access
including affordable housing, schools, recreation	most of the necessities for daily living,
and open space for their residents. Convenient	including an appropriate mix of jobs, local
access to public transportation and options for	stores, and services, a full range of housing,
safe, non-motorized travel is also provided	transportation options and community
(Growth Plan, 2006).	facilities/services. Complete communities a
Places such as mixed-use neighbourhoods or	age-friendly and may take different shapes
other areas within cities, towns, and urban areas	and forms appropriate to their contexts
that offer and support opportunities for people of	(Growth Plan, 2019, as amended, amended
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).	
Add definition of Complete Streets to Chapter G	Complete Streets: Streets planned to
– Glossary.	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	Connectivity: means the degree to which
Areas are connected to one another by links	Core Areas are connected to one another
such as plant and animal movement corridors,	by links such as plant and animal movemen
hydrological and nutrient cycling, genetic	corridors, hydrological and nutrient cycling,
transfer, and energy flows from food webs	genetic transfer, and energy flows from foo
(Greenbelt Plan, 20 05 17).	webs (Greenbelt Plan, 2017).
Conserved: in the context of cultural heritage	Conserved: in the context of cultural
	heritage resources, means the identification
resources, means the identification, protection,	
resources, means the identification, protection, use and/or management of cultural heritage and	protection, use and/or management of
resources, means the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their	protection, use and/or management of cultural heritage and archaeological
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	protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage
resources, means the identification, protection, use and/or management of <i>cultural heritage</i> and <i>archaeological resources</i> in such a way that their heritage values, attributes and integrity are retained. This may be addressed through the	protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and integrity are retained.
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	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
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	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 ou
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 statement	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 ou in a conservation plan, archaeological
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 statement assessment that has been approved, accepted	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 ou in a conservation plan, archaeological assessment and / or cultural heritage impact
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 statement assessment that has been approved, accepted or adopted by the City. Mitigative measures and	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 ou in a conservation plan, archaeological assessment and / or cultural heritage impact assessment that has been approved,
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 statement assessment that has been approved, accepted or adopted by the City. Mitigative measures and / or alternative development approaches can be	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 ou in a conservation plan, archaeological assessment and / or cultural heritage impact assessment that has been approved, accepted or adopted by the City. Mitigativ
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 statement assessment that has been approved, accepted or adopted by the City. Mitigative measures and	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 ou in a conservation plan, archaeological assessment and / or cultural heritage impact assessment that has been approved,

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 (PPS, 2020, amended).	
Cultural Heritage Landscape: <mark>A defined</mark>	Cultural Heritage Landscape: means a	
geographical area of heritage significance	defined geographical area that may have	
which has been modified by human activities	been modified by human activity and is	
and is valued by a community. It involves a	identified as having cultural heritage value	
grouping(s) of individual heritage features such	interest by a community, including an	
as structures, spaces, archaeological sites and	Indigenous community. The area may	
natural elements, which together form a	include features such as buildings, structure	
significant type of heritage form, distinctive from	spaces, views, archaeological sites or natur	
that of its constituent elements or parts. Examples	elements that are valued together for their	
may include, but are not limited to, heritage	interrelationship, meaning or association.	
conservation districts designated under the	Cultural heritage landscapes may be	
Ontario Heritage Act; and villages, parks,	properties that have been determined to	
gardens, battlefields, mainstreets and	have cultural heritage value or interest und	
neighbourhoods, cemeteries, trailways and	the <u>Ontario Heritage Act,</u> or have been	
industrial complexes of cultural heritage value	included on federal and/or international	
(PPS, 2005).	registers, and/or protected though official	
means a defined geographical area that may	plan, zoning by-law, or other land use	
have been modified by human activity and is	planning mechanisms (PPS, 2020).	
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 <u>Ontario Heritage Act,</u> or have		
been included on federal and/or international		
registers, and/or protected though official plan,		
zoning by-law, or other land use planning		
mechanisms (PPS, 2020).		
mechanisms (PPS, 2020). Downtown Urban Growth Centre: means the	Downtown Urban Growth Centre: means th	
Downtown Urban Growth Centre: means the		
Downtown Urban Growth Centre: means the area corresponding with the Downtown Hamilton	area corresponding with the Downtown	
Downtown Urban Growth Centre: means the area corresponding with the Downtown Hamilton Community Improvement Project Area as	area corresponding with the Downtown Hamilton Community Improvement Project	
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	area corresponding with the Downtown Hamilton Community Improvement Project Area as defined at the date of adoption of	
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	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	
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	Hamilton Community Improvement Project Area as defined at the date of adoption of	



Proposed Change	Proposed New / Revised Policy
	olded text = text to be added
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, 200520).	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, 2005Greenbelt 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, physico chemical, and socio-economic interactions (Greenbelt Plan, 2017).
Ecological Value: means the value of vegetation in maintaining the health of the key natural heritage or key hydrologic feature and the related ecological features and ecological functions, as measured by factors such as the diversity of species, the diversity of habitats, and the suitability and amount of habitats that are available for rare, threatened and endangered species (Greenbelt Plan, 2017).	Ecological Value: means the value of vegetation in maintaining the health of the key natural heritage or key hydrologic feature and the related ecological features and ecological functions, as measured by factors such as the diversity of species, the diversity of habitats, and the suitability and amount of habitats that are available for rare, threatened and endangered species (Greenbelt Plan, 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, 200 520).	Employment Area: Areas designated in an official plan for clusters of business and economic activities including, but not limite to, manufacturing, warehousing, offices, an associated retail and ancillary facilities (PPS 2020).
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, 20 05 20).	Erosion hazard: means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard 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)

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Proposed Change				lew / Revised Policy
Grey highlighted strikethrough text = text to be deleted				o be added
Fish Habitat: means the spawning ground				: means the spawning grounds
nursery, rearing, food supply, and migration		and nursery, rearing, food supply, and		
on which fish depend on directly or indire		migration areas on which fish depend or		
order to carry out their life processes (PPS	, (directly or indirectly in order to carry out		ndirectly in order to carry out the
20 05 20).	ľ	life processes (PPS, 2020).		es (PPS, 2020).
Flood Fringe: for river, stream and small in	land F	Flood	Fringe	e: for river, stream and small
lake systems, means the outer portion of t		inland	lake s	systems, means the outer portion
plain between the floodway and the floo	ding	of the	flood	plain between the floodway an
hazard limit. Depths and velocities of floc				hazard limit. Depths and
are generally less severe in the flood fring			-	flooding are generally less
those experienced in the floodway (PPS, 2				e flood fringe than those
				d in the floodway (PPS, 2020).
Flood Plain: for river, stream and small inlo				for river, stream and small inland
systems, means the area, usually low land				s, means the area, usually low
adjoining a watercourse, which has been				ning a watercourse, which has
be subject to flooding hazards (PPS, 2005)				y be subject to flooding hazards
		(PPS, 2		
Flooding Hazard: means the inundation, u		-		zard: means the inundation,
the conditions specified below, of areas				onditions specified below, of
adjacent to a shoreline or a river or strear				ent to a shoreline or a river or
and not ordinarily covered by water:				m and not ordinarily covered by
a) Along the shorelines of the Great Lake		vater:	373101	In and not ordinality covered by
Lawrence River System and large inlar			na tha	e shorelines of the Great Lakes –
the flooding hazard limit is based on the			-	
hundred year flood level plus an allow		St. Lawrence River System and large inland lakes, the flooding hazard limit is based on the one hundred year flood		
for wave uprush and other water-relat hazards.	eu			-
	uldo		-	an allowance for wave uprush
b) Along river, stream and small inland la				er water-related hazards.
systems, the flooding hazard limit is the	gredier		-	er, stream and small inland lake
of:	a atu allu			the flooding hazard limit is the
i) the flood resulting from the rainfall		-	ater o	
experienced during a mojor storm				ood resulting from the rainfall
the Hurricane Hazel storm (1954) o				ally experienced during a major
Timmins storm (1961), transposed over a				such as the Hurricane Hazel
specific watershed and combined with				(1954) or the Timmins storm
the local conditions, where evidence			•), transposed over a specific
suggests that the storm event could have				rshed and combined with the
potentially occurred over watersheds in				conditions, where evidence
the general area;				ests that the storm event could
 the one hundred year flood; and, 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 				potentially occurred over
				rsheds in the general area;
				ne hundred year flood; and,
				od which is greater than i) or ii)
				n was actually experienced in a
				cular watershed or portion there
the Minister of Northern Developm				esult of ice jams and which has
Mines, Natural Resources and Fore	stry;		been	approved as the standard for
			that s	pecific area by the Minister of
Urban Hamilton Official Plan	Pag		that s	pecific area by the Minister of

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Proposed Change	Proposed New / Revised Policy
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iv) except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Northern Development , Mines , Natural Resources and Forestry as the standard for a specific watershed (where past history of flooding supports the lowering of the standard). (PPS, 200520, as amended)	Northern Development, Mines, Nature Resources and Forestry; iv) except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Northern Development, Mines, Natural Resources and Forestry as the standard for a specific watershed (where past history of flooding suppo the lowering of the standard). (PPS, 2020, as graended)
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, 20 9520).	2020, as amended) Floodway: For river, stream and small inland lake systems, means the portion of the flood plain where the development and site alteration would cause a danger to public health and safety or property damage (PPS, 2020).
Greenfield Area: means the area within the urban area that is not built-up area. The greenfield area includes lands that are already developed or are subject to existing development approvals, as well as lands that are undeveloped and not subject to existing or pending approvals.	Greenfield Area: means the area within the urban area that is not built-up area. The greenfield area includes lands that are already developed or are subject to existing development approvals, as well as lands the are undeveloped and not subject to existing or pending approvals.
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. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surface 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 Pla 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, 200520).	Ground Water Feature: refers to water relate 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).

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Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted B	olded 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 20 31 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 Northern Development, Mines, Natural Resources and Forestry, as amended from time to time (PPS, 2020, as amended).
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, 20 05 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 flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard



Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted Bo	bided 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, 20 0520).	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 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 it visual setting (e.g. significant views or vistas to or from a protected heritage property) (PPS, 2020).
from a protected heritage property) (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</i> order transit 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 rai 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 of 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 B	Bolded text = text to be added
Add definition of Inclusionary Zoning to Chapter	Inclusionary Zoning: is a planning tool that
G – Glossary.	municipalities may adopt pursuant to the
	Planning Act, R.S.O., 1990 c. P.13, to require a
	certain percentage of affordable units to be
	included in market rate housing developmen
	or redevelopment located within approved
	Protected Major Transit Station Areas only. The
	level of affordability, the proportion of
	affordable units, and the duration that those
	units must remain affordable must be set out
	in inclusionary zoning policies and a by-law.
Infrastructure: means physical structures (facilities	Infrastructure: means physical structures
and corridors) that form the foundation for	(facilities and corridors) that form the
development. Infrastructure includes: sewage	foundation for development. Infrastructure
and water systems, sewage treatment systems,	includes: sewage and water systems, sewage
stormwater management systems, waste	treatment systems, stormwater management
management systems, electric power generation	systems, waste management systems,
and transmission, electricity generation facilities,	electricity generation facilities, electricity
electricity transmission and distribution systems,	transmission and distribution systems,
communications/telecommunications, transit	communications/telecommunications, transi
and transportation corridors and facilities, oil and	and transportation corridors and facilities, oil
gas pipelines and associated facilities (PPS,	and gas pipelines and associated facilities
20 05 20).	(PPS, 2020).
Intensification: means the development of a	Intensification: means the development of a
property, site or area at a higher density than	property, site or area at a higher density than
currently exists through:	currently exists through:
a) redevelopment, including the reuse of	a) redevelopment, including the reuse of
brownfield sites;	brownfield sites;
b) the development of vacant and/or	b) the development of vacant and/or
underutilized lots within previously developed	underutilized lots within previously
areas:	developed areas;
c) infill development; and	c) infill development; and
d) the expansion or conversion of existing	d) the expansion or conversion of existing
buildings. (PPS, 200520)	buildings. (PPS, 2020)
Intensification Areas: means lands identified by	Definition deleted in its entirety.
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).	



Proposed Change	Proposed New / Revised Policy
	olded text = text to be added
Intermittent Streams: means stream-related	Intermittent Streams: means stream-related
watercourses that contain water or are dry at	watercourses that contain water or are dry at
times of the year and are more or less	times of the year and are more or less
predictable, generally flowing during wet seasons	predictable, generally flowing during wet
of the year but not the entire year, and where	seasons of the year but not the entire year,
the water table is above the stream bottom	and where the water table is above the
during parts of the year (Greenbelt Plan, 20 05 17).	stream bottom during parts of the year
 Key Natural Heritage Features: means the following: a) Significant habitat of endangered and threatened species; b) Fish habitat; c) Wetlands; d) Life Science Areas of Natural and Scientific Interest (ANSIs) e) Significant valleylands; f) Significant wildlife habitat; g) Sand barrens, savannahs, and tallgrass prairies; and h) Significant woodlands; and i) Alvars (Greenbelt Plan, 2017) 	 (Greenbelt Plan, 2017). Key Natural Heritage Features: means the following: a) Significant habitat of endangered and threatened species; b) Fish habitat; c) Wetlands; d) Life Science Areas of Natural and Scientific Interest (ANSIs) e) Significant valleylands; f) Significant wildlife habitat; g) Sand barrens, savannahs, and tallgrass prairies; h) Significant woodlands; and i) Alvars (Greenbelt Plan, 2017)
Lake: means any inland body of standing water	Lake: means any inland body of standing
usually fresh water larger than a pool or pond or	water usually fresh water larger than a pool or
a body of water filling a depression in the earth's	pond or a body of water filling a depression in
surface (Greenbelt Plan, 20 05 17).	the earth's surface (Greenbelt Plan, 2017).
Life Science Areas of Natural and Scientific	Life Science Areas of Natural and Scientific
Interest (ANSIs): means lands and waters	Interest (ANSIs): means lands and waters
containing natural landscapes or features that	containing natural landscapes or features
are important for natural heritage protection,	that are important for natural heritage
appreciation, scientific study, or education. Life	protection, appreciation, scientific study, or
Science ANSIs are identified by the Ministry of	education. Life Science ANSIs are identified
Northern Development, Mines, Natural Resources	by the Ministry of Northern Development,
and Forestry using evaluation procedures	Mines, Natural Resources and Forestry using
established by that Ministry, as amended from	evaluation procedures established by that
time to time (Greenbelt Plan, 200517, as	Ministry, as amended from time to time
amended).	(Greenbelt Plan, 2017, as amended).





Proposed Change	Proposed New / Revised Policy
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 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, 200520, 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).
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 clos 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,



Proposed Change			lew / Revised Policy
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Add definition of Major Goods Moveme Facilities and Corridors to Chapter G – C		corridors: me corridors ass provincial m include: inte rail facilities, freight facilit transportation movement of freight-support guidelines de based on mo	s movement facilities and eans transportation facilities and ociated with the inter- and intra- ovement of goods. Examples r-modal facilities, ports, airports, truck terminals, freight corridors, ies, and haul routes and primary on corridors used for the of goods. Approaches that are prtive may be recommended in eveloped by the Province or unicipal approaches that same objectives (PPS, 2020).
Major Office: Major office is generally de freestanding office buildings of 10,000 4 , greater or with 500 200 jobs or more (Gre Plan, 20 <mark>06</mark> 19, as amended).	, 000 m ² or	Major Office as freestand	: Major office is generally defined ing office buildings of 4,000 m ² o ith 200 jobs or more (Growth Plar
Major Transit Station Area: The area inclu around any existing or planned higher of transit station within an settlement/urban the area including and around a major depot in an urban core. Station areas go are defined as the area within an appro 500 to 800 m radius of a transit station, representing about a 10-minute walk (G Plan, 200619, as amended, amended).	order n area; or bus enerally oximate	and around order transit the area inc depot in an generally are approximate station, repres	Station Area: The area including any existing or planned higher station within an <i>urban</i> area; or luding and around a major bus urban core. Station areas e defined as the area within an e 500 to 800 m radius of a transit esenting about a 10-minute walk h, 2019, as amended, amended
Major Transit Trip Generator: means a ta area which generates significant volume passenger and/or goods/services trips to residential, commercial and/or industria uses (Metrolinx, 2008). Origins and destinations with high popul densities or concentrated activities which generate many trips (e.g., urban growth and other downtowns, major office and parks, major retail, employment areas, community hubs, large parks and recreat destinations, post-secondary institutions other public service facilities, and other use areas) (Growth Plan, 2019, as amen	es of o/from iHand lation ch centres office ational and mixed- ded).	with high po concentrate many trips (e other downt parks, major community h recreational institutions an	enerator: Origins and destination pulation densities or ed activities which generate e.g., urban growth centres and owns, <i>major office</i> and office <i>retail, employment areas,</i> hubs, large parks and destinations, post-secondary nd other public service facilities, ixed-use areas) (Growth Plan, ended).
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 th Province to separate uses so as to reduce incompatibility concerns about odour from livestock and manure storage facilities (PPS, 2020).	
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Proposed Change			lew / Revised Policy
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Multi-Modal [transportation]: The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine (Growth Plan, 2006-19, as amended).		Multi-Modal [transportation]: The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine (Growth Plan, 2019, as amended).	
Aultiple Dwelling: means a building or part hereof containing three five or more dwelling hits but shall not include a street townhouse welling. Examples of such dwellings include lock townhouse dwellings, stacked townhouse wellings, street townhouse dwellings fronting into a condominium road, and apartment wellings.		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.	
Natives Indigenous: Indians as defined by the Indian Act of Canada.		Indigenous: Indians as defined by the <u>Indian</u> <u>Act of Canada</u> .	
Natural Self-Sustaining Vegetation: mea vegetation dominated by native plant s that can grow and persist without direct management protection, or tending (Ge Plan, 200517).	pecies human	vegetation of species that direct huma	Sustaining Vegetation: means dominated by native plant can grow and persist without n management protection, or eenbelt Plan, 2017).
 Negative Impacts: means a) In regard to water, degradation to the quality or quantity of surface or ground water, key hydrologic features or vulnerable areas, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities; b) In regard to fish habitat, the harmful alteration, disruption, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the <u>Fisheries Act</u>, using the guiding principle of no net loss of productive capacity; and, 		 Negative Impacts: means a) In regard to water, degradation to the quality or quantity of surface or ground water, key hydrologic features or vulnerable areas, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities; b) In regard to fish habitat, the harmful alteration, disruption, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act, using 	
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Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted B	olded text = text to be added
c) In regard to other natural heritage features	the guiding principle of no net loss of
and areas, degradation that threatens the	productive capacity; and,
health and integrity of the natural features or	c) In regard to other natural heritage
ecological functions for which an area is	features and areas, degradation that
identified due to single, multiple, or successive	threatens the health and integrity of the
development or site alteration activities. (PPS,	natural features or ecological functions f
2005) (Growth Plan, 2019, as amended)	which an area is identified due to single,
	multiple, or successive development or
	site alteration activities. (Growth Plan,
	2019, as amended)
Permanent Stream: means a stream that	Permanent Stream: means a stream that
continually flows in an average year (Greenbelt	continually flows in an average year
Plan, 20 05 17).	(Greenbelt Plan, 2017).
Planned Corridors: means corridors, or future	Planned Corridors: means corridors, or future
corridors which are required to meet projected	corridors which are required to meet
needs, and are identified through provincial	projected needs, and are identified through
plans, or -preferred alignment(s) determined	provincial plans, preferred alignment(s)
through the <u>Environmental Assessment Act</u>	determined through the <u>Environmental</u>
process, or identified through planning studies	<u>Assessment Act</u> process, or identified through
where the Ontario Ministry of Transportation ,	planning studies where the Ontario Ministry of
Metrolinx, Ontario Ministry of Energy, Northern	Transportation , Metrolinx, Ontario Ministry of
Development and Mines or Independent	Energy, Northern Development and Mines of
Electricity System Operator (IESO) or any	Independent Electricity System Operator
successor to those ministries or entities is actively	(IESO) or any successor to those ministries or
pursuing the identification of a corridor.	entities is actively pursuing the identification
Approaches for the protection of planned	of a corridor. Approaches for the protection
corridors may be recommended in guidelines	of planned corridors may be recommended
developed by the Province which are required to	in guidelines developed by the Province (PP
meet projected needs (PPS, 200520).	
Add definition of Priority Transit Corridors to	Priority Transit Corridors: Transit corridors show
-	in Schedule 5 of the Growth Plan for the
Chapter G – Glossary.	in Schedule 5 of the Growth Plan for the Greater Golden Horseshoe as further
-	Greater Golden Horseshoe as further
-	Greater Golden Horseshoe as further identified by the Province for the purpose of
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	Proposed New / Revised Policy
	olded text = text to be added
Protected Heritage Property: means real property designated under Parts IV, V or VI of the <u>Ontario</u> <u>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	Protected Heritage Property: means propert 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</u> <u>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 und federal legislation, and UNESCO World Heritage Sites (PPS, 2020).
or loss property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites (PPS, 200520).	
Add definition of Protected Major Transit Station Areas to Chapter G – Glossary.	Protected Major Transit Station Areas: A subset of major transit station areas, where inclusionary zoning may be applied.
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 co 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	Quality and Quantity of Water: is measured by indicators associated with hydrologic function such as minimum base flow, depth water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and

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Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Rapid Transit: Transit service separated partic	
completely from general vehicular traffic ar	nd
therefore able to maintain higher levels of sp	peed,
reliability and vehicle productivity than can	be
achieved by transit vehicles operating in mix	xed
traffic. Rapid transit can include light rail trar	nsit
and/or bus rapid transit (adapted from Metr	rolinx,
2008).	
Redevelopment: means the creation of new	v Redevelopment: means the creation of new
units, uses or lots on previously developed la	
existing communities, including brownfield si	
(PPS, 20 05 20).	brownfield sites (PPS, 2020).
	,
Renewable Energy Systems: means the	Renewable Energy Systems' means a system
production of electrical power from an ener	. .
source that is renewed by natural processes	
including, but not limited to, wind, water, a	the purposes of this definition, a renewable
biomass resource or product, or solar and	energy source is an energy source that is
geothermal energy. These systems have the	
same meaning as a renewable energy	wind, water, biomass, biogas, biofuel, solar
undertaking under the <u>Green Energy and G</u>	
Economy Act, 2009. a system that generates	
electricity, heat and/or cooling from a renew	
energy source. For the purposes of this defin	
a renewable energy source is an energy sou	urce
that is renewed by natural processes and	
includes wind, water, biomass, biogas, biofu	
solar energy, geothermal energy and tidal fo	orces
(Growth Plan 2019, as amended).	
Residential Intensification: Intensification of c	
Residential Intensification: Intensification of c property, site or area which results in a net	property, site or area which results in a net
Residential Intensification: Intensification of o property, site or area which results in a net increase in residential units or accommodat	ion property, site or area which results in a net increase in residential units or
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Residential Intensification: Intensification of o property, site or area which results in a net increase in residential units or accommodat and includes:) redevelopment, including the redevelop	ion property, site or area which results in a net increase in residential units or accommodation and includes:) redevelopment, including the
Residential Intensification: Intensification of o property, site or area which results in a net increase in residential units or accommodat and includes:) redevelopment, including the redevelop of brownfield sites;	ion property, site or area which results in a net increase in residential units or accommodation and includes:) redevelopment, including the redevelopment of brownfield
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 Residential Intensification: Intensification of oproperty, site or area which results in a net increase in residential units or accommodat and includes:) redevelopment, including the redevelop of brownfield sites; a) the development of vacant or underutili lots within previously developed areas; b) infill development; 	 property, site or area which results in a net increase in residential units or accommodation and includes: pment redevelopment, including the redevelopment of brownfield sites; a) the development of vacant or underutilized lots within previous
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Proposed Change	Proposed New / Re			
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added			
	secondo	ary dwelling units,		
		ary dwelling units –		
		ed and rooming houses.		
	(PPS, 202	20, as amended)		
Savannah: means land (not including land t		nd (not including land		
being used for agricultural purposes or no lo		agricultural purposes o		
exhibits savannah characteristics) that:		vannah characteristics)		
a) has vegetation with a significant compo	ent that:			
of non-woody plants, including tallgrass	a) has vegetation w	vith a significant		
prairie species that are maintained by	component of no			
seasonal drought, periodic disturbances		s prairie species that are		
including fire, or both;		easonal drought, periodi		
b) has from 25 per cent to 60 per cent tree		uding fire, or both;		
cover;	b) has from 25 per c	ent to 60 per cent tree		
c) has mineral soils; and,	cover;			
d) has been further identified, by the Ministr				
Northern Development, Mines, Natural		identified, by the Ministr		
Resources and Forestry or by any other		lopment, Mines, Natura		
person according to evaluation procedu		Resources and Forestry or by any other		
established by the Ministry of Natural		person according to evaluation		
Resources, as amended from time to tim	n time to time. procedures established by the Minis amended) Natural Resources, as amended fro			
(Greenbelt Plan, 20 <mark>05</mark> 17, as amended)				
	to time. (Greenb	elt Plan, 2017, as		
	amended)			
Seepage Areas and Springs: means sites of	means sites of emerg	nonco of aroundwator		
emergence of groundwater where the water	where the water tab	le is present at the		
table is present at the ground surface (Gree	where the water tab	le is present at the		
	where the water tab	le is present at the		
table is present at the ground surface (Gree Plan, 20 05 17).	where the water tab ground surface (Gree	le is present at the		
table is present at the ground surface (Gree	where the water tab ground surface (Green nd Sensitive: in regard to	le is present at the enbelt Plan, 2017).		
table is present at the ground surface (Gree Plan, 20 05 17). Sensitive: in regard to surface water feature	nd Sensitive: in regard to and ground water fe	le is present at the enbelt Plan, 2017).		
table is present at the ground surface (Gree Plan, 20 05 17). Sensitive: in regard to surface water feature ground water feature, means areas that are	where the water tab ground surface (GreenndSensitive: in regard to and ground water fe are particularly susce	le is present at the enbelt Plan, 2017). o surface water feature eature, means areas that		
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table is present at the ground surface (Gree Plan, 200517). Sensitive: in regard to surface water feature ground water feature, means areas that are particularly susceptible to impacts from activ or events including, but not limited to, water	where the water tab ground surface (GreenndSensitive: in regard to and ground water fee are particularly susce activities or events in	le is present at the enbelt Plan, 2017). o surface water feature ature, means areas tha eptible to impacts from cluding, but not limited s, and additions of		
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Proposed Change	Proposed New / Revised Policy olded text = text to be added
Development, Mines, Natural Resources and	of Northern Development, Mines, Natural
Forestry using evaluation procedures established	Resources and Forestry using evaluation
by the Province, as amended from time to time	procedures established by the Province, as
(PPS, 2020, as amended).	amended from time to time (PPS, 2020, as
	amended).
Significant Coastal Wetlands: means a coastal	Significant Coastal Wetlands: means a
wetland identified as provincially significant by	coastal wetland identified as provincially
the Ontario Ministry of Northern Development,	significant by the Ontario Ministry of Northern
Mines, Natural Resources and Forestry using	Development, Mines, Natural Resources and
evaluation procedures established by the	Forestry using evaluation procedures
Province, as amended from time to time (PPS,	established by the Province, as amended
20 05 20, as amended).	from time to time (PPS, 2020, as amended).
Significant Habitat of Threatened or Endangered	Significant Habitat of Threatened or
Species: means that habitat, as approved by the	Endangered Species: means that habitat, as
Ministry of Northern Development, Mines, Natural	approved by the Ministry of Northern
Resources and Forestry , that is necessary for the	Development, Mines, Natural Resources and
maintenance survival and/or recovery of	Forestry, that is necessary for the
naturally occurring or reintroduced populations	maintenance survival and/or recovery of
of species at risk and where those areas of	naturally occurring or reintroduced
occurrence are occupied or habitually occupied	populations of species at risk and where tho
by the species during all or any part(s) of its life	areas of occurrence are occupied or
cycle. To identify which species are threatened	habitually occupied by the species during a
or endangered, the City will refer to the Species	or any part(s) of its life cycle. To identify
at Risk in Ontario list that is prepared and	which species are threatened or
updated by the Ministry of Northern	endangered, the City will refer to the Specie
Development, Mines, Natural Resources and	at Risk in Ontario list that is prepared and
Forestry . The City may collaborate with the	updated by the Ministry of Northern
Province during the early stages of the planning	Development, Mines, Natural Resources and
process, to ensure that the significant habitat of	Forestry. The City may collaborate with the
	Province during the early stages of the
threatened or endangered species on lands	
affected by or contiguous to any proposed	planning process, to ensure that the significant habitat of threatened or
development or site alteration is properly	
evaluated and identified.	endangered species on lands affected by c
	contiguous to any proposed development of
	site alteration is properly evaluated and
C'aurifi a and Mallacian dana dana	identified.
Significant Valleylands: means a natural area	Significant Valleylands: means a natural area
that occurs in a valley or other landform	that occurs in a valley or other landform
depression that has water flowing through or	depression that has water flowing through o
standing for some period of the year which is	standing for some period of the year which i
ecologically important in terms of features,	ecologically important in terms of features,
functions, representation or amount and	functions, representation or amount and
contributing to the quality and diversity of an	contributing to the quality and diversity of ar
identifiable geographic area or natural heritage	identifiable geographic area or natural
system (PPS, 20 20 05, amended).	heritage system (PPS, 2020).



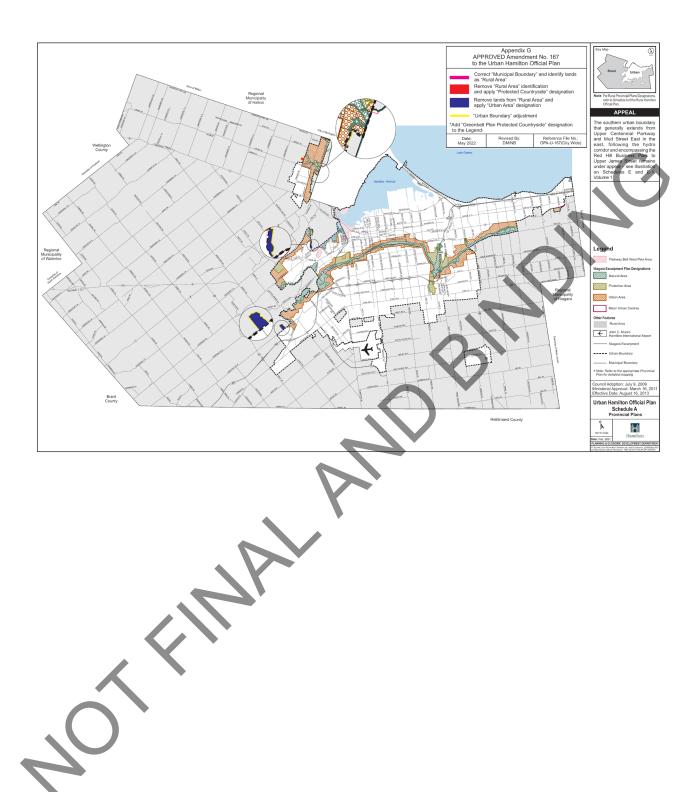
Proposed Change			lew / Revised Policy
Grey highlighted strikethrough text = text to be deleted		olded text = text to	
Significant Wetlands: means an area ide provincially significant by the Province C Ministry of Northern Development, Mines Resources and Forestry using evaluation procedures established by the Province, amended from time to time (PPS, 200520 amended). Significant Wildlife Habitat: means wildlife areas which are ecologically important of features, functions, representation or a	entified as Ontario s, Natural . as D, as e habitat in terms amount,	identified as Ontario Minis Mines, Natur evaluation p Province, as 2020, as ame Significant W habitat area important in	/ildlife Habitat: means wildlife is which are ecologically terms of features, functions,
and contributing to the quality and dive identifiable geographic area or natural system. Significant Wildlife Habitat will be identified based on criteria established k Province. (PPS, 200520)	heritage e	to the quality geographic Significant W based on cri (PPS, 2020)	on or amount, and contributing y and diversity of an identifiable area or natural heritage system. (ildlife Habitat will be identified teria established by the Province
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 Haze Lands, means an area within a commun has historically existed in the flood plain where site-specific policies, approved by the Ministers of Northern Development , N Natural Resources and Forestry and Mun Affairs and Housing, are intended to pro the continued viability of existing uses (w generally on a small scale) and address significant social and economic hardship community that would result from the str adherence to provincial policies concer <i>development</i> . The criteria and procedur approval are established by the Provinc 20 05 20, as amended).	hity that and y both Aines, hicipal vide for thich are the ps to the ict rning res for e (PPS,	Lands, mean that has histo and where s both the Min Mines, Natur Municipal Af to provide for existing uses scale) and o economic ho would result provincial por The criteria o established b amended).	by Area: With respect to Hazard is an area within a community prically existed in the flood plain ite-specific policies, approved b isters of Northern Development, al Resources and Forestry and fairs and Housing, are intended or the continued viability of (which are generally on a small address the significant social and ardships to the community that from the strict adherence to plicies concerning development and procedures for approval are by the Province (PPS, 2020, as
Add definition of Strategic Growth Areas Chapter G – Glossary.	to	Strategic Gra nodes, corric been identifi be the focus intensificatio in a more co growth area Growth Cen and other m include infill,	owth Areas: Within urban areas, dors, and other areas that have ed by the City or the Province to for accommodating n and higher-density mixed uses ompact urban form. Strategic s include the Downtown Urban tre, major transit station areas, ajor opportunities that may redevelopment, brownfield sites on or conversion of existing
Urban Hamilton Official Plan Amendment No. 167		age of 164	Hamilt

Proposed Change			lew / Revised Policy
Grey highlighted strikethrough text = text to be deleted	d Bo	olded text = text to	o be added
		roads, arterio planned frea	greyfields. Lands along major als, or other areas with existing or quent transit service or higher
		as strategic g	corridors may also be identified growth areas (Growth Plan, 2019 d, amended).
Surface Water Feature: refers to water-refeatures on the earth's surface, including headwaters, rivers, stream channels, inla seepage areas, recharge/discharge are springs, wetlands, and associated riparic that can be defined by their soil moisture associated riparian lands that can be defined by their soil moisture, soil type, vegetation o topographic characterises (PPS, 200520)	g and lakes, eas, an lands e, soil efined by or I.	Surface Wat features on t headwaters, lakes, seepa areas, spring riparian land moisture, soil can be defir type, vegeto characterise	er Feature: refers to water-relate the earth's surface, including rivers, stream channels, inland ge areas, recharge/discharge is, wetlands, and associated Is that can be defined by their so associated riparian lands that hed by their soil moisture, soil ation or topographic is (PPS, 2020).
Tallgrass Prairies: means land (not includi that is being used for agricultural purpose longer exhibits <i>tallgrass prairie</i> character that:	ies or no	land that is k	ries. means land (not including being used for agricultural no longer exhibits tallgrass prairie cs) that:
 a) has vegetation dominated by non-w plants, including tallgrass prairie spec are maintained by seasonal drought disturbances such as fire, or both; b) has less than 25 percent tree cover; 	cies that	a) has vege plants, in that are periodic	etation dominated by non-wood cluding tallgrass prairie species maintained by seasonal drough disturbances such as fire, or both han 25 percent tree cover;
 c) has mineral soils; and, d) has been further identified, by the Miner, Northern Development, Mines, Nature Resources and Forestry or by any oth person, according to evaluation procestablished by the Ministry of Norther Development, Mines, Natural Resource Forestry, as amended from time to the (Greenbelt Plan, 200517, as amended) 	ral her iccedures r n icces and me.	d) has beer of Northe Resource person, c procedu Northern Resource	eral soils; and, in further identified, by the Ministe ern Development, Mines, Natura es and Forestry or by any other according to evaluation res established by the Ministry of Development, Mines, Natural es and Forestry, as amended from me. (Greenbelt Plan, 2017, as
Transit-Supportive: Makes transit viable a improves the quality of the experience of			d) ortive: Makes transit viable and e quality of the experience of
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		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	
to urban design, it often refers to design that make development more accessibl transit users, such as roads laid out in a g network rather than a discontinuous net pedestrian-friendly built environment alo to encourage walking to transit; reduced	principles le for grid work; ong roads	reference to design princ more access roads laid ou discontinuou	urban design, it often refers to iples that make development sible for transit users, such as ut in a grid network rather than a us network; pedestrian-friendly ment along roads to encourage
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Proposed Change			lew / Revised Policy
Bolded text = text to be deleted Bolded text = text to be added			
setbacks and placing parking at the sides/rear of buildings; and improved access between arterial roads and interior blocks in residential areas (Growth Plan, 20 <mark>06</mark> 19, as amended).		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 Corridor: A transportation corridor includes any or all of the following: a) major roads, arterial roads, and highways for moving people and goods; b) rail lines/railways for moving people and goods; c) transit rights-of-way/transitways including buses and light rail for moving people. (Growth Plan, 2006)		Transportation Corridor: A transportation corridor includes any or all of the following: a) major roads, arterial roads, and highways for moving people and goods; b) rail lines/railways for moving people and goods; c) transit rights-of-way/transitways including buses and light rail for moving people.	
Transportation Demand Management: r program of incentives which influence w when, where and how people travel, an encourage them to make more efficient the transportation system (Metrolinx, 200 strategies that result in more efficient use transportation system by influencing trav behaviour by mode, time of day, freque length, regulation, route, or cost (PPS, 20	whether, ad t use of 8), set of e of the vel ncy, trip	a set of strat use of the tra influencing t	on Demand Management: mear egies that result in more efficient ansportation system by ravel behaviour by mode, time c ncy, trip length, regulation, route, 2020).
Transportation System: A system consistin facilities, corridors and rights-of-way for the movement of people and goods, and a transportation facilities including transities stations, sidewalks, cycle lanes, bus lane occupancy vehicle lanes, rail facilities, per facilities, parkt-and-ride lots, service cen stops, vehicle inspection stations, inter- terminalsfacilities, harbours, airports, main facilities, and associated facilities such co and maintenance (PPS, 200520). Valley Lands: means a natural area that	ng of the associated stops and es, high parking atres, rest nodal rine as storage	facilities, cor movement of associated t transit stops lanes, bus la lanes, rail fac ride lots, serv inspection st harbours, air associated f maintenanc Valley Lands	on System: A system consisting of ridors and rights-of-way for the of people and goods, and ransportation facilities including and stations, sidewalks, cycle nes, high occupancy vehicle cilities, parking facilities, park-and vice centres, rest stops, vehicle ations, inter-modal facilities, ports, marine facilities, and acilities such as storage and e (PPS, 2020). c: means a natural area that valley or other landform
a valley or other landform depression that has water flowing through or standing for some period of the year (PPS, 20 05 20).		depression that has water flowing through or standing for some period of the year (PPS, 2020).	
Warmwater Watercourse: means a watercourse, whether permanent, intermittent, or ephemeral, which supports or contributes to the support of fish habitat or species associated with warmwater such as carp, bass, warmwater benthic invertebrates, or have thermal characteristics of a warmwater stream such as		Warmwater Watercourse: means a watercourse, whether permanent, intermittent, or ephemeral, which supports or contributes to the support of fish habitat or species associated with warmwater such as carp, bass, warmwater benthic invertebrates, or have thermal characteristics of a	
Urban Hamilton Official Plan Amendment No. 167		age of 164	Hamilto

Proposed Change	Proposed New / Revised Policy
	Bolded text = text to be added
designated by the Ministry of Northern Development, Mines, Natural Resources and Forestry. Warmwater species that are best adapted to prefer or usually occur at water temperatures greater than 25 degrees Celsius. Waste Management System: means sites and	 warmwater stream such as designated by the Ministry of Northern Development, Mines, Natural Resources and Forestry. Warmwater species that are best adapted to prefer or usually occur at water temperatures greater than 25 degrees 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 deport (PPS, 200520).	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, 200520)	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 Northern Development, Mines, Natural Resources and Forestry to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, infrastructure and property from wildland fire (PPS, 2020, as amended).
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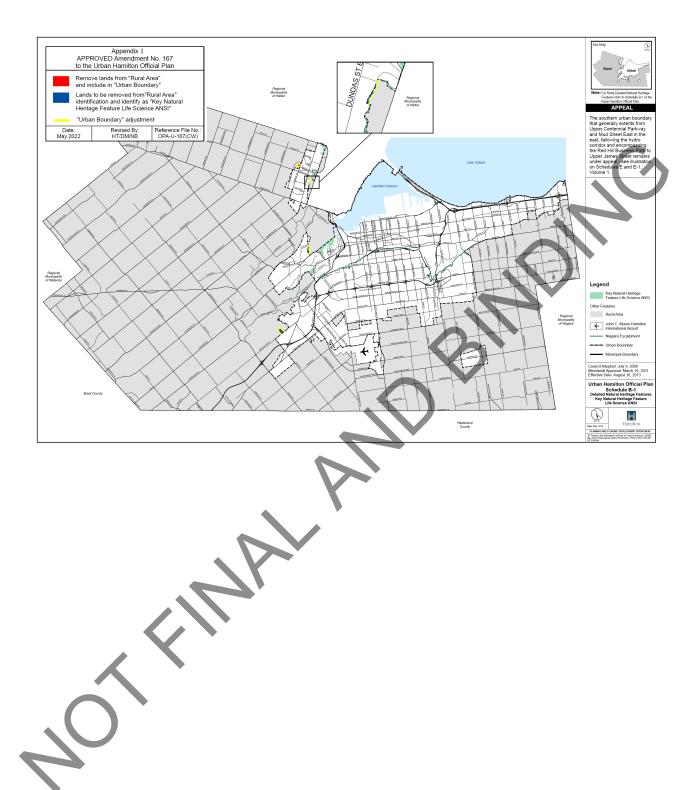


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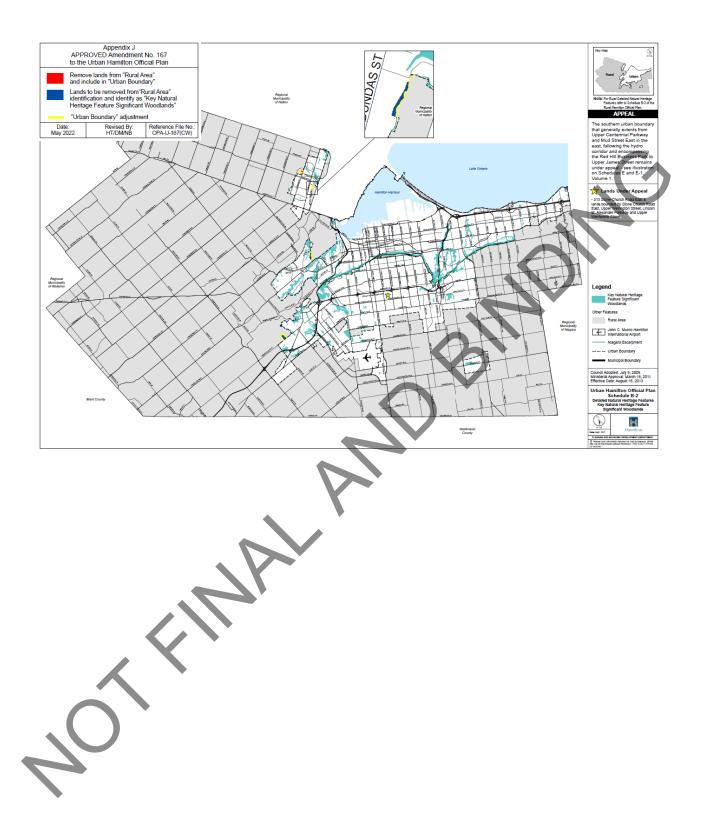






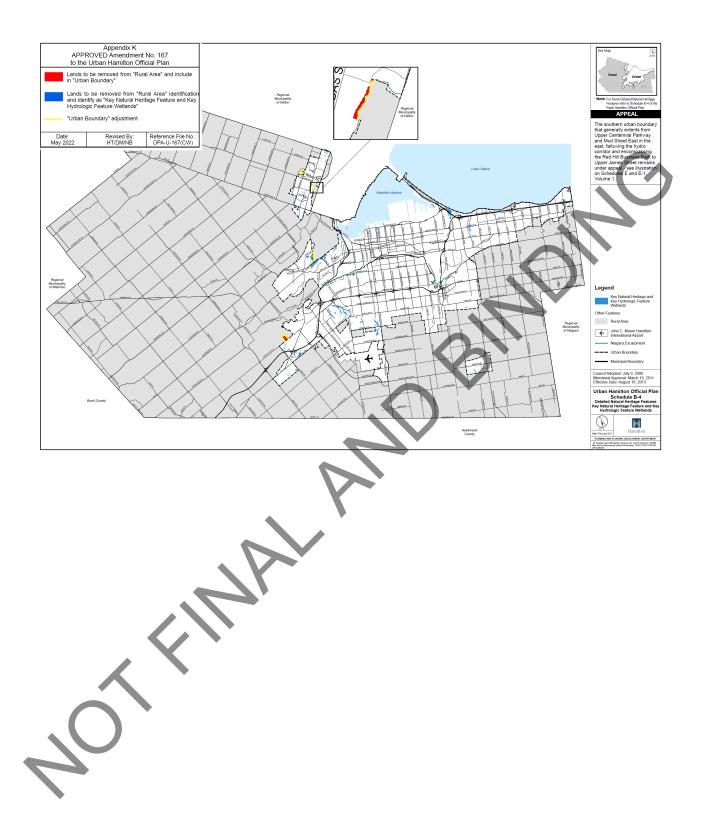


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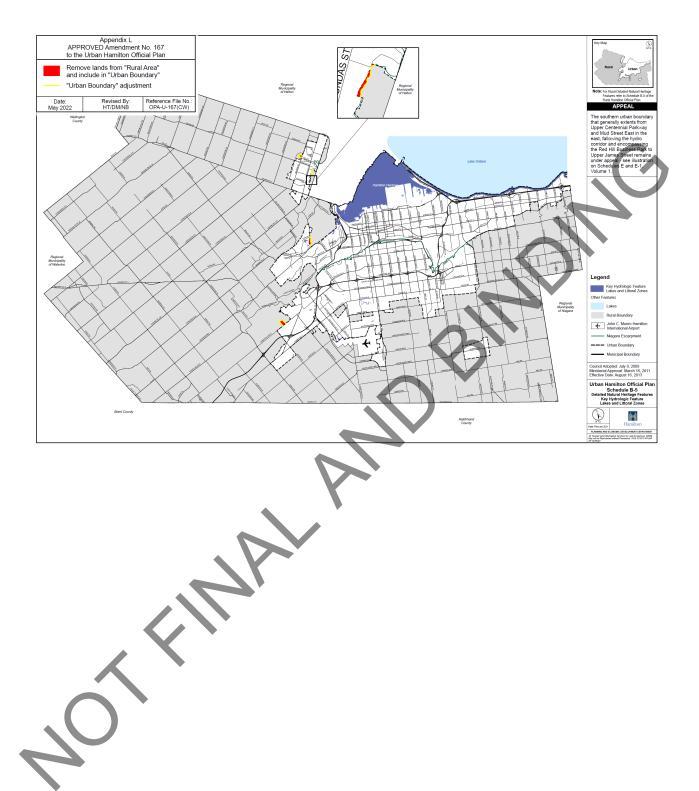


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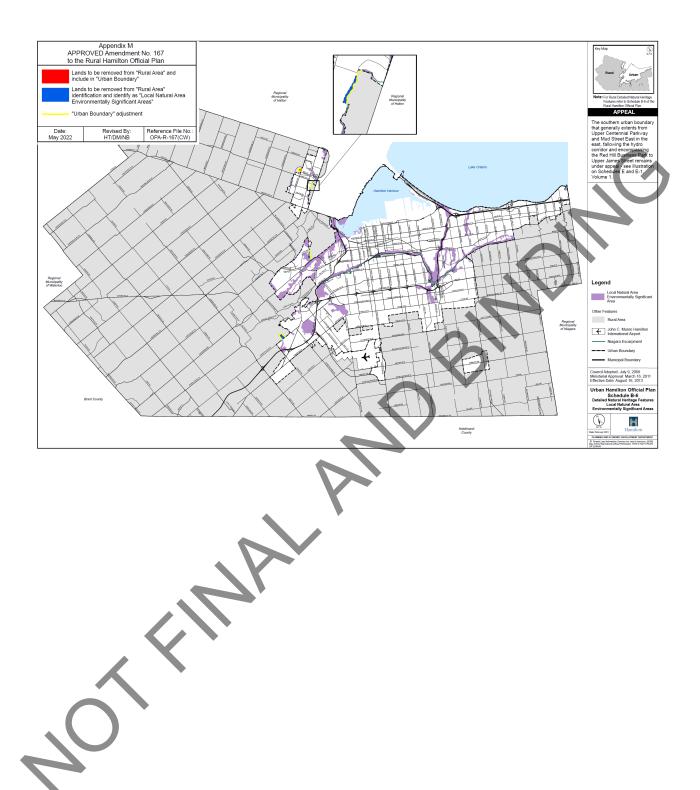






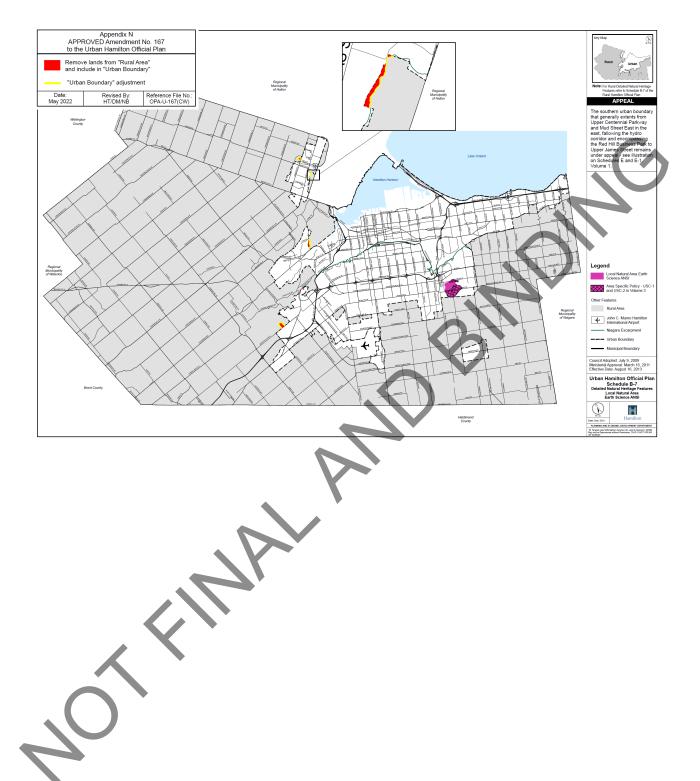


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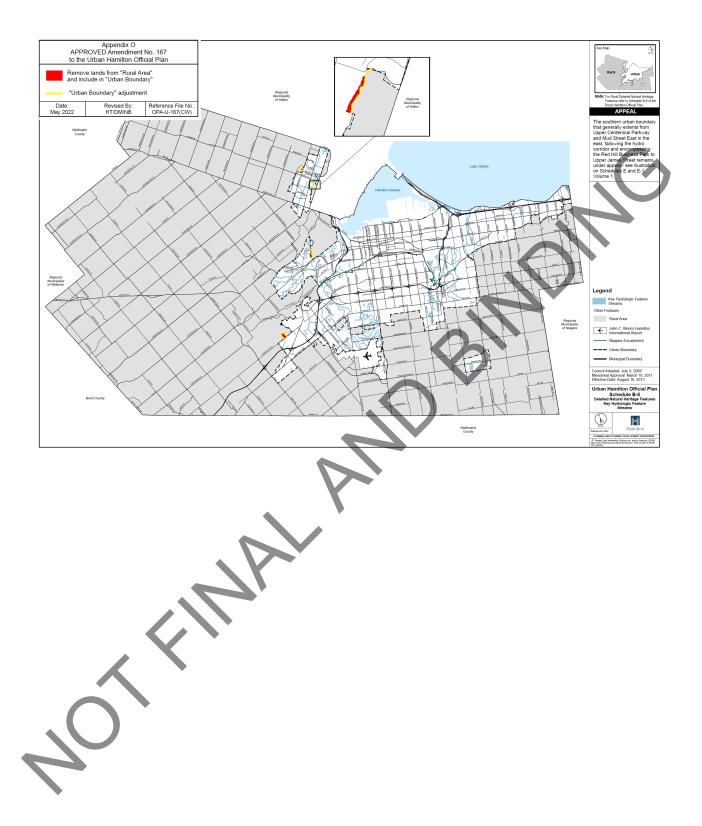


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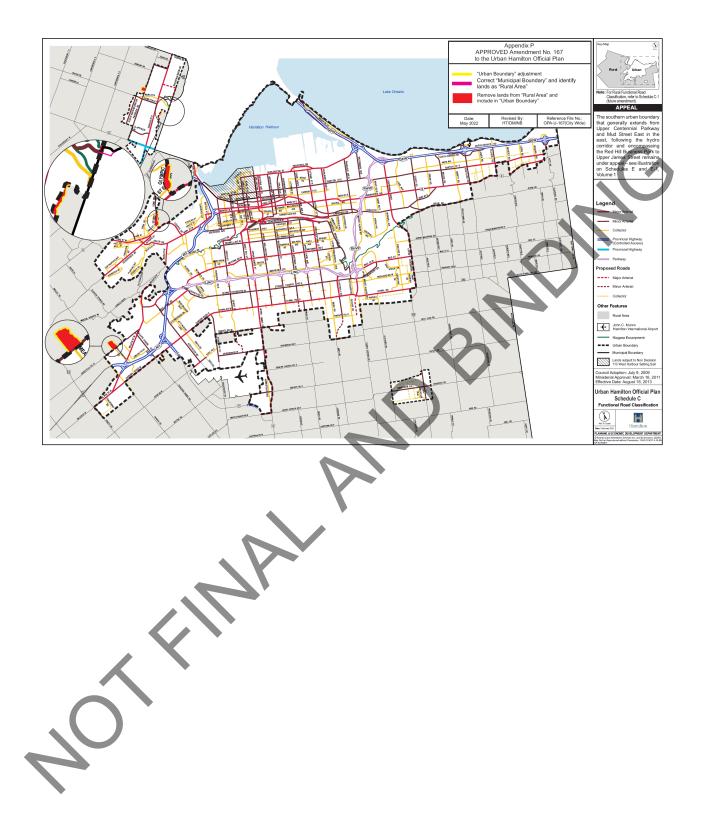


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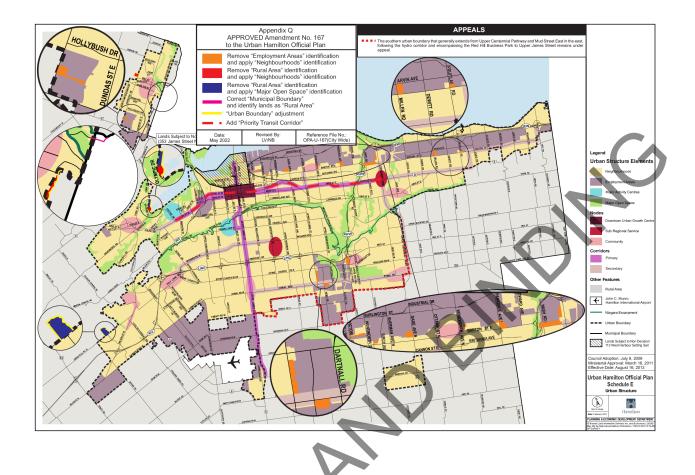


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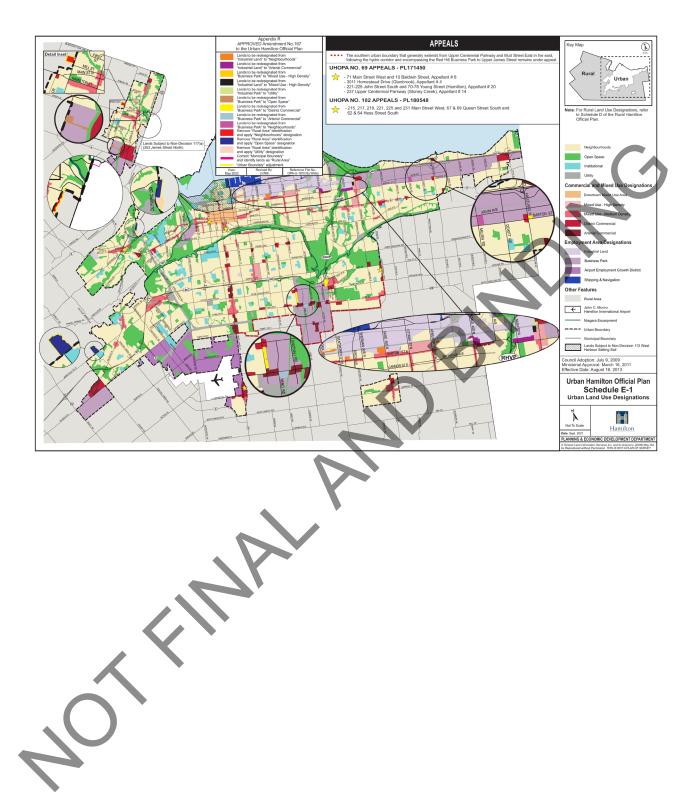




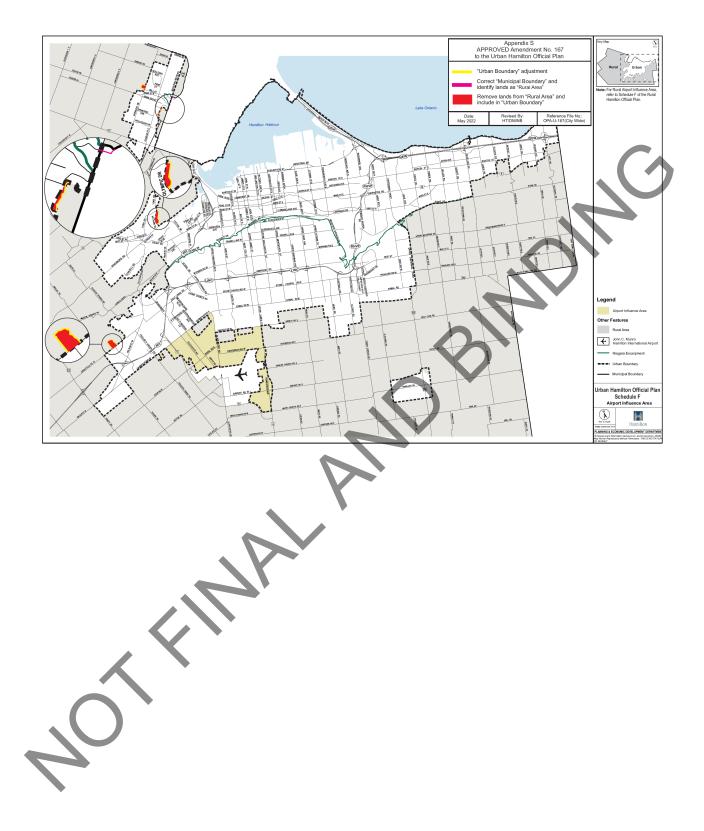




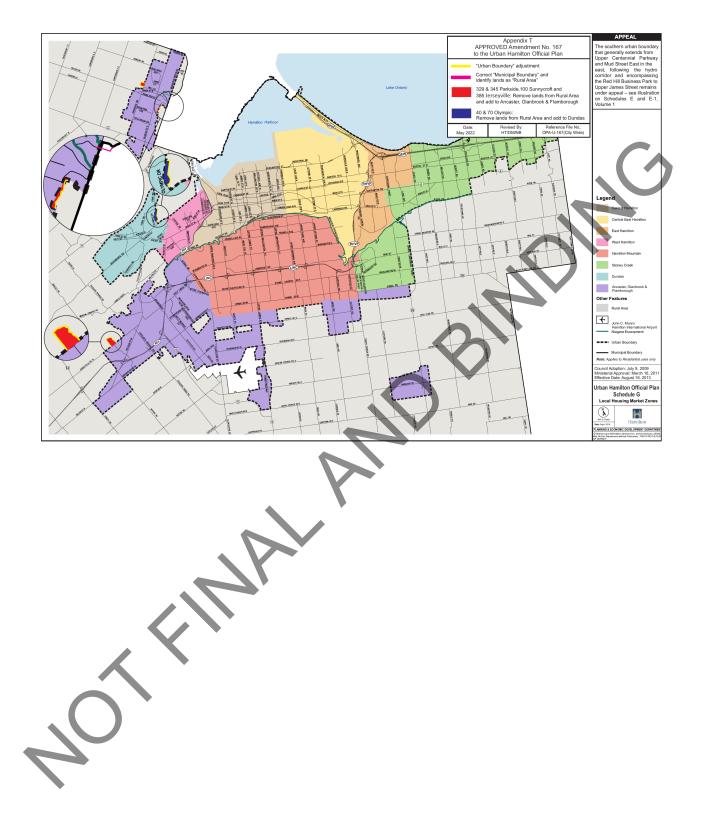
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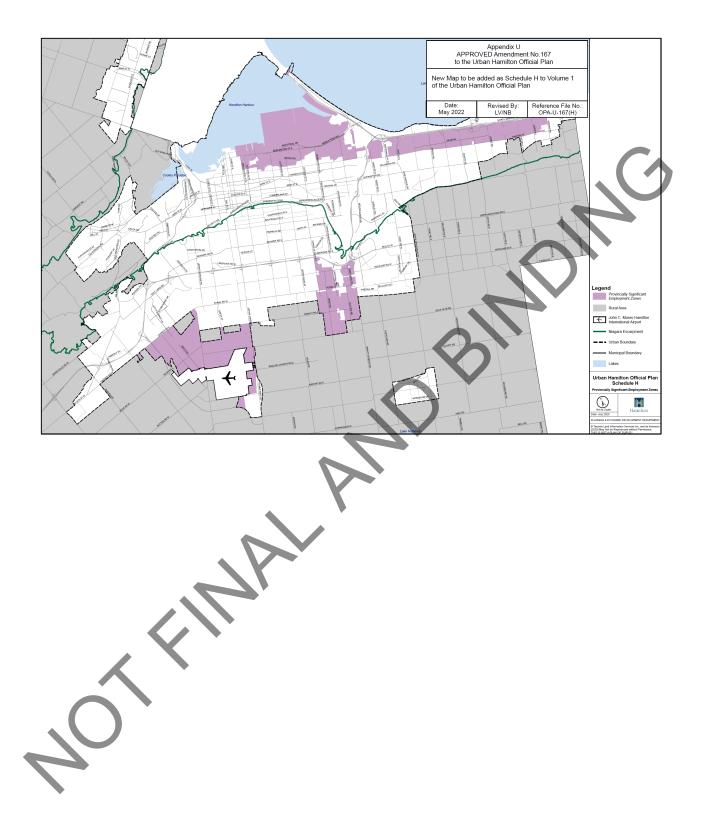
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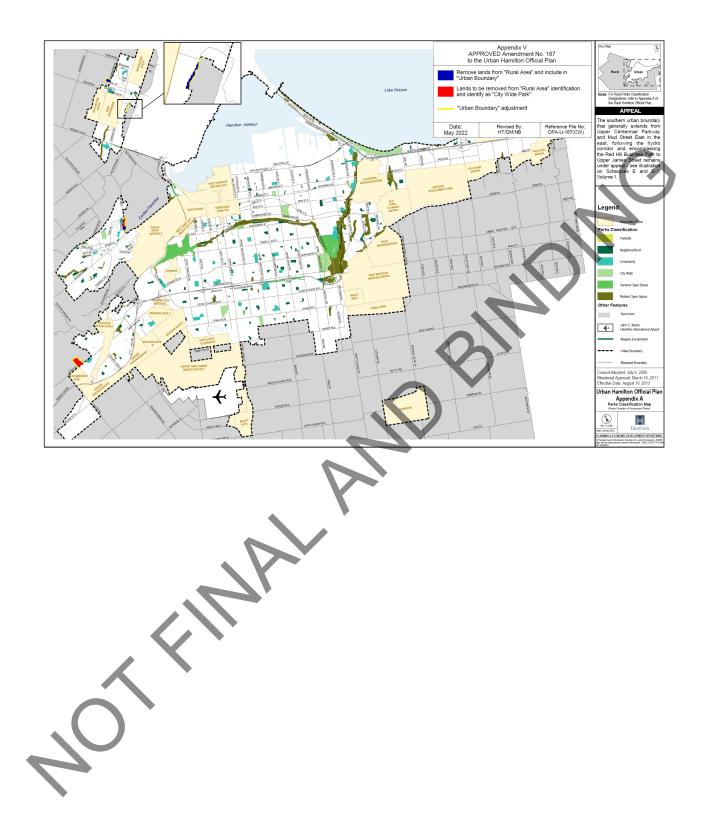




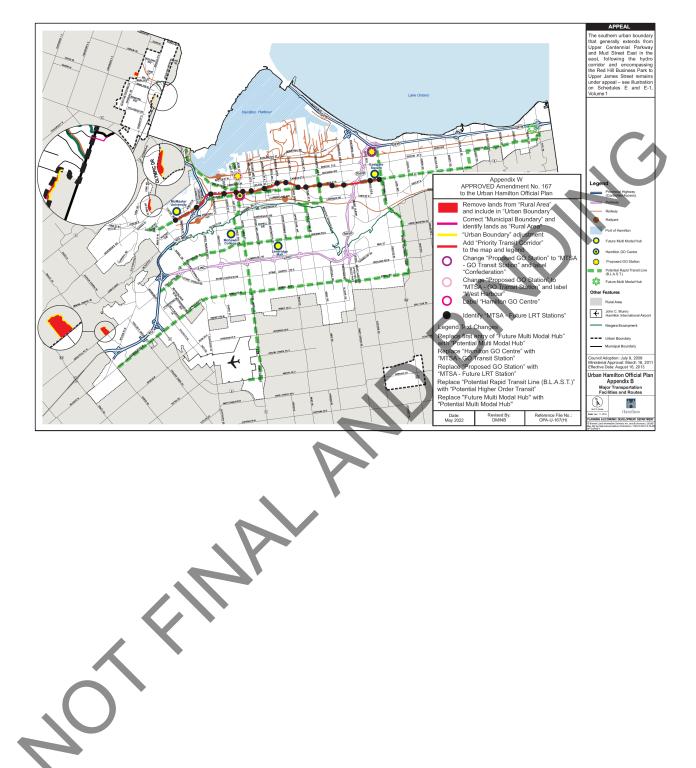




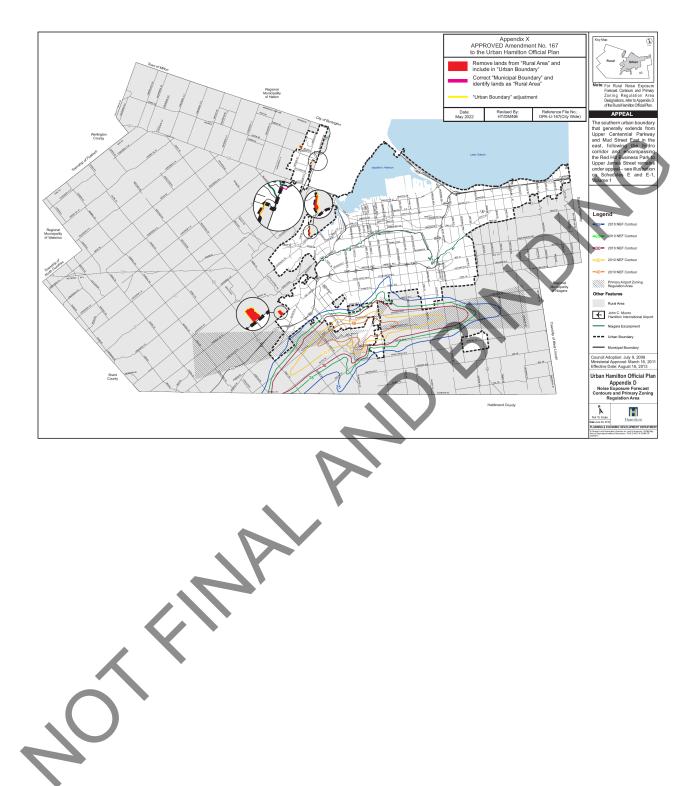




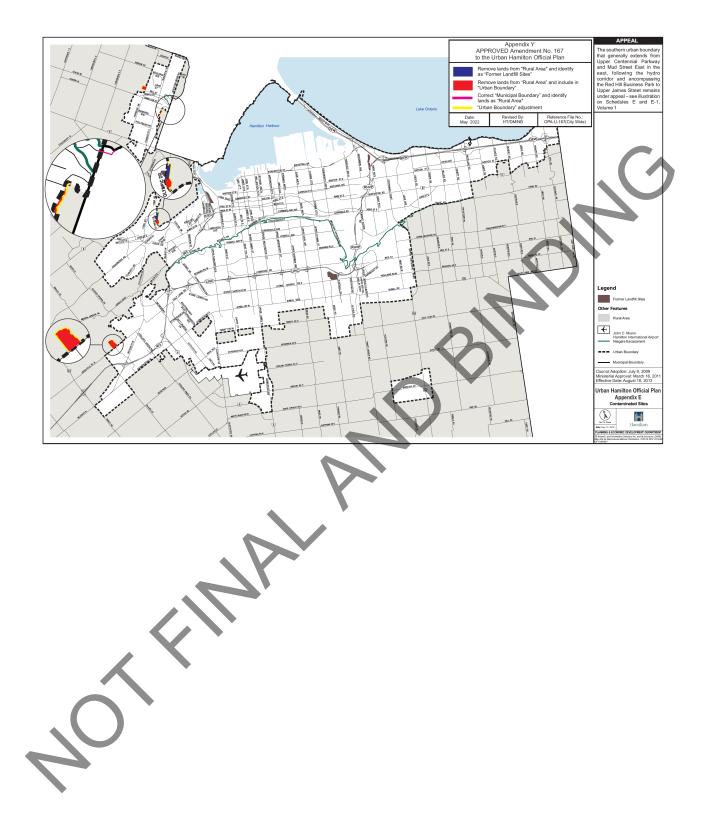




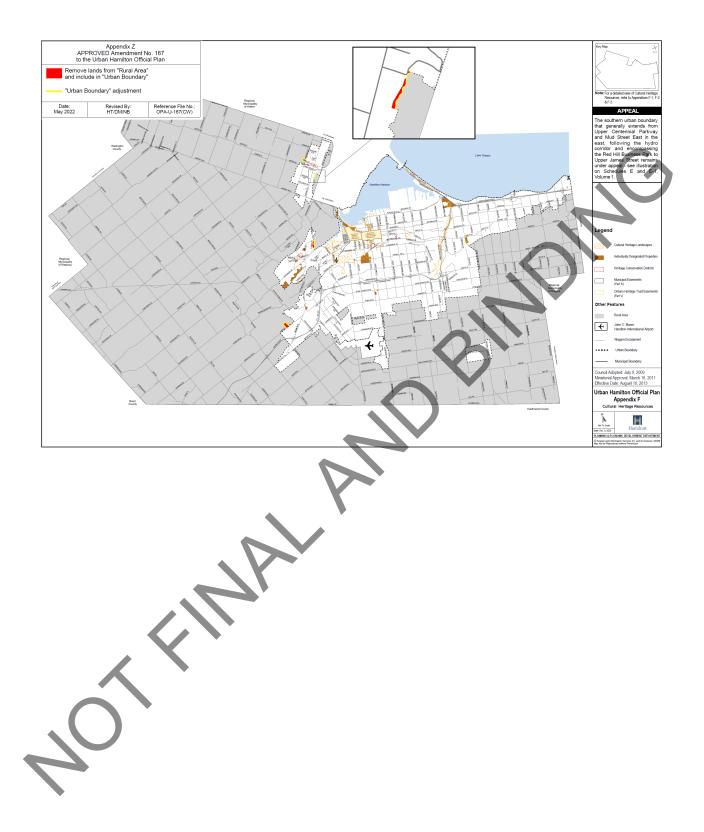
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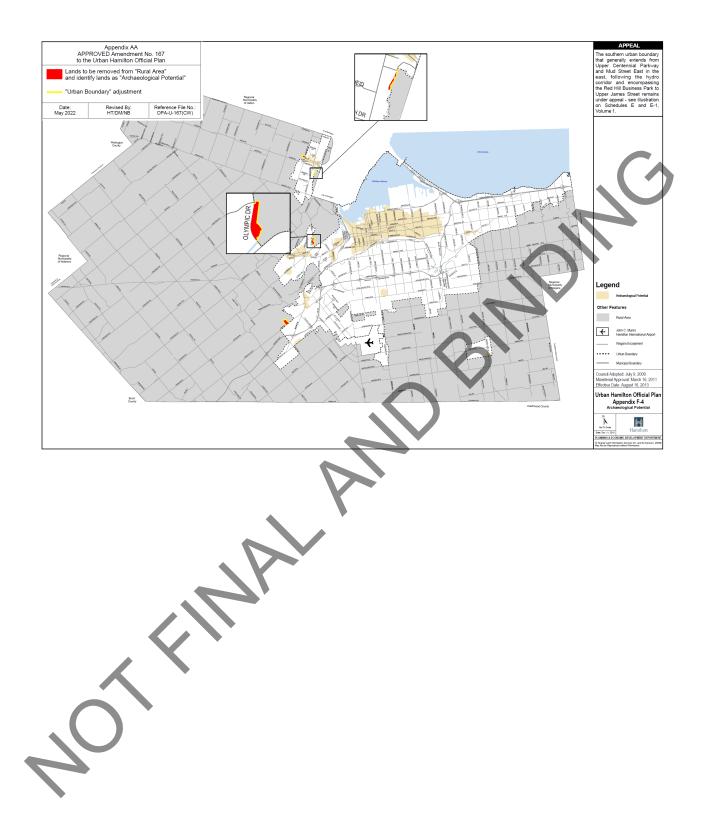
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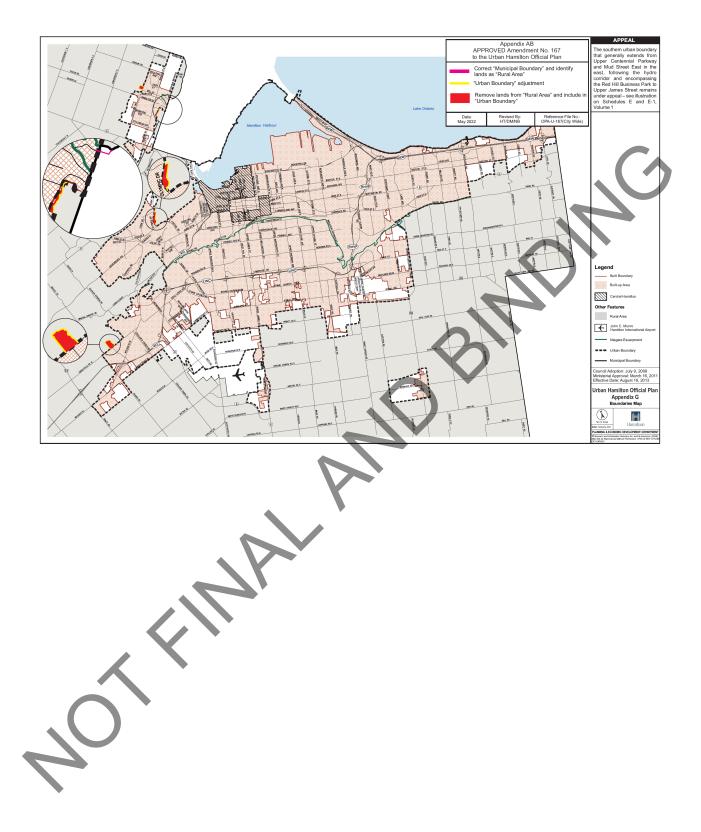














Appendix "AC" – Volume 2: Chapter B – Secondary Plans

Proposed Change	Proposed New / Revised Policy	
	Bolded text = text to be added	
B.6.4.3.1 e) Free-standing office buildings shall	B.6.4.3.1 e) Free-standing office buildings shall	
have less than 4,000 10,000 square metres of	have less than 4,000 square metres of gross	
gross floor area.	floor area.	
B.6.4.10.1 In addition to Policy B.6.4.3.1 -	B.6.4.10.1 In addition to Policy B.6.4.3.1 -	
General Development Policies, the following	General Development Policies, the following	
policies shall apply to the lands shown as Site	policies shall apply to the lands shown as Site	
Specific Policy – Area A - McMaster Innovation	Specific Policy – Area A - McMaster Innovation	
Park on Map B.6.4-1 - West Hamilton Innovation	Park on Map B.6.4-1 - West Hamilton	
District – Land Use Plan:	Innovation District – Land Use Plan:	
a) Educational, residential <i>multiple dwellings</i>	a) Educational, residential multiple dwellings	
and commercial uses permitted ancillary to	and commercial uses permitted ancillary to	
McMaster Innovation Park shall be developed in	McMaster Innovation Park shall be developed	
accordance with the longterm vision to create	in accordance with the longterm vision to	
a dynamic, integrated state of-the-art research	create a dynamic, integrated state of-the-art	
community that shall foster innovation,	research community that shall foster	
entrepreneurialism and creativity. Residential	innovation, entrepreneurialism and creativity.	
Uses shall be subject to the following policies:	Residential Uses shall be subject to the	
i) Multiple dwellings in mixed use buildings shall	following policies:	
be permitted;	i) Multiple dwellings in mixed use buildings	
ii) The Gross Floor Area for multiple dwellings	shall be permitted;	
shall be limited to a maximum of 15% of the total		
gross floor area of all existing	shall be limited to a maximum of 15% of the	
and proposed buildings, which are to be used	total gross floor area of all existing	
for other permitted M1 uses, located on the said	and proposed buildings, which are to be used	
lands, save and except for the following uses:	for other permitted M1 uses, located on the	
a. Educational Establishments;	said lands, save and except for the following	
b. Multiple Dwelling(s);	USES:	
c. Commercial Parking Facilities, and,	a. Educational Establishments;	
 d. Warehouse (as a primary use), iii) The development of any multiple dwellings 	 b. Multiple Dwelling(s); c. Commercial Parking Facilities; and, 	
or sensitive land uses shall require the	d. Warehouse (as a primary use);	
submission and implementation of a Land Use	iii) The development of any multiple dwellings	
Compatibility study to the satisfaction of the City	or sensitive land uses shall require the	
to demonstrate that the use avoids, or where	submission and implementation of a Land Use	
avoidance is not possible, minimizes and	Compatibility study to the satisfaction of the	
mitigates any adverse impacts on employment	City to demonstrate that the use avoids, or	
uses permitted through Policy B.6.4.3.3. The Land	where avoidance is not possible, minimizes	
Use Compatibility study shall be submitted as	and mitigates any adverse impacts on	
part of a Complete Application in accordance	employment uses permitted through Policy	
with Section F.1.19 of Volume 1;	B.6.4.3.3. The Land Use Compatibility study	
iv) The Zoning By-law shall regulate matters	shall be submitted as part of a Complete	
related to timing and sequencing of residential	Application in accordance with Section F.1.19	
development to ensure that any residential use	of Volume 1;	
permitted on the site is proportional to the	iv) The Zoning By-law shall regulate matters	
	related to timing and sequencing of residential	

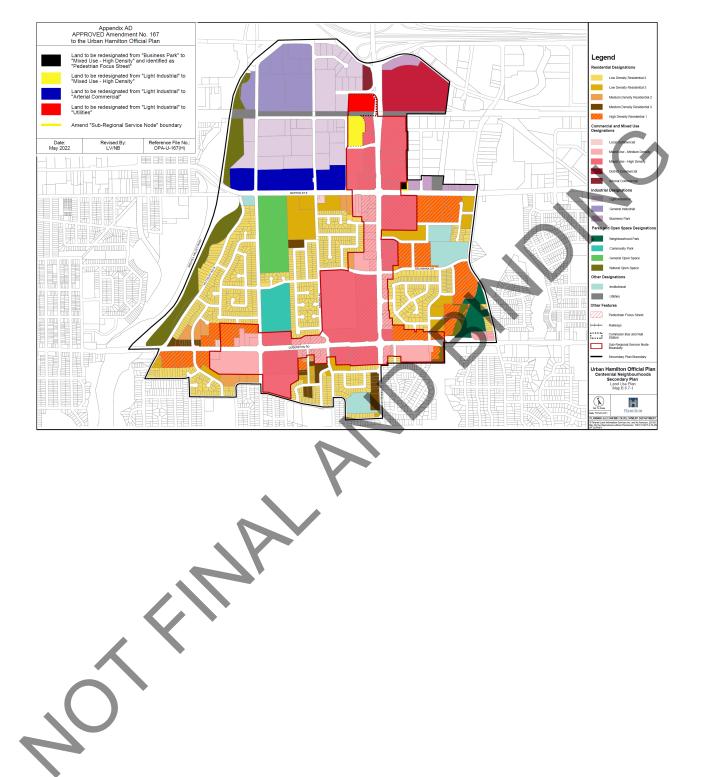
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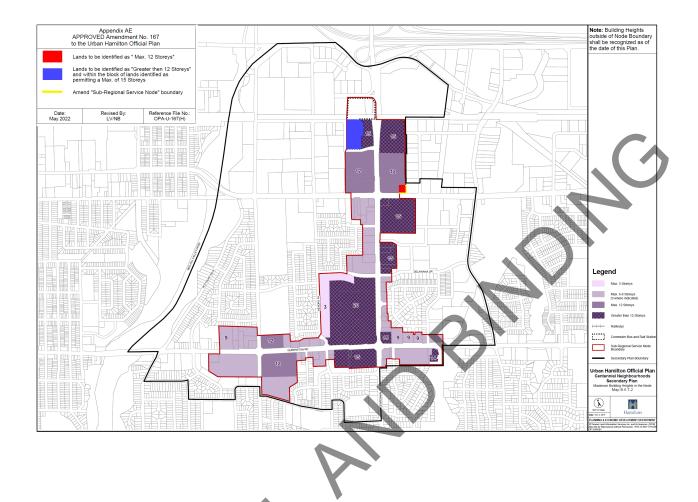
Proposed Change	Proposed New / Revised Policy	
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added	
B.6.7.18.1 Site Specific Policy – Area A (395 and	B.6.7.18.1 Site Specific Policy – Area A (395	
397 Centennial Parkway North <mark>, 25 Arrowsmith</mark>	and 397 Centennial Parkway North)	
Road and 185 Bancroft Street)	For the lands located at 395 and 397	
For the lands located at 395 and 397 Centennial	Centennial Parkway North, designated Utilities	
Parkway North , 25 Arrowsmith Road and 185	and shown as Site Specific Policy – Area A on	
Bancroft Street, designated Light Industrial	Map B.6.7-4 – Centennial Neighbourhoods –	
Utilities and shown as Site Specific Policy – Area	Area and Site Specific Policy Areas, the	
A on Map B.6.7-4 – Centennial Neighbourhoods	following policies shall apply:	
– Area and Site Specific Policy Areas, the		
following policies shall apply:	g) Any future Official Plan Amendment and	
	comprehensive redevelopment Application	
g) Any future Official Plan Amendment and	for any mixed land uses, including sensitive	
comprehensive redevelopment Application for	land uses, developed as part of the higher	
any mixed land uses, including sensitive land	order transit station, will only be considered a	
uses, developed as part of the higher order	such a time when the waste management	
transit station, will only be considered at such a	facility at 460 Kenora Avenue, identified as Sit	
time when the waste management facility at 460	Specific Policy – Area C on Map B.6.7-4,	
Kenora Avenue, identified as Site Specific Policy	Centennial Neighbourhoods – Area and Site	
- Area C on Map B.6.7-4, Centennial	Specific Policy Areas, be re-located elsewher	
Neighbourhoods – Area and Site Specific Policy	and decommissioned.	
Areas, be re-located elsewhere and		
decommissioned.		
B.6.7.18.8 Area Specific Policy – Area H (north	B.6.7.18.8 Area Specific Policy – Area H (2255	
side of 2255 and 2371 Barton Street East)	and 2371 Barton Street East)	
For the lands located on the north side of at	For the lands located at 2255 and 2371 Bartor	
2255 and 2371 Barton Street East, designated	Street East, designated Arterial Commercial,	
Light Industrial and Business Park Arterial	shown as Area Specific Policy – Area H on	
Commercial, shown as Area Specific Policy –	Map B.6.7-4 – Centennial Neighbourhoods	
Area H on Map B.6.7-4 – Centennial	Secondary Plan – Area and Site Specific Polic	
Neighbourhoods Secondary Plan – Area and	Areas, notwithstanding Policies E.4.8.2 and	
Site Specific Policy Areas, the City shall assess of	E.4.8.3 of Volume 1, a food store shall also	
the appropriateness of these lands as	permitted on the subject lands.	
employment lands during the next municipal		
comprehensive review, and m ay 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.		
anonal commorciananas city-wido.		

Proposed Change	Proposed New / Revised Policy
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Add new policy B.6.7.18.13, as follows:	B.6.7.18.13 Site Specific Policy – Area M (185
B.6.7.18.13 Site Specific Policy – Area M (185	Bancroft Street and 25 Arrowsmith Drive)
Bancroft Street and 25 Arrowsmith Drive)	For the lands located at 185 Bancroft Street
For the lands located at 185 Bancroft Street and	and 25 Arrowsmith Drive, designated Mixed
25 Arrowsmith Drive, designated Mixed Use -	Use - High Density and shown as Site Specific
High Density and shown as Site Specific Policy –	Policy – Area M on Map B.6.7-4 – Centennial
Area M on Map B.6.7-4 – Centennial	Neighbourhoods – Area and Site Specific
Neighbourhoods – Area and Site Specific Policy	Policy Areas, the following policies shall apply
Areas, the following policies shall apply:	a) In addition to policy B.6.7.7.4 - Mixed Use -
a) In addition to policy B.6.7.7.4 – Mixed Use -	High Density Designation, the lands are also
High Density Designation, the lands are also	intended to include infrastructure and uses
intended to include infrastructure and uses	related to the use and expansion of the
related to the use and expansion of the	Commuter Bus and Rail Station, identified as a
Commuter Bus and Rail Station, identified as a	higher order transit station on Map B.6.7-3.
higher order transit station on Map B.6.7-3.	
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:	
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.	
B.8.7 Institutional	B.8.7 Institutional
The Airport Employment Growth District	The Airport Employment Growth District
recognizes a number of existing and planned	recognizes a number of existing and planned
institutional uses with the Secondary Plan Area.	institutional uses with the Secondary Plan Are
The existing institutional uses, including the	The existing institutional uses, including the
Hamilton District Christian High school, and the	Hamilton District Christian High school, and th
Providence Canadian Reformed Church, have	Providence Canadian Reformed Church,
been recognized to protect their existing use.	have been recognized to protect their existin
The lands on the south-east corner of Garner	use. These Institutional uses are shown on Mar
Road and Smith Road are intended to be used	B.8-1 – Airport Employment Growth District
for the expansion of Redeemer University	Land Use Plan and are subject to the followin
College. These Institutional uses are shown on	policies:
Map B.8-1 – Airport Employment Growth District	
Land Use Plan and are subject to the following	
policies:	

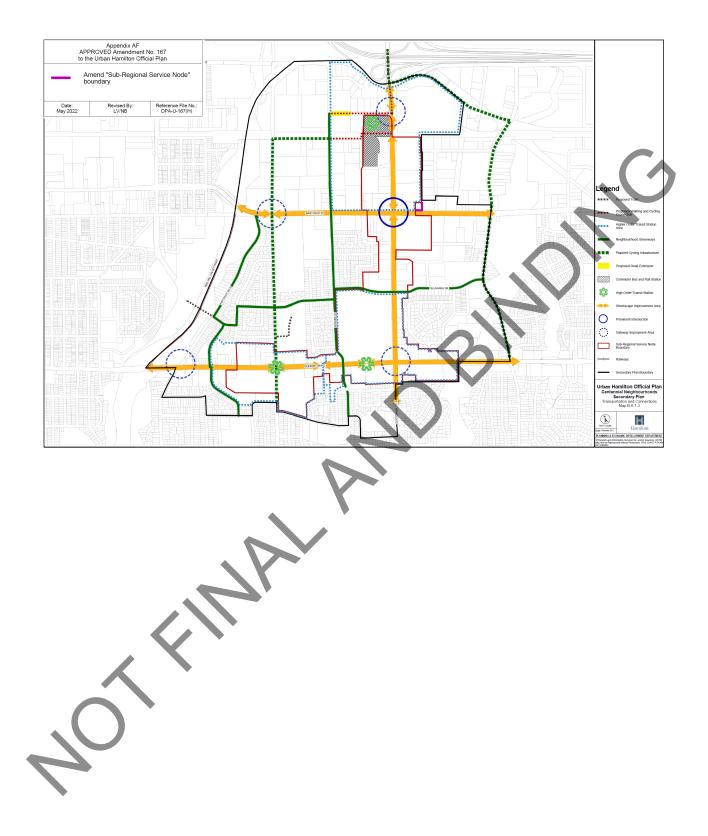
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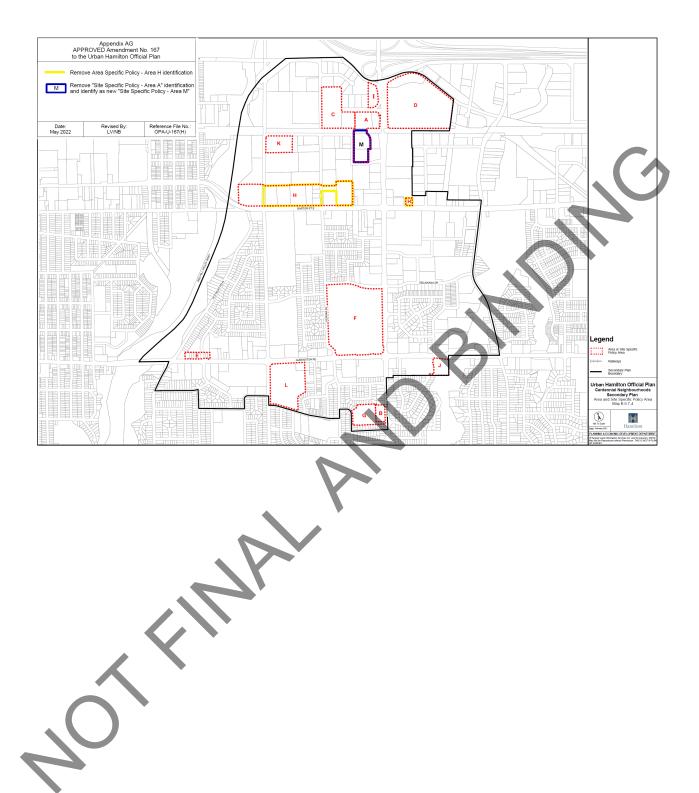
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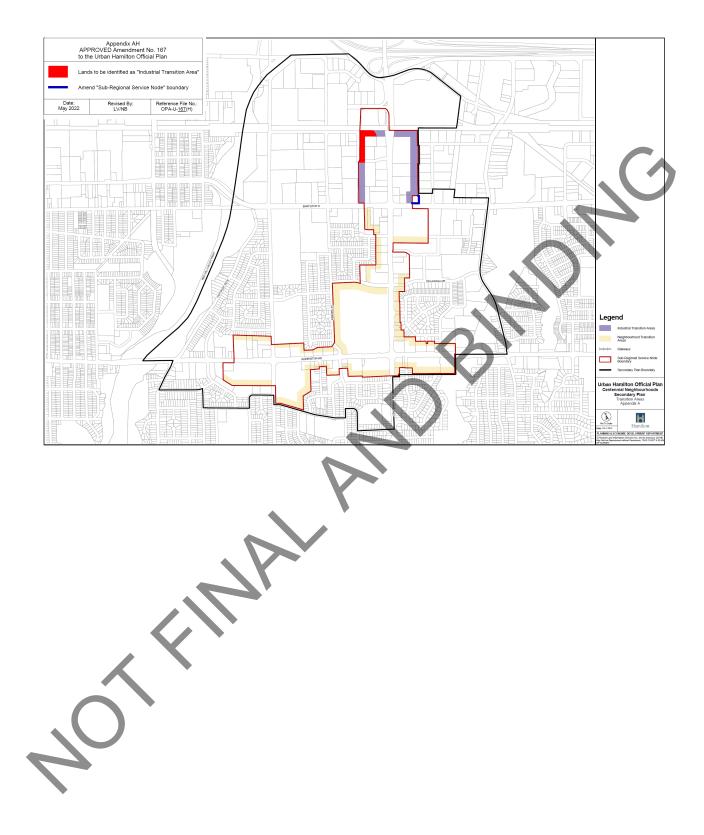




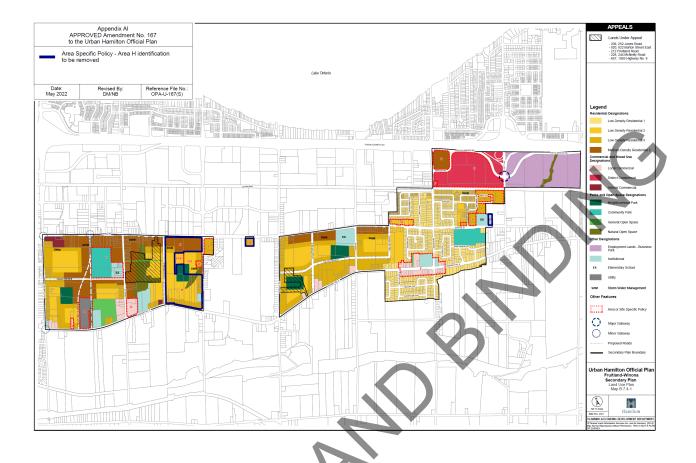


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Amendment No. 167	

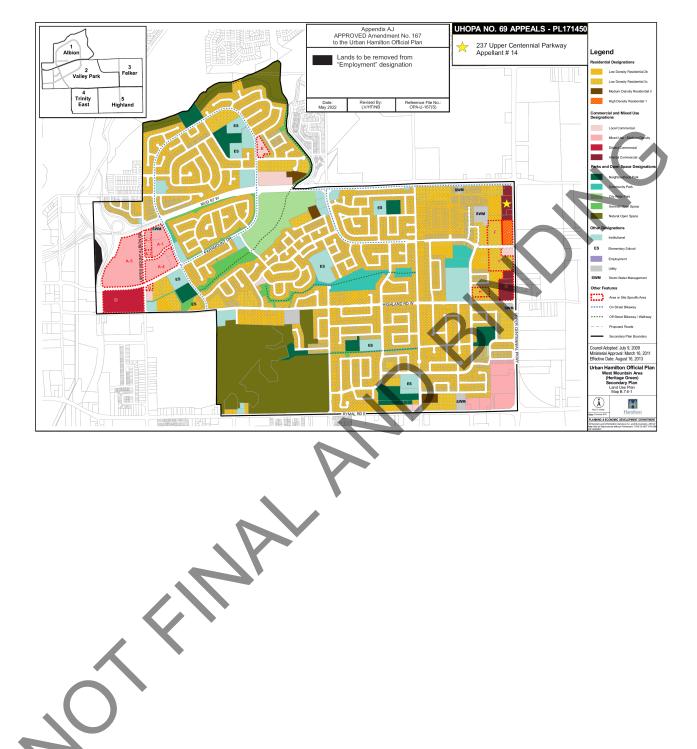




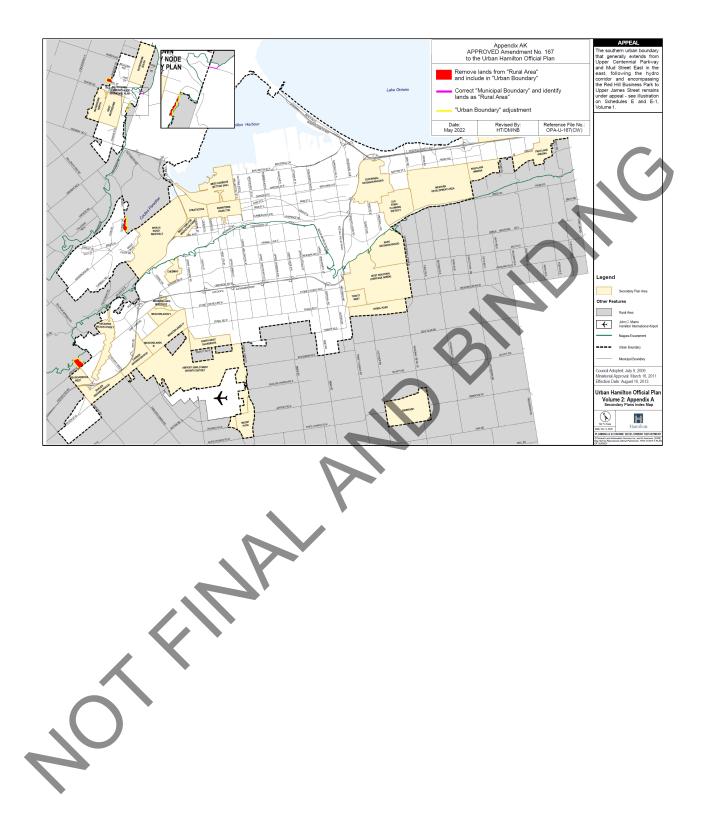




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Appendix "AL" – Volume 3: Chapter B – Urban Area Specific Policies

Proposed Change		Proposed New	/ Revised Policy	
Grey highlighted strikethrough text = text to be deleted		Bolded text = text te	o be added	
Add new Hamilton Area Specific Policy, a	IS	UH-7 Lands	located at 39-67 Lloyd Street,	
follows:	including 43 Llc		yd Street, and 224 Gage	
UH-7 Lands located at 39-67 Lloyd Stree				
including 43 Lloyd Street, and 224 Gage			re planned to redevelop as a	
Avenue North			d park and, in addition to	
1.0 The lands are planned to redevelop as	s a	•	Neighbourhoods Designation	
neighbourhood park and, in addition to p			and Parks) of Volume 1, a	
E.3.9.1 – Neighbourhoods Designation (Op		• • •	Condition will be required	
Space and Parks) of Volume 1, a Record of			lopment for this use.	
Site Condition will be required prior to			with nearby industrial uses must	
	with			
redevelopment for this use. Compatibility		also be demon		
nearby industrial uses must also be		redevelopmen		
demonstrated prior to redevelopment.				
Add new Hamilton Area Specific Policy, a	IS		located at 15-117 Shaw	
follows:			le), 360-368 Emerald Street	
UH-8 Lands located at 15-117 Shaw Stre			glas Avenue (even only), 83-	
(north side), 360-368 Emerald Street North,			reet (odd and even), 110-166	
Douglas Avenue (even only), 83-105 Chee		Burton Street		
Street (odd and even), 110-166 Burton Stre	eet	1.0 In addition	n to Section E.3.0 –	
1.0 In addition to Section E.3.0 –		Neighbourhood	ds Designation of Volume 1,	
Neighbourhoods Designation of Volume 1	,	should the lands redevelop at a higher		
should the lands redevelop at a higher		intensity of residential use or for another		
intensity of residential use or for another	sensitive land use, compatibility with			
sensitive land use, compatibility with adja				
uses in the Industrial Land designation will				
need to be demonstrated through the	through the submission of a Noise Impact			
submission of a Noise Impact Study, Land				
Compatibility Study, Record of Site Condit				
required, and demonstrated compliance			compliance with all provincial	
all provincial guidelines for compatibility,		guidelines for compatibility, to the		
the satisfaction of the City.	satisfaction of the City.			
Add new Hamilton Area Site Specific Polic				
follows:	.y, as		and 13-23 Westinghouse	
UH-9 Lands located at 268-276 Sanford		Avenue	and 10-20 Weshinghouse	
Avenue North and 13-23 Westinghouse	•		to Section $E_{3,0}$	
Avenue		1.0 In addition to Section E.3.0 –		
1.0 In addition to Section E.3.0 –		Neighbourhoods Designation of Volume 1, any future redevelopment of the parcels for		
	-			
Neighbourhoods Designation of Volume 1	, any	any sensitive land uses will require demonstration of compatibility with adjacent Employment		
future redevelopment of the parcels for			• • •	
sensitive land uses will require demonstrat			but not limited to a Noise	
of compatibility with adjacent Employmen	nī		and Use Compatibility Study,	
uses, including but not limited to a Noise			Condition (if required) and	
Impact Study, Land Use Compatibility Study,			th all provincial compatibility	
Record of Site Condition (if required) and		guidelines.		
compliance with all provincial compatibil	lity			
guidelines.				
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Amendment No. 167	15	52 of 164	Lia <u>Hami</u>	
			Ham	

Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Add new Hamilton Area Specific Policy, as follows: UH-10 Lands located at 1423-1475 Upper Ottawa Street (odd only), and 1515-1555 (odd only) 1.0 In addition to Section E.4.0 – Commercial and Mixed Use Designations, the following policies apply: a) Notwithstanding policies E.4.7.2 and E.4.7.9,	UH-10 Lands located at 1423-1475 Upper Ottawa Street (odd only), and 1515-1555 (odd only) 1.0 In addition to Section E.4.0 – Commercial and Mixed Use Designations, the following policies apply: a) Notwithstanding policies E.4.7.2 and E.4.7.9, sensitive land uses such as, but not limited to live work units, daycare uses, and
sensitive land uses such as, but not limited to live work units, daycare uses, and residential uses shall not be permitted. b) Notwithstanding 4.7.2 b) existing medical offices are permitted on the first storey and above, and are permitted to expand in accordance with the regulations of the Zoning By-law.	residential uses shall not be permitted. b) Notwithstanding 4.7.2 b) existing medical offices are permitted on the first storey and above, and are permitted to expand in accordance with the regulations of the Zoning By-law.



Appendix "AM" – 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
Add new Flamborough Site Specific Policy, as	UFN-5 Lands Located on a portion of 329
follows:	and 345 Parkside Drive, Flamborough
UFN-5 Lands Located on a portion of 329 and	1.0 Notwithstanding Policy E.3.2.3 of
345 Parkside Drive, Flamborough	Volume 1, permitted uses shall be limited to
1.0 Notwithstanding Policy E.3.2.3 of Volume	the following:
1, permitted uses shall be limited to the	a) Multiple dwelling;
following:	b) Retirement home; and,
a) Multiple dwelling;	c) Long term care facility.
b) Retirement home; and,	2.0 A maximum of 50% of the area of the
c) Long term care facility.	expansion lands shall be used for residential
2.0 A maximum of 50% of the area of the	purposes limited to a multiple dwelling and
expansion lands shall be used for residential	/ or retirement home.
purposes limited to a multiple dwelling and /	3.0 Prior to any future development of the
or retirement home.	subject lands, the following studies shall be
3.0 Prior to any future development of the	required to the satisfaction of the City to
subject lands, the following studies shall be	demonstrate appropriateness of the
required to the satisfaction of the City to	proposed development:
demonstrate appropriateness of the proposed	a) Planning Justification Report;
development:	b) Functional Servicing Study;
a) Planning Justification Report;	c) Environmental Impact Study;
 b) Functional Servicing Study; 	
	d) Karst / Geotechnical Study;
c) Environmental Impact Study;	e) Water Resources Assessment;
d) Karst / Geotechnical Study;	 Archaeological Assessment; Traffic lange and Study and
e) Water Resources Assessment;	g) Traffic Impact Study; and,
f) Archaeological Assessment;	h) Visual Impact Assessment.
g) Traffic Impact Study; and,	Other studies may be required and will be
h) Visual Impact Assessment.	identified at the Formal Consultation stage.
Other studies may be required and will be	
identified at the Formal Consultation stage.	
Delete Flamborough Site Specific Policy UFE-2:	
UFE-2 A portion of the lands located at 56	
Parkside Drive, 90 and 96 Parkside Drive and	
546 Highway 6, former Town of Flamborough	
1.0 Notwithstanding Section E.5.4	
Employment Area – Business Park Designation	
of Volume 1, lands designated Employment	
Area – Business Park, located on a portion of	
56 Parkside Drive, 90 Parkside Drive, 96 Parkside	
Drive and 546 Highway 6 and identified as Site	
Specific Policy Area UFE-2, shall only be used	
for Natural Open Space.	



Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Add new Hamilton Site Specific Policy, as	UHN-28 Lands located at 85 Division Street
follows:	and 77-79 Merchison Avenue, former City of
UHN-28 Lands located at 85 Division Street	Hamilton
and 77-79 Merchison Avenue, former City of	1.0 In addition to Section E.3.0 –
Hamilton	Neighbourhoods Designation of Volume
1.0 In addition to Section E.3.0 –	at the development stage, any future
Neighbourhoods Designation of Volume 1, at	redevelopment of the parcels with sensitive
the development stage, any future	land uses will require demonstration of
redevelopment of the parcels with sensitive	compatibility with adjacent uses, including
land uses will require demonstration of	but not limited to a Detailed Noise Control
compatibility with adjacent uses, including but	Study, Land Use Compatibility Study,
not limited to a Detailed Noise Control Study,	implementation of noise mitigation measures
Land Use Compatibility Study, implementation	as deemed appropriate by the City, Record
of noise mitigation measures as deemed	of Site Condition (if required) and
appropriate by the City, Record of Site	compliance with all provincial compatibility
Condition (if required) and compliance with all	guidelines. The Applicant will also be
provincial compatibility guidelines. The	required to investigate a Class 4 Noise Area
Applicant will also be required to investigate a	classification under the NPC-300 guidelines
Class 4 Noise Area classification under the	of the Province.
NPC-300 guidelines of the Province.	
Add new Hamilton Site Specific Policy, as	UHN-29 Lands located at 286 Sanford
follows:	Avenue North and 42 Westinghouse Avenue,
UHN-29 Lands located at 286 Sanford Avenue	former City of Hamilton
North and 42 Westinghouse Avenue, former	1.0 Notwithstanding Policy E.3.2.3 of Volume
City of Hamilton	, residential uses and other sensitive land
1.0 Notwithstanding Policy E.3.2.3 of Volume	uses are prohibited until a Noise Impact
1, residential uses and other sensitive land uses	Study and any other required land use
are prohibited until a Noise Impact Study, Land	compatibility studies are submitted to the
Use Compatibility Study, and any other	satisfaction of the City.
required studies are submitted to the	2.0 Notwithstanding Policy E.3.8.8 a) of
satisfaction of the City.	Volume 1, the existing office building at 286
2.0 Notwithstanding Policy E.3.8.8 a) of Volume	Sanford Ave. North is permitted to have
1, the existing office building at 286 Sanford	office floor area in excess of 500 square
Ave. North is permitted to have office floor	metres.
area in excess of 500 square metres.	
Add new Hamilton Site Specific Policy, as	UHN-30 Lands located at 390 Victoria
follows:	Avenue North, former City of Hamilton
UHN-30 Lands located at 390 Victoria	1.0 Notwithstanding Policy E.3.2.3 of Volume
Avenue North, former City of Hamilton	1, the development of the lands for sensitive
1.0 Notwithstanding Policy E.3.2.3 of Volume	land uses shall be prohibited.
1, the development of the lands for sensitive land uses shall be prohibited.	

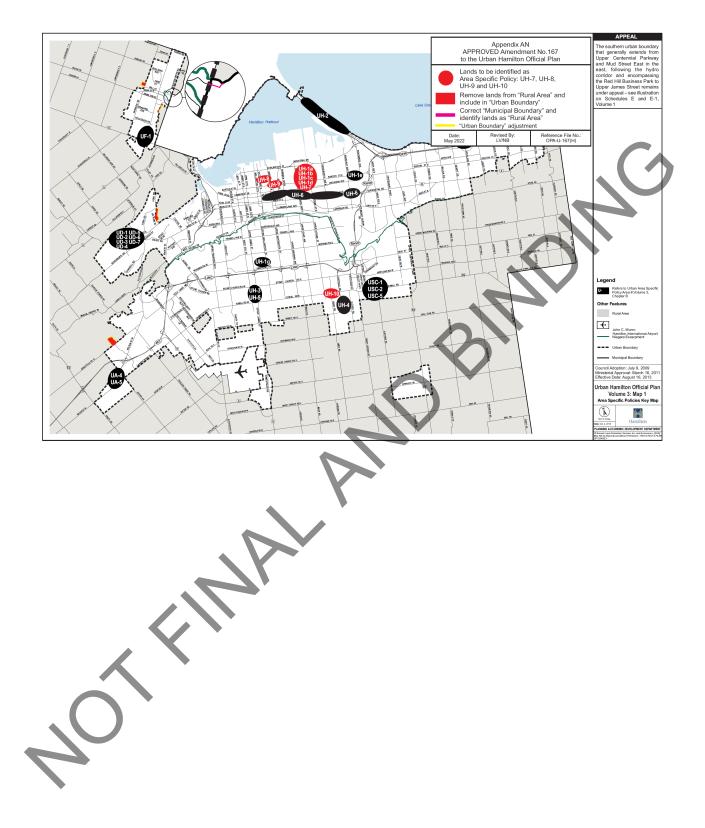


Proposed Change	Proposed New / Revised Policy
Grey highlighted strikethrough text = text to be deleted	Bolded text = text to be added
Add new Hamilton Site Specific Policy, as	UHN-31 Lands located at 121 Shaw Street,
follows:	former City of Hamilton
UHN-31 Lands located at 121 Shaw Street,	1.0 Notwithstanding Policy E.3.8.8 a) of
former City of Hamilton	Volume 1, the gross floor area of the existing
1.0 Notwithstanding Policy E.3.8.8 a) of	individual office building on the lands shall
Volume 1, the gross floor area of the existing	be permitted to exceed 500 square metres.
individual office building on the lands shall be	
permitted to exceed 500 square metres.	
Add new Hamilton Site Specific Policy, as	UHC-11 Lands located at 1280 Rymal Road
follows:	East and 385 Nebo Road, former City of
UHC-11 Lands located at 1280 Rymal Road	Hamilton
East and 385 Nebo Road, former City of	1.0 Notwithstanding Policies E.4.8.2 and
Hamilton	E.4.8.3 of Volume 1, a food store shall also be
1.0 Notwithstanding Policies E.4.8.2 and	permitted on the subject lands.
E.4.8.3 of Volume 1, a food store shall also be	
permitted on the subject lands.	
•	
Add new Hamilton Site Specific Policy, as	UHC-12 Lands located at 1725 Stone
ollows:	Church Road East, 130 & 140 Mud Street
UHC-12 Lands located at 1725 Stone Church	East, former City of Hamilton
Road East, 130 & 140 Mud Street East, former	1.0 In addition to Section E.4.0 –
City of Hamilton	Commercial and Mixed Use Designations,
1.0 In addition to Section E.4.0 – Commercial	the following policies apply:
and Mixed Use Designations, the following	a) Notwithstanding policies E.4.7.2 and
policies apply:	E.4.7.9, sensitive land uses such as, but not
a) Notwithstanding policies E.4.7.2 and E.4.7.9,	limited to live work units, daycare uses, and
sensitive land uses such as, but not limited to	residential uses shall not be permitted; and,
live work units, daycare uses, and residential	b) As part of a complete Application for
uses shall not be permitted; and,	development, an Architectural and Urban
b) As part of a complete Application for	Design Guidelines document shall be
development, an Architectural and Urban	prepared and submitted to the satisfaction
Design Guidelines document shall be	of the City, describing the overall community
prepared and submitted to the satisfaction of	structure of the subject lands and providing
the City, describing the overall community	built form and landscaping guidelines to
structure of the subject lands and providing	ensure that the physical design of the site is
built form and landscaping guidelines to	consistent with the overall intended
ensure that the physical design of the site is	character and design vision for the
consistent with the overall intended character	neighbouring Heritage Greene lands to the
and design vision for the neighboring Heritage	east. Specifically, the guidelines should
Greene lands to the east. Specifically, the	address private and public realm
guidelines should address private and public	components, including streetscape design,
realm components, including streetscape	connectivity and enhancement of the
design, connectivity and enhancement of the	pedestrian network, and the physical design
pedestrian network, and the physical design of	of any proposed open space and built form
any proposed open space and built form. The	The submitted Architectural and Urban
and a set of the set o	Design Guidelines shall also address policy
submitted Architectural and Urban Design	•
Guidelines shall also address policy C.3.3 -	C.3.3 - Urban Design Policies, and the City's Site Plan Guidelines.

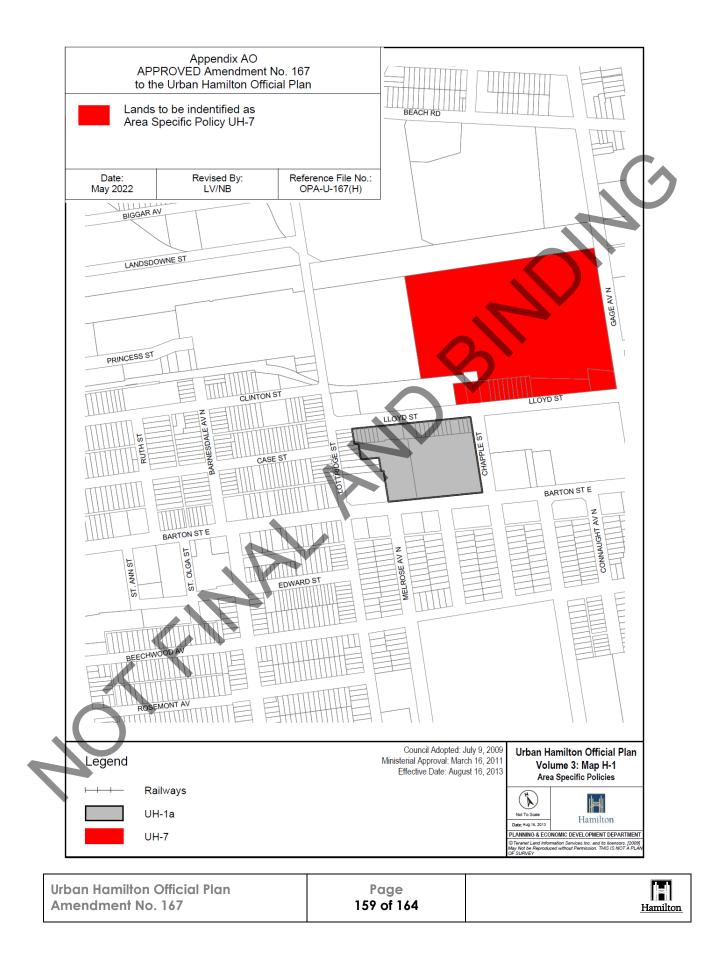
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	Bolded text = text to be added
Urban Design Policies, and the City's Site Plan Guidelines.	
Add new Stoney Creek Site Specific Policy, as follows: USCC-2 Lands located at 645-655 Barton	USCC-2 Lands located at 645-655 Barton Street, former City of Stoney Creek 1.0 Notwithstanding policies E.4.7.2 and
Street, former City of Stoney Creek 1.0 Notwithstanding policies E.4.7.2 and E.4.7.9 of Volume 1, sensitive land uses such	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
as, but not limited to live work units, daycare uses, and residential uses shall not be permitted.	permitted.
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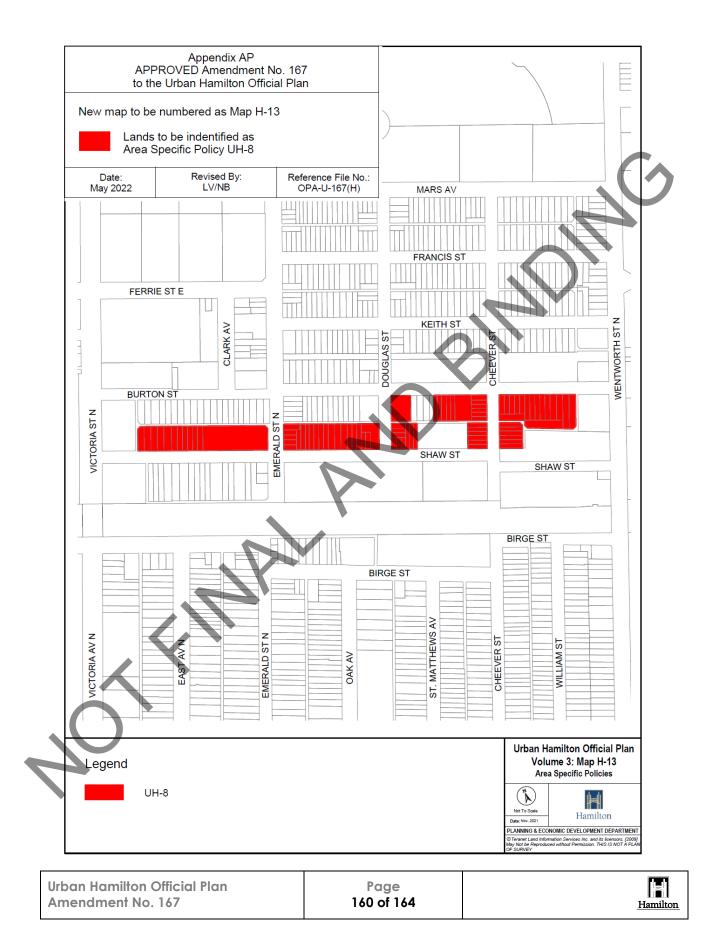
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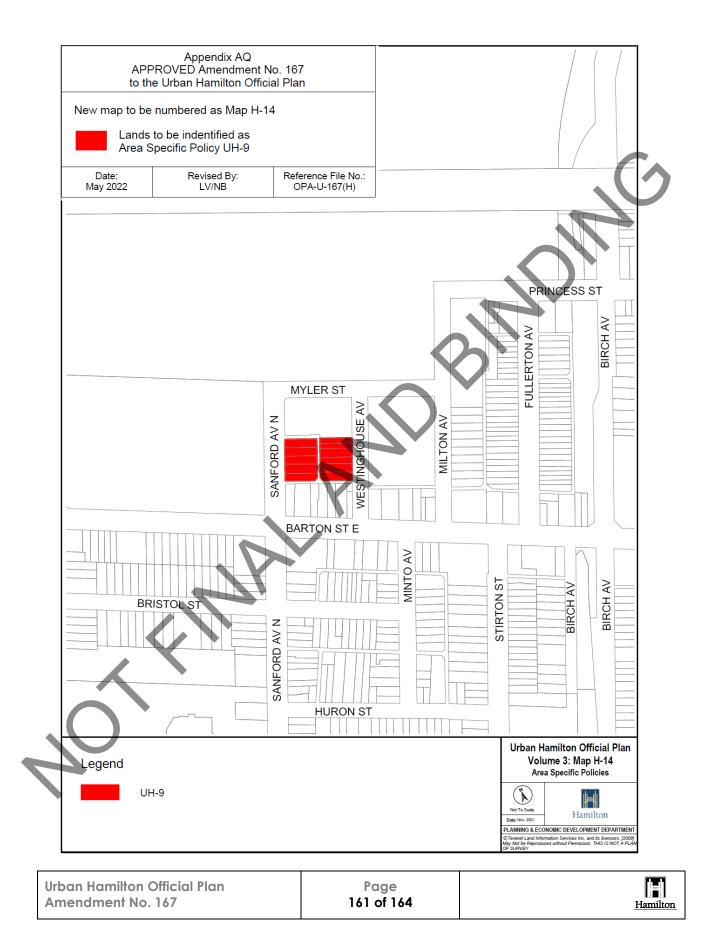


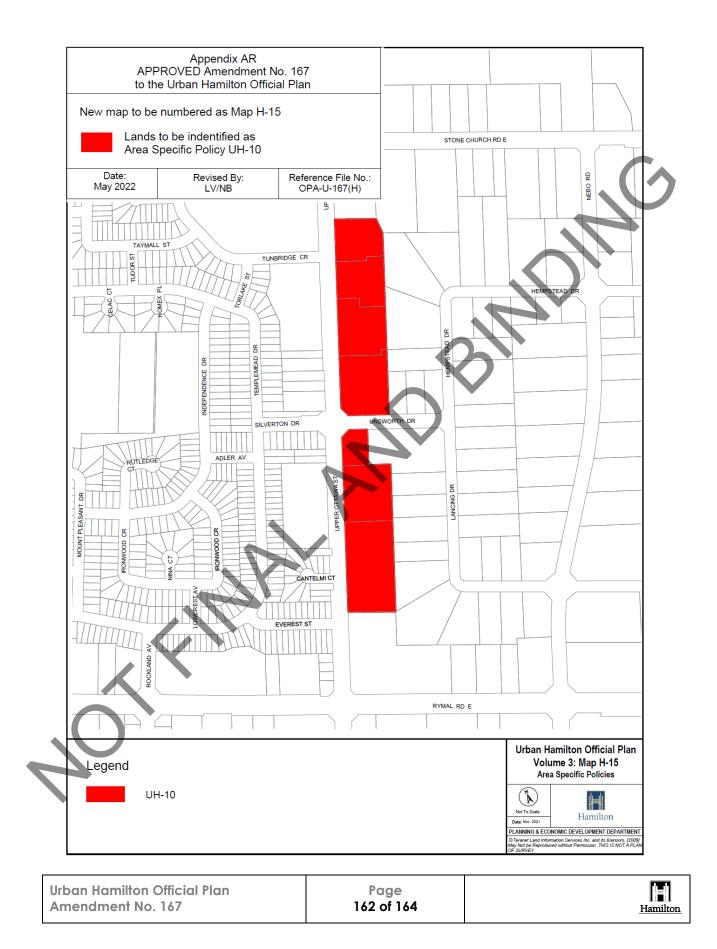


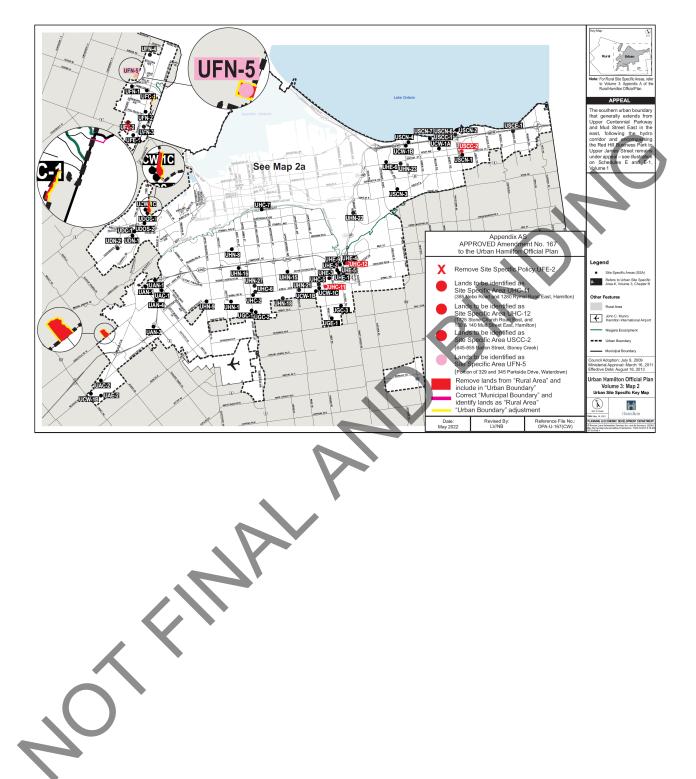












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