



Towards a Sustainable Region

Hamilton-Wentworth Official Plan

July 2013



Regional Municipality of Hamilton-Wentworth

OFFICIAL PLAN
OF THE
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

The Official Plan for the Regional Municipality of Hamilton-Wentworth which was adopted by the Corporation of the Regional Municipality of Hamilton-Wentworth by By-law No. R 94-053 was approved on **January 5, 1995** pursuant to Section 17 (9) of the Planning Act, save and except for seven (7) referrals and twelve (12) deferrals. While a number of referral and deferral issues have been resolved, the following remain outstanding:

REFERRALS:

1. Section C 3.1.4.4, **Airport Business Park**, and Map No. 1, **Regional Development Pattern**, insofar as it shows Special Policy Area 2, outlined in red and identified as Referral No. 1. (Mr. Keith Birch on behalf of Melvin Brown)
3. Section C 4.3, **Rail**, subsection 4.3.7.2, identified as Referral No. 3. (CNR)
5. Map No. 1, **Regional Development Pattern**, as it relates to those lands generally outlined in red and identified as Referral No. 5, to the north and east of Waterdown. (Paletta International)
7. Map No. 1, **Regional Development Pattern**, as it relates to 69 acres of land in the Town of Flamborough currently owned by Deerview Hills Estates as shown in red on Map No. 1. (Deerview Hills Estates)

Deferral No. 11 in reference to Map No.1, Regional Development Pattern, as it applied to Part of the West Half of Lot 3, Concession II, generally located south of Twenty Road West, north of Dickenson Road West, east of Glancaster Road and west of Highway No. 6, as was indicated in blue on Map No. 1 and identified as Deferral Number 11 was **removed on July 19, 2007** by **OMB order No. 2041**.

OFFICIAL PLAN CONSOLIDATION

This document is a consolidation of the Regional Official Plan incorporating revisions to the Plan since its original approval on **January 5, 1995**. The Plan has been updated for all matters which were approved as of December 12, 2007. The Office Consolidation should be used for information purposes. For legal use of this document, reference should be made to the Regional Official Plan and approved amendments which are lodged with the Municipal Clerk.

OFFICIAL PLAN AMENDMENTS

<u>NUMBER</u>	<u>DESCRIPTION</u>	<u>APPROVAL DATE</u>
#1	Municipal water supply extension along Highway No.6 in the Township of Glanbrook. (D 4.9)	May 6, 1996
#2	Two (2) residential lots by severance on Shaver Road in Ancaster. (D 4.10)	Oct. 7, 1996
#3	Housekeeping Amendment - text corrections, updates, revision to Heritage Green policy, severance revisions and new communal water and sewage system policies. (C 3.1.2.8, C 3.2.2.8, C 4.2.1, D 8.1.1 and D 11)	Dec. 11, 1996
#4	Business Park in the Meadowlands area of Ancaster to "Urban". (Map No.1)	Jan. 30, 1997
#5	Housekeeping Amendment - new Natural Heritage System policies and new policies on servicing extensions along the urban/rural boundary, Airport NEF and potable water supply. (B 10.1, C 1, C 3.2.2.8, C 4.2.1.2 a, C 4.3.5.3, D 8.2.1 and D 11)	Dec. 10, 1997
#6	Rural Residential Estate development (4 residences) - Town of Flamborough (Jeffbrett Enterprises) (D 4.11)	March 9, 1998
#7	School, church and cemetery (27 ha.) on the west side of Centre Road – Flamborough (D 4.13)	Oct. 12, 1999
#8	Department store as part of a 17.8 ha. commercial complex at Hwy's 5 & 6 (D 4.14)	Oct. 6, 1999
#9	Urban Boundary Expansion, Rymal Road. (Map No.1)	February 27, 2002
#10	Establish Special Policy Area 4 to permit motor vehicle dealerships and motor vehicle repair shops. (Map No.1)	December 11, 2002
#11	To establish Community Improvement policies and public participation and notification policies in the Regional Official Plan.	February 27, 2003
#12	To add fourteen new and extend five existing Environmentally Significant Areas (ESAs), to	April 23, 2003

NUMBER	DESCRIPTION	APPROVAL DATE
	update ESA definitions and policies. (Map No.4)	
#13	1832 Upper James (Raff Ali) (SPA 5) (Map No.1)	12-Aug-03
#14	Stoney Creek U.B.E. (Map No. 1)	Appealed to OMB
#15	Corrections for ESA location	28-Oct-03
#16	8029 Twenty Rd E. (UBE) (MAP No. 1)	26-Aug-03
#17	5&6 Power Centre(SE Corner)SPA 6 (Map No.1)	Appealed to OMB
#18	140 Garner Rd East	12-Apr-04
#19	To establish Special Policy Area #6 to permit the private extension of the municipal water pipe to the existing industrial bakery at 58 Carluke Road. (Oakrun) (Map No. 1)	October 13, 2004
#20	Vinemount Quarry ESA Boundary Adjustment	December 15, 2004
#21	5 & 6 Power Centre (NE corner) SPA (Map No. 1)	Appealed to OMB
#22	Duff's Corners - Car Dealership	February 23, 2005
#23	West Harbour Secondary Plan	Appealed to OMB
#24	Environmentally Significant Areas Repeal and Replace	April 27, 2005
#25	Lands Surrounding John C. Munro Airport	OMB Decision #3080 November 2, 2006
#26	To establish Special Policy Area #4 to permit motor vehicle dealerships and motor vehicle repair shops at 1885-1893 Hwy. 6 (Map No. 1)	April 26, 2006
#27	To permit the creation of two (2) non-farm related single detached residential lots within the Airport Area of Influence, for lands located at Nos. 8271 and 8321 English Church Road East	June 28, 2006
#28	To delete and replace the existing policies and land use designations applicable to the Rural Area.	September 28, 2006
#30	Administrative Amendment – correct numbering error and duplication and to update mapping of Niagara Escarpment Areas in the urban area	October 10, 2007
#31	To establish Special Policy Area 11 to permit the creation of two lots with a maximum of one dwelling unit per lot on the subject land and identify the SPA 11 on Map No.1	December 12, 2007
#32	To establish Special Policy Area 12 to permit the private connection to the municipal water pipe to 630 Trinity Road South (formerly 1718 Wilson Street West) and identify SPA 12 on Map No. 1	February 27, 2008
#33	To add policies for formal consultation, application submission requirements, and site design considerations.	December 10, 2008
#34	To add Waste Management Policies	June 10, 2009

NUMBER	DESCRIPTION	APPROVAL DATE
#35	URBAN HAMILTON OFFICIAL PLAN – delete and replace policies	July 9, 2009 Appealed to OMB Approved by OMB, with amendments, August 16, 2013
#36	310 South Service Road, 400 Winona Road and 395 Fifty Road To add site specific policies to permit the development of a mixed use and interregional, multi-modal transportation terminal at the southwest corner of the QEW and Fifty Road	August 13 2009 Appealed to OMB Appeal Withdrawn: June 8 2010
#37	To add a Special Policy area at 568 Ridge Road (SPA 13)	May 26, 2010
#38	Amend Business Park policies for implementing UHOP direction and new industrial zoning	May 26, 2010
#39	To delete lands from Environmentally Significant Areas #46 on Map No. 4 (1169 Garner Road)	January 12, 2011
#40	To add lands to Environmentally Significant Areas #9 and #10 on Map No. 4 (Waterdown South Area)	Approved by OMB August 13, 2012
#41	Airport Employment Growth District	Appealed to OMB
#42	To redesignate lands on Barton Street, Stoney Creek. from “Business Parks” to “Urban” on MAP No. 1	Appealed to OMB
#43	To redesignate lands at 1125 - 1143 Wilson Street, Ancaster, from “Business Parks” to “Urban” on MAP No. 1	Appealed to OMB
#44	522 Hwy. 6; 5,6,11 and 28 Clappison Avenue; 4,10,24,30,36,50 Horseshoe Crescent; and 95 Street East (FLAM) To recognize the existing commercial development known as the Flamborough Power Centre and add a grocery store as a permitted use.	November 30, 2011
#45	To add a mistakenly deleted Site Specific Policy Area text from the Business Park policies for lands in the vicinity of Highways 5 & 6	February 8, 2012

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PART A**"TOWARDS A SUSTAINABLE REGION"****INTRODUCTION**

Hamilton-Wentworth is one of a number of Municipalities situated around the southwestern end of Lake Ontario, an area which contains approximately 5 million people. The economic advantages of being part of this market area are of significant benefit to Hamilton-Wentworth's residents. In addition, educational, cultural and other locational opportunities enhance the quality of life experienced by the Region's population.

The quality of life is further enhanced by the attributes of the natural environment which include the Niagara Escarpment, Dundas Valley, Cootes Paradise, several other significant natural areas. These natural features provide opportunities for recreation, education, and relaxation, and also contribute clean air, water, and biodiversity to the ecosystems of this Region. **(OPA No. 28)**

Within this setting the Region and its six Area Municipalities are attempting to blend the economic and social activities of modern society with the preservation and protection of natural areas and resources through a sustainable approach to land management.

I CREATING A SUSTAINABLE REGION

The Region of Hamilton-Wentworth, is committed to the creation of a "Sustainable Region", the conceptual basis of which was founded through a process which was initiated in 1990 by the establishment of the "Regional Chairman's Task Force on Sustainable Development".

SUSTAINABLE DEVELOPMENT is positive change that meets the needs of the present

without compromising the ability of future generations to meet their own needs. It requires a coordinated approach to planning and policy making. Its success depends upon widespread understanding of the relationships between people and their environment and the will to make necessary changes in a responsible manner.

The process to create a sustainable Region has involved a comprehensive public participation program, resulting in a vision for the future, entitled "VISION 2020", which has been adopted by Regional Council. The vision is a presentation of citizen's ideas and views of the kind of community Hamilton-Wentworth can be by the year 2020. It challenges government, citizens, business and community groups to think about how their actions can move us towards a more sustainable future. The vision is supported by strategic directions which will guide an ongoing process. The Regional Official Plan is a key instrument in the implementation of these directions, and thus in the physical creation of a Sustainable Region.

Vision 2020 - An Overview

By the year 2020, Hamilton-Wentworth supports a population consistent with the carrying capacity of the region. People live in a region made up of compact urban core areas, surrounded by a rural landscape that includes productive family farms, hamlets and a continuous network of natural areas.

We are an environmentally conscious community where the existence of all living things is cherished and where all can breathe fresh air, swim in clean streams and lakes and have ample opportunity to observe and experience the wonders of the natural world.

We are an economically, socially and culturally diverse community that encourages opportunities for individuals, reduces

inequities and ensures full participation for all in community life.

We are a caring community that gives opportunity and support to all its members, including children, the aged, people with disabilities, immigrants and refugees. People live longer in good health.

Finally, we are a vibrant, vigorous community which builds on existing strengths and attracts wealth producing businesses that work in partnership with government and the community to create a diverse, sustainable economy. Economic growth incorporates non-polluting, energy efficient and environmentally friendly businesses, including traditional manufacturing industries that have been supported and helped to become environmentally sustainable. Business, government, labour and the community have great capacity for innovation in response to global change.

This is the future direction for the Region. Through *policies in the Hamilton-Wentworth Official Plan* providing immediate and long term guidance, we will be able to begin *implementation* of Vision 2020 and build a community based on the principles and values of sustainable development.

II GOVERNMENT FRAMEWORK

Provincial Context

The Region is affected by Provincial legislation and policies. In preparing this Official Plan it is necessary to take into consideration the directives and impacts of Provincial Legislation and policies involving the Niagara Escarpment, Parkway Belt West Area, Wetlands, Floodplains, Housing, and Growth Management. **(OPA No. 28)**

This Plan represents Hamilton-Wentworth's approach in melding provincial and regional

planning interests.

Regional Structure

The Regional Municipality of Hamilton-Wentworth was created in 1974, comprising the following six Area Municipalities:

- Town of Ancaster
- Town of Dundas
- Town of Flamborough
- Town of Glanbrook
- City of Hamilton
- City of Stoney Creek

The division of responsibilities between the Region and the Area Municipalities has been set out in various Acts and municipal policy. In carrying out Regional responsibilities and functions, the Region has interests in the following areas:

- Managing natural areas and resources in a manner which respects ecological processes and sustainability;
- Planning for future population change and regional growth in accordance with the principles of sustainable development;
- Providing for housing which meets the needs of the diversity of households throughout the Region;
- Promoting and enhancing economic activities which respect and augment the human, built and natural resources of our community;
- Providing for an integrated Regional transportation system which stresses

easy pedestrian, transit, bicycle and vehicular access to all basic needs;

- Managing water supply and waste disposal systems to efficiently serve Regional households, businesses and industry, while minimizing negative environmental impacts;
- Addressing social, health and economic issues and providing opportunities for individual and community well-being; and,
- Supporting and promoting the cultural, historical and recreational resources of the Region.

These Regional interests are the underlying basis and focus for policy statements and directions contained in this Plan.

III PURPOSE OF THE PLAN

This Plan is intended to direct and guide Regional, Area Municipal, public and private decisions, and actions, in a consistent and logical manner, to manage change and growth within Hamilton-Wentworth, to the year 2020.

The Plan describes and outlines in broad terms Regional involvement in land use and environmental planning, the provision of physical services, social and health care, open space and the economy.

Since the Regional Plan is a policy document, it is expected that detailed land use policies and designations will be enunciated through the Area Municipal Official Plans.

Accordingly, the Regional Official Plan will respect those planning interests that are the sole responsibility of the Area Municipalities.

IV STATUS OF THE PLAN

The Regional Official Plan has been prepared pursuant to the Planning Act and The Regional Municipality of Hamilton-Wentworth Act. Upon its approval, this plan will supersede the first Hamilton-Wentworth Official Plan that was approved by the Minister of Housing in 1980.

While many of the policies in the 1980 Plan are still relevant, social changes, increased environmental awareness, and profound economic restructuring over the last decade, has necessitated a fundamental reassessment of the Plan. The new Official Plan reflects these changes and is a principal means for the creation of a Sustainable Region.

Once the Official Plan has been approved by the Minister of Municipal Affairs, the Planning Act and the Regional Municipality of Hamilton-Wentworth Act require that no public work be undertaken and no municipal bylaw passed which does not conform to the Regional Official Plan. Furthermore, all Area Municipal Official Plans and Zoning By-laws must be revised, if necessary, to conform to the Regional Official Plan.

V ELEMENTS OF THE PLAN

This Plan is divided into four (4) parts.

Part A of the Plan is the introduction to the Plan.

Parts B, C, and D of the Plan provide the overall direction for the growth management of this Region through statements of intent, specific policies and associated maps. In particular:

Part B, “Quality of Life”, provides policies which endeavour to enhance the way people live in this Region. Issues related to governance, environment, health, social

services, shelter, culture, historical and open space resources, as well as public safety, are the focus to this section.

Part C, “Land Use Strategy”, contains the more specific land use policies which along with Parts A, B and D will guide public and private decision making processes within the Region.

Part D, “Implementation”, outlines the key mechanisms whereby the intent, and policies of the Plan are transferred into actions and programs which produce results.

When interpreting the content of this Plan, it is essential that the introductions, preambles and statements of intent be read in conjunction with the policies. These statements have the same force and effect as the policies of this Plan.

It should be noted that references made to other policies in this Plan will be accomplished by notations such as "Policy C-3.1.1.1" which will refer to "Part C, Policy 3.1.1.1".

PART B

QUALITY OF LIFE

INTRODUCTION

A number of factors profoundly influence the quality of life that citizens of the Region of Hamilton-Wentworth can experience. They are diverse; they are the responsibility of a number of public as well as private organizations; and together with individual choices and decision-making about day-to-day living influence the kind of community we live and work in.

Accordingly, Part B of this Plan is dedicated to address those critical factors that influence

the quality of life and community well-being. Specifically, Part B provides for:

- the administration of regional government that is responsive to community involvement and needs;
- the protection and enhancement of the environment, as well as the conservation of natural resources;
- the provision of opportunities for affordable shelter;
- the realization of economic opportunities through diversification and revitalization of our economic base;
- the emphasis on a health care system that highlights health promotion and disease prevention;
- the promotion of social well-being through a responsive strategy for social service delivery;
- the promotion of life-long education opportunities;
- the enhancement of and accessibility to cultural and historical resources;
- the implementation of a regional greenway system; and,
- the physical design of a community that promotes public safety.

The policy directions contained in this part of the plan pertain only to Regional interests and mandates.

1 RESPONSIVE GOVERNMENT

One of the fundamental elements in building a healthy and sustainable community is government which is responsive and

receptive to citizen involvement and needs. These attributes will be advanced by government that is effective, efficient, accessible and accountable. To this end, meaningful citizen participation in setting community goals, policy formation and implementation is a recognized prerequisite.

Therefore, the Region will endeavour to keep its citizens informed of, and able to express their views on, planning activities and other Regional programs.

In addition to a specific public involvement process, regarding traditional land use planning matters, (outlined in Part D of this Plan) the Region will:

- 1.1 Provide opportunities for participation of citizens in the development and implementation of various Regional policies and programs.
- 1.2 Make available to the public, at reasonable cost, official studies and reports concerning the activities of Regional Government.
- 1.3 Encourage public participation in the planning processes under the jurisdiction of the Area Municipalities.
- 1.4 Review on a regular basis, the terms of reference of Regional advisory committees to ensure representation from appropriate sectors of the community.
- 1.5 Investigate mechanisms for strengthening citizen action and outreach, including the establishment of a citizen co-ordinator's office at the Region.
- 1.6 Prioritize services/procedures based on identified needs, effectiveness and cost-efficiency.

2 ENVIRONMENT

Enhancement of our physical environment is one of many positive actions that need to be taken to realize a sustainable future. As we progress toward this state, we will require improved information as a basis to make sound environmental decisions.

Accordingly, the policies in this section are designed to monitor the state of the environment, and to promote energy conservation and site remediation, all of which contribute to the quality of our surroundings. Other facets of environmental protection related to reduction of air and water pollution, and loss of natural habitat, are contained in the Land Use Strategy - Resource Protection/Utilization sections of this Plan.

2.1 State of the Environment

In order to protect and improve the environment in general and natural areas in particular, it is necessary to have appropriate information. This information is obtained through indicators of the existing state of the environment, and can assist in decision-making to implement improvements. To establish an appropriate base of information, the Region will:

- 2.1.1 Prepare a comprehensive State of the Environment Report, at least once every five years.
- 2.1.2 Use the findings of the State of the Environment Report to increase public awareness about the condition of the Region's environment; identify areas of inadequate or limited knowledge; and develop policy and program development to facilitate environmental enhancement.

2.2 Energy Conservation

The use of energy has a tremendous effect on the sustainability of our community. In dealing with this issue it must be realized that substantial savings in energy consumption can result from improved conservation practices. The Region is committed to energy conservation and will:

2.2.1 Facilitate energy conservation by:

- a) incorporating energy conservation practices in the design, construction and operation of Regional capital works and equipment, and request that similar actions be undertaken by the area municipalities;
- b) promoting compact urban form;
- c) developing and applying energy conservation criteria to assist in the evaluation of private and public undertakings of regional significance; and,
- d) encouraging public and private agencies, industrial/ commercial operations, and individuals to participate in energy conservation programs.

2.2.2 Promote innovation in housing design to facilitate the construction of energy efficient housing and encourage and promote the utilization of solar energy for space heating, where feasible.

2.3 Contaminated Site Remediation

Contaminated sites are a legacy of the past, whose impacts are becoming more apparent as these sites are proposed for

redevelopment.

Identification of contaminated sites is essential. Redevelopment must not occur until it has been demonstrated that a proposal will not put people in significant risk. In concert with remediation efforts, the Region will:

2.3.1 Require proponents of development/ redevelopment proposals to document previous uses of the property(s) affected by the proposal, where a potential exists of site contamination.

2.3.2 Undertake the following where development/redevelopment is proposed for lands currently or previously used for industrial, transportation or utility purposes, but excluding electrical transmission and utility corridors;

- a) defer or establish conditions of approval for applications involving official plan amendments and subdivision approvals, where site remediation may be necessary;
- b) require the proponents to submit a professional analysis of soils on the site in accordance with Ministry of the Environment and Energy requirements. The analysis will determine the presence, type(s) and concentration of contaminants which may be hazardous to the environment and/or to human health and proposed methods to remediate the hazard;
- c) not give final approval for an application until notification is received from the appropriate authority that the decommissioning process has been satisfactorily

completed. In the interim, conditional approval may be considered; and,

- d) require that Area Municipal Official Plans contain policies regarding contaminated site remediation.

2.3.3 Require the Area Municipalities to undertake the following actions when dealing with former private and public landfill sites:

- a) identify former landfill sites in their respective Official Plans as Landfill Constraint Areas; and,
- b) refuse to grant land use changes in Landfill Constraint Areas, pursuant to the Environmental Protection Act, unless permission is obtained from the appropriate authority, in writing, that redevelopment may be allowed to proceed or remediation has taken place.

2.3.4 Require the Area Municipalities, in co-operation with the Regional Public Health Department and appropriate agencies to establish distance separation criteria to protect residents from new land-uses which could pose health or safety hazards.

3 SHELTER

The provision of an adequate supply of housing is dependent on many factors such as land supply, planning controls and the economy. It involves many participants including the development and construction industries, all levels of government, financial institutions, public non-profit development corporations, and other community-based housing advocate agencies, groups and individuals.

In attempting to ensure the availability of a full range of adequate and affordable housing and to encourage coordination among housing providers to address housing needs, the Region will:

Regional Responsibilities

3.1 Prepare, every five years, a Regional Housing Statement in consultation with the Area Municipalities, the development industry, other relevant agencies and the community. Area Municipal Housing Statements should be subsequently prepared, using population and household projections consistent with those established in the Regional Housing Statement.

3.2 Establish in a Regional Housing Statement annual targets for a variety and mix of housing types including affordable housing, which are in accordance with demonstrated need and distributed throughout the Region. The statement will:

- a) establish annual housing targets for the total number of new housing units by type;
- b) evaluate the success of policies and programs designed to ensure housing targets are met and suggest any necessary revisions.

3.3 Assist Area Municipalities in the preparation of annual housing targets.

3.4 Monitor housing development to identify changes in housing trends/market, and determine if revisions to policies or programs are necessary. In particular, the Region will annually monitor at least the following:

efficiency of the process.

a) the availability of land and supply of residential lots for future development based on a three year supply of lots in draft approved and registered plans of subdivision and a ten year supply of residentially designated land;

b) the variety and mix of housing in new developments including residential intensification;

c) unit prices in relation to the Provincial and Regional guidelines on affordability; and,

d) the loss of stock through demolitions and conversions.

3.5 Request the Federal and Provincial Governments to provide appropriate funding for assisted housing needs in Hamilton-Wentworth.

3.6 Support the development of affordable housing units in all Area Municipalities.

3.7 Develop programs and implement actions to increase the supply of affordable housing and encourage the use of innovative housing design to assist in achieving Regional goals related to affordability and compact form.

3.8 Review planning approval procedures for the purpose of:

a) utilizing continuous improvement programs to monitor the time required for plans of subdivision and condominium to receive draft and final approval; and,

b) identifying means to increase the

3.9 Require each Area Municipality to plan for at least 25% of new residential units to be affordable (housing for income ranges below the 60th percentile), and be distributed throughout the Area Municipality, in accordance with the Provincial Policy Statement "Land Use Planning for Housing".

Area Municipal Responsibilities

3.10 Require each Area Municipality to annually monitor housing development in a manner consistent with policy B-3.4 of this Plan, and establish annual housing targets in accordance with the targets in the current Regional Housing Statement. The targets will be implemented through Official Plan policies and the designation of a supply of land to achieve the housing targets.

3.11 Require every Area Municipality to prepare a strategy for the development of housing opportunities suitable to a variety of needs. The strategy will include:

a) provision for rooming and boarding houses, group homes, cooperative developments, converted dwellings, homesharing, special needs housing, and affordable rental and owner-occupied dwellings;

b) Official Plan policies:

i) to permit the above continuum of housing opportunities; and,

ii) to permit residential intensification, subject to the

criteria set out in the Provincial Policy Statement on Land Use Planning for Housing.

- c) Zoning By-law standards to permit converted dwellings, group homes, and rooming and boarding homes as-of-right in designations permitting residential uses (as identified in the Area Municipal Official Plans).

3.12 Require that every housing strategy be submitted to Regional Council for endorsement. No amendments to the Regional Official Plan to re-designate land for residential purposes, outside of the urban areas (including all of the City of Hamilton), will be considered, until Regional Council has endorsed the strategy and received an appropriate implementing Area Municipal Official Plan Amendment.

3.13 Request the Area Municipalities to adopt and implement community improvement plans and maintenance and occupancy standards by-laws, and to take advantage of federal and provincial programs designed to upgrade and improve established areas and maintain the existing housing stock.

4 ECONOMIC OPPORTUNITIES

Hamilton-Wentworth is a community which is undergoing fundamental structural change to its economic base. Traditional manufacturing, particularly primary metal and steel fabrication, has long been the foundation which supported other economic activities in this Region. Shifts to other sectors of the economy, particularly the service sector, are causing significant change. The impacts of this structural shift can be seen in several ways. For example, employment and activity

levels in older heavy manufacturing areas have decreased, while employment and the diversification of uses in newer business parks have increased.

These shifts have also resulted in retailing establishments in both the older areas and suburban malls experiencing economic adjustments. Since a viable retail sector is an indispensable part of a sustainable, mixed-use urban environment, the Region must try to protect and promote retail establishments in and along major mixed-use corridors and centres.

Also, while traditional manufacturing employment has decreased, manufacturing is still a very important sector in terms of employment, investment and value of exports, and continues to have an impact on the demand for services. Efforts should be focused on existing manufacturing firms because existing and small businesses provide most net employment gains.

Another shift in traditional employment, partially a result of improved telecommunications, is the trend of people working at home in what is called "work at home or cottage type industries or service operations". Working at home is desirable from an environmental perspective, as fewer commuters mean reduced emissions and traffic congestion. Working at home may be considered in neighbourhoods where it can be integrated into the residential community. In response to these fundamental economic changes, economic diversification, revitalization, including redevelopment of older industrial areas, and human resource development (training, education, and skills development) will become important components of an overall economic action plan.

4.1 Economic Action Plan

The key aspect of an economic action plan for Hamilton-Wentworth must be the incorporation of the concept of sustainable development into community economic development activities. Just as it is essential that the ecological systems which support human existence must be sustainable, so must the economic structure which provides the livelihood for the people of this Region. The Economic Action Plan provides the blueprint which guides these efforts. Accordingly, the Region will:

4.1.1 Implement an Economic Action Plan with emphasis on:

- a) developing a superior workforce through excellent and appropriate education and training;
- b) improving the competitiveness of local business, especially small businesses;
- c) strengthening the Region's economic base through diversification by capitalizing on the emerging economy;
- d) establishing sources of financing for entrepreneurs and established businesses;
- e) improving the quality of life to enhance the image of Hamilton-Wentworth;
- f) developing opportunities for individuals and families to sustain themselves (livelihood);
- g) building partnerships in the community for mutual benefit and advancement of the economic action plan; and,

- h) developing community infrastructure that is supportive of economic development activities.

4.1.2 Review and update the Economic Action Plan every five years, or more frequently, if required.

4.1.3 Utilize the Economic Action Plan for program planning purposes, and monitor its performance on an annual basis.

4.2 The Business of Farming

(Section deleted by OPA No. 28)

5 HEALTH

Recently there has been increasing awareness of health issues and demand for more substantial commitments from all levels of government to safeguard public health. Regional emphasis on environmental preservation, healthy lifestyles, disease prevention, health promotion and improved health services are examples of integrated responses which can be expected, as we grow towards a sustainable Region.

In striving to become a healthier community, attributes such as cohesiveness, biological/environmental sustainability and economic prosperity must be emphasized. Therefore, the Region will:

5.1 Promote and facilitate, where possible, a shift in emphasis to health promotion, disease prevention and increased individual well-being.

5.2 Encourage and support the District Health Council in their efforts to ensure that existing and new health services are needs-based and that there will be continued public

involvement in planning future health programs.

5.3 Integrate health and social planning with other Regional activities, through inter-departmental liaison.

5.4 Prepare a Regional Strategy for Health that also includes mechanisms to monitor goals achievement.

5.5 Develop a Community Health Status Information System (State of Health) within two years of the approval of this Plan.

5.6 Encourage local health and social service organizations and planning groups to balance representation between providers and users of services and require such balances where a significant portion of organization funding is provided by the Region.

5.7 Ensure that new health facilities are easily accessible to the residents to be served.

6 SOCIAL WELL-BEING

The complex social/community structure within which we live needs to be changed to achieve the sustainable vision for the future of Hamilton-Wentworth. Social well-being has and is likely to continue to involve the provision of financial and other forms of support to various segments of society including single parents, unemployed persons, the elderly, disadvantaged individuals and community support groups.

In addition to direct support, the Region will promote development patterns and community design that are sensitive to the environmental, economic, social, and safety needs of its citizens. Emphasis will be placed

on a social strategy aimed at creating a healthy, safe and socially integrated community.

To improve social conditions and foster access to services for all citizens, the Region will:

6.1 Determine appropriate social impact criteria and implementation methods to assist in the evaluation of land use changes.

6.2 Establish priorities, standards and directions for the provision, delivery and monitoring of personal and community social services, in a Regional Social Services Strategy which includes but is not limited to the following:

- a) programs that emphasize re-education and re-training;
- b) child-care strategies which support families; including adequate child-care spaces in community facilities, and neighbourhood based parent/child resource programs (e.g. parenting workshops, drop-in centres, and information and referral services) according to identified need;
- c) employment strategies developed in association with other appropriate agencies to balance work and family care responsibilities (e.g. flexible working arrangements, leave with job security, and reduced working hours with pro-rated benefits);
- d) actions to promote community based residential facilities for

residents requiring assistance to establish, regain and/or maintain independent living; for rehabilitative purposes; and for continuing care; and,

- e) provision of support and assistance including physical access, a suitable work environment, transportation, education and training skills programs for people with disabilities.

7 EDUCATION

Education provides the mechanism whereby future generations will acquire the knowledge, skills and values to meet the challenges of the future, apply the concepts and values of sustainable development and become contributing and responsible members of society. Improving the overall education level of the population and providing opportunities for skills upgrading and retraining are ways in which the educational system can support the continued prosperity of the Region and instil sustainable values and lifestyles.

Innovative educational techniques, improved telecommunications and technological advances are vital elements in improving educational opportunities.

The provision of appropriate educational opportunities throughout the Region and the implementation of the following policies will assist citizens in contributing meaningfully to their community, expanding their employment possibilities and maximizing their potential. Accordingly, the Region will:

- 7.1 Encourage opportunities among educational institutions and organizations for the development of lifelong learning skills and a shift to the principles of sustainable

development.

- 7.2 Cooperate with the School Boards and Area Municipalities so that educational facilities and programs are established in a manner which is consistent with the mission and values of educational organizations, the policies of this Plan, and the needs of the people of this Region.

- 7.3 Request comments prior to approval of Regional/Municipal Official Plan Amendments and/or plans of subdivision regarding residential development from the School Boards, with respect to:

- a) the adequacy of existing schools to accommodate anticipated growth in enrolment;
- b) the possibility of alternatives to the construction of new schools; and,
- c) requirements for new school sites.

8 CULTURE

Enhancement of and access to cultural opportunities are necessary to maintain and improve the quality of life in this Region. This challenge will be met by encouraging cultural diversity, and promoting a coordinated approach to cultural activities.

Hamilton-Wentworth has an evolving ethno-cultural mix which generates a variety of festivals, and cultural events. These activities promote the community, giving a sense of place to residents and bring people together.

Therefore, the Region will:

8.1 Support and promote cultural activities that serve the needs of the residents of this Region. Priority will be given to activities that support the economic action plan and promote tourism.

8.2 Encourage activities and programs which reflect the ethnic diversity and character of Hamilton-Wentworth.

8.3 Encourage and support arts organizations in the Region.

9 HISTORICAL RESOURCES

Heritage features are our link with yesterday, which enable us to establish individual and community identities, obtain a better understanding of our past and learn from the successes of previous generations. Heritage, as part of the natural and built environments, can be identified through documents/records and also in the traditions established over time by people who have lived in this Region.

The legacy of our heritage has been passed on from previous generations. We have an obligation to future generations to support heritage identification and its preservation. Accordingly, the Region will:

9.1 Request that Area Municipal Official Plans contain policies for the identification and protection of heritage resources and the preparation of Heritage District Plans.

9.2 Consider protection and preservation of Regionally significant historical and cultural resources, including recognized archaeological sites, in the review of proposals for development and re-development. Where possible, these attributes will be incorporated into the overall design in a manner which minimizes

adverse impacts and encourages maintenance and protection.

9.3 Request that where appropriate, an Area Municipality undertake an archaeological review to identify potential significant sites, during the preparation or update of a secondary plan.

9.4 Obtain comments on the archaeological potential of a site from the appropriate agency, when reviewing subdivision proposals. Conditions resulting from these comments will be applied during the approval process.

9.5 Support Area Municipal endeavours to provide for the reuse of heritage buildings, where such use will not affect the character of the building.

9.6 Investigate within three years of the approval of this Plan, the establishment of a "Regional Heritage Foundation" which will manage the historical resources owned by the Region and work in co-operation with Area Municipalities, to protect heritage resources.

9.7 Promote the heritage aspects of the Region through tourism development activities, school curriculum and programs, public information, events and displays.

10 GREENSPACE - LEISURE ACTIVITIES

Recreation and access to greenspace contribute to the quality of life and diversity of lifestyle available in this Region. Natural features, open spaces and parks contribute to the overall design of urban areas and provide opportunities for active and passive

enjoyment of the outdoors. These opportunities should not be compromised by the physical expansion of urban areas, scattered development, environmental insensitivity or simple neglect. **(OPA No. 28)**

Sustainable development practices will encourage the retention and enhancement of recreation areas and opportunities, and promote a more harmonious relationship between humans and the ecosystems contained in these greenspace areas.

While some natural areas must remain undisturbed, human activities may be permitted in other areas through sound management controls and sustainable practices. Natural and active recreation areas will become part of an established Region-wide greenlands system, including links within urban areas and between the urban area. **(OPA No. 28)**

This system will be fostered through Regional cooperation and coordination (where appropriate) with other government agency efforts, and with the Area Municipalities, which have the main responsibility for recreation facilities. A main focus will be to increase public access to the harbour-front, Lake Ontario shoreline, the Niagara Escarpment and its park systems, and other natural and greenspace areas.

To implement a greenlands system and other aspects of recreational/open space activities, the Region will:

10.1 Co-operate with area municipalities, Conservation Authorities, community organizations and private property owners to identify appropriate opportunities for public access to lands within the Regional Natural Heritage System.

10.2 Assist the various levels of government and public agencies in the provision of open space for recreation. This will involve:

- a) recognition that each Area Municipality is responsible for providing open space/recreation facilities to meet the needs of its residents;
- b) co-operation with Area Municipalities to identify recreation areas/ opportunities and greenland links among Municipalities and between rural/urban areas; and,
- c) provision of support, where appropriate and feasible, to those public agencies which own and/or operate open space for recreational uses.

10.3 Promote public access to the harbour and lakefront lands for recreational use around or on the water.

10.4 Recognize the opportunities for a wide range of recreational activities (including boating) in Hamilton Harbour.

10.5 Support public purchases by an appropriate agency or Area Municipality of abandoned transportation and utility corridors as these become available, and where they are suitable for recreation or pedestrian linkages, and where appropriate trail management practices can be established to prevent conflicts with farming operations.

10.6 Request the Conservation Authorities and Ministry of Natural Resources to

develop and make accessible, areas under their jurisdiction or ownership, for recreational use where such use does not have adverse impacts.

- 11.5 Facilitate the exchange of planning and resource information, to assist individual groups in providing for the best location for needed police, fire, ambulance, and hospital facilities.

11 PUBLIC SAFETY

Elements of public safety, including design features, and police and fire protection have impacts on land use, social well-being and the quality of life of the residents of this Region. The current level of service and safety will be maintained and where possible enhanced. In response to public demands for greater safety and security, the Region, in partnership with the community, will:

- 11.1 Encourage community based programs for increasing safety and security in individual neighbourhoods.
- 11.2 Require that municipal regulations (including the development approval process) contain requirements for "safe planning" design criteria, such as appropriate lighting, visibility and other safety features.
- 11.3 Provide responsible police protection, consistent with the needs of the citizens in the Region. This will involve, among other things, procedures and programs such as a responsible 24-hour emergency phone system and emergency planning function supported by the police.
- 11.4 Consult and cooperate with the Area Municipalities, through the Regional Fire Coordinator, to ensure that procedures and methods of operation of the Area Municipal Fire Departments will be coordinated and responsive during a declared emergency.

PART C

LAND USE STRATEGY

INTRODUCTION

As the principal document providing direction towards the realization of a sustainable region, Part C of this Plan defines a land use strategy based on Vision 2020 that provides for:

- the protection and sustainable utilization of the diverse resources of the natural setting; and,
- the enhancement of the human habitat in which we live and work, through a sustainable regional development pattern and infrastructure.

Natural Setting encompasses the physical landscape features and resources which create the unique environment within this Region. These resources are not for exploitation, but are to be valued, protected and where possible enhanced. Features such as the Niagara Escarpment, environmentally significant areas, forests, wetlands, soil and water resources and other features are part of our natural setting which need to be protected and preserved for future generations.

Human Habitat represents the result of human habitation of this Region. Matching various forms of community (places we live and work) to the natural setting is an essential component of sustainability.

NATURAL SETTING - Preamble

There exists in Hamilton-Wentworth a system of natural areas of varying significance as well as locations where degraded natural habitat has the potential to be ecologically enhanced or restored. These interdependent areas are

described as the Regional Natural Heritage System and are the focus of the resource protection policies that follow.

Hamilton-Wentworth's diverse natural features perform numerous ecological functions, essential to life processes including the conservation of biological diversity. These functions include: maintaining and improving air and water quality; controlling and mitigating the effects of erosion, sedimentation and flooding; and, providing habitat for a wide variety of plant and animal species. Natural features also provide many recreational, aesthetic and economic benefits to our human communities.

The Region's natural areas include such major landscape features as the Niagara Escarpment, Lake Ontario, Hamilton Harbour and Cootes Paradise, as well as a network of streams, wetlands, waterbodies, forests, woodlots and other identified areas of natural and scientific interest. The Niagara Escarpment's designation as a World Biosphere Reserve by UNESCO in 1990 gives it international prominence. Other features are considered Provincially significant and subject to protective policies. In addition, certain designated areas are deemed Regionally significant and protected accordingly.

In the past, human activities which harvested vital elements of the natural setting tended to occur with little regard for cumulative, long term implications. New understanding of ecosystem function and the impacts of development allow us to manage our activities in such a way that the remaining natural areas are conserved or enhanced. Resource utilization of these natural areas should be carried out in a responsible manner, on the basis of sustainability.

1 RESOURCE PROTECTION

Future generations should not be deprived of opportunities to experience nature either through our decisions/actions or by neglecting our responsibilities for protecting, preserving and enhancing the interconnected system of natural features that exist in this Region. We are obliged to protect the natural functions which sustain life and upon which we rely for enjoyment, relaxation, and educational opportunities. To fulfil this obligation, the Region through policies in this Plan, as well as other actions and programs, is committed to the long term protection of the natural environment.

The policies in this Section are intended to conserve and enhance the system of interdependent natural areas found across the Region. These areas can be grouped into the most significant or natural core areas; linkages around and between the core areas and restoration opportunities. The latter are places where natural features have been seriously degraded but could be restored through community effort. Through its regulatory functions, its stewardship responsibilities and its role as a community partner, the Region makes a major contribution to the protection of natural resources.

1.1 Regional Natural Heritage or Greenlands System

This first group of policies recognizes the overall system of natural areas in the Region and outlines a framework for appropriate actions by planning and resource management agencies as well as community groups. The remaining policies in Part C 1 address specific aspects of Natural Heritage System conservation.

The System includes the Region's aquatic features which deserve protection due to their importance in providing fish habitat and maintaining the quality of water resources.

Measures include the protection and, where possible, the enhancement of fish and wildlife habitats associated with watercourses, wetlands and lakes in this Region, in co-operation with the appropriate authorities and agencies.

In order to conserve and enhance the Natural Heritage System, the Region will:

- a) Adopt the Natural Heritage System as the framework for conservation planning and management within this Region. The components of the system are Core Natural Areas, which include Environmentally Significant Areas, as well as Linkages and Restoration Opportunities as defined in this Plan in D 11.

(O.P.A. No. 24)

- b) recognize the Greenlands System Criteria as approved by Regional Council as a guideline for identifying the components of the Natural Heritage System. The Criteria are contained in the Implementation Guide for this Plan.
- c) maintain a natural areas database to support land use planning and resource management decision making.
- d) confirm that where natural areas within the Natural Heritage System are privately owned, nothing in this Plan supports unauthorized public use of these lands. Further, that no public agency is obliged to purchase lands identified as part of the System.

e) Deleted by OPA No. 28

- f) require that existing natural areas within the Natural Heritage System (i.e. Core Natural Areas, which include Environmentally Significant Areas, as well as Linkages and Restoration

Opportunities) be identified and that appropriate policies for their conservation be developed in secondary or neighbourhood plans, watershed plans and other policy documents. Policies guiding the review of proposals for land use change contained in these documents will address mitigation of impacts and the opportunities for enhancement through conservation or restoration of habitat.

(O.P.A. No. 24)

- g) in co-operation with Area Municipalities, Conservation Authorities, other relevant organizations and landowners, investigate the use of tree protection legislation to conserve woodlands deemed to be Regionally significant.
- h) support use of innovative planning and design methods where such approaches are acceptable to approving authorities and will demonstrably conserve Core Natural Areas or Linkages. **(O.P.A. No. 24)**
- i) encourage the Area Municipalities, Conservation Authorities, other agencies and community organizations to promote private land stewardship to conserve and restore natural areas.
- j) support area municipalities, agencies, community organizations and private landowners in their efforts to protect and enhance the Natural Heritage System through non-regulatory approaches. These approaches may include acquisition, land trusts, use of conservation easements, assessment and property tax mechanisms and similar tools.
- k) investigate the establishment of an Environmental Reserve Fund for the acquisition or conservation of natural areas.

- l) prepare naturalization and conservation management programs for Regional land holds including road right-of-way and major facilities.
- m) support further research to determine whether natural areas situated outside the boundaries of Environmentally Significant Areas satisfy the ESA criteria contained in this Plan.

1.2 Environmentally Significant Areas

The majority of features included within the Core Natural Areas grouping warrant protection from development. These areas are described as Environmentally Significant Areas. Environmentally Significant Areas (ESA) as defined in D-11 consists of areas which:

- serve an important ecological or biological function(s);
- exhibit rare or varied topography;
- contain rare or varied plant or animal species;
- provide habitat for rare species, including Areas of Natural or Scientific Interest (ANSI's as identified by the Province); or,
- have been designated as Provincially Significant Wetlands on the basis of the Provincial Policy Statement.

To protect natural features, the Region will:

1.2.1 Designate Environmentally Significant Areas as shown on Map No. 4.

1.2.2 Apply the following policies in assessing the merits of proposed changes in land use within and

adjacent to Environmentally Significant Areas;

a) land use changes in or adjacent to Environmentally Significant Areas will only be permitted where, in addition to meeting other policies in this plan, such development:

i) will not adversely affect, degrade or destroy any of the qualities which are the basis for the area's designation;

ii) will not cause any significant impacts upon water quality and quantity; and,

iii) will not adversely affect the implementation of any resource protection policies or plans.

b) proposed changes will be referred to the Environmentally Significant Areas Impact Evaluation Group (ESAIEG) for review. ESAIEG will advise Regional Environment staff on whether the proposed changes satisfy the intent of Policy C-1.2.2.

c) in assessing the appropriateness of the proposed change, the proponent may be required to submit an Environmental Impact Statement which may include plans/studies, environmental analyses, cumulative impact assessments, buffer requirements, or other associated documentation considered necessary by ESAIEG.

d) land use changes will not be permitted within Provincially Significant Wetland Areas, as shown on Appendix Map No. 1, and as updated from time to time by the MNR. Development on land adjacent to a provincially

significant wetland (land within 120 meters of a wetland area or lands connecting individual wetland areas within a wetland complex), with the exception of existing agricultural activities, will be prohibited unless it can be demonstrated through an Environmental Impact Statement, prepared in accordance with Provincial guidelines, that it does not result in any of the following:

i) loss of wetland functions;

ii) subsequent demand for future development which will adversely affect existing wetland functions;

iii) conflict with existing site-specific wetland management practices; and,

iv) loss of contiguous wetland area.

e) where there is overlap between a Provincially Significant Wetland designation and another Environmentally Significant Area designation, the most restrictive policies will apply.

f) draft Environmental Assessments, including draft Class Environmental Assessments, on planned public works proposed in Environmentally Significant Areas, may be referred to ESAIEG for technical comment.

g) Environmentally Significant Areas may be added or removed by amendment to this Plan.

h) boundaries of Environmentally Significant Areas, found in the

Regional Official Plan or Secondary Plans, are general in nature and more precise boundaries may be defined by Environmental Impact Statements (without amendment to this Plan).

- i) for ESA #48 – Hamilton Harbour, specifically East Port and West Harbour areas, Environmental Impact Statements will not be required where comparable environmental assessments have been carried out.
- j) where an environmental assessment of a proposal is being carried out under federal or provincial environmental assessment processes, the assessment will be considered as fulfilling the Environmental Impact Statement requirements of this Plan.

1.2.3 Proposed land use changes to ESA lands that require amendment to Area Municipality Official Plans, Secondary Plans, including Committee of Adjustments and severance applications, shall be referred to ESAIEG for evaluation.

(O.P.A. No. 24)

1.2.4 Notwithstanding policies C 1.2.2 d), C 2.1.1.2, and D 8.3, on the lands located on the east side of Fifth Road East, Part of Lot 14, Concession 5, known municipally as 490 and 520 Fifth Road East, RP 16888, with an area of 4.15 hectares (10.25 acres), identified as Special Policy Area 11 on Map No.1, a maximum of two residential lots with a maximum of one dwelling unit per lot shall be permitted.

(O.P.A. No. 31)

1.3 Hazard Lands

Areas prone to flooding and steep slopes are examples of lands in the Region that could endanger life and property if developed. To minimize the risks associated with these hazard lands, the Region will:

1.3.1 Require the Area Municipalities to incorporate in their Official Plans, a map(s) showing Hazard Lands as defined and mapped by the Ministry of Natural Resources and/or the Conservation Authorities.

1.3.2 Require the Area Municipalities to have appropriate zoning for Hazard Lands which:

- a) prohibit uses other than agriculture, conservation, forestry and wildlife management. Public or private parks, electric power facilities and other outdoor recreational uses may be permitted provided that adjoining lands are not designated for agricultural purposes in an area municipal official plan.
- b) prohibit buildings or structures except where they are intended for flood or erosion control or are normally associated with protection works, bank stabilization projects, or electric power structures; and,
- c) impose building setbacks in relation to the severity of existing and potential environmental hazards.

1.4 Lake Ontario and Hamilton Harbour

The shoreline of Lake Ontario and Hamilton

Harbour provides residents of Hamilton-Wentworth with ecological, economic, scenic, recreational, historical and cultural opportunities. These opportunities must be balanced in a way which minimizes negative impacts upon natural ecosystems, while providing opportunities for human use of the water and waterfront lands. In order to protect the shoreline, water quality and aquatic ecosystems, and improve access, the Region will:

- 1.4.1 Support the implementation of the Hamilton Harbour Remedial Action Plan and assess the implications of the Niagara River Remedial Action Plan process for the Welland River Watershed within Hamilton-Wentworth.
- 1.4.2 Require that the Cities of Hamilton and Stoney Creek give consideration to a variety of uses along Lake Ontario which also provide public access to the lakeshore.
- 1.4.3 When appropriate, require Area Municipalities to establish policies and provisions for development fronting on the lakeshore which:
 - i) provide setbacks adequate to address flooding and erosion concerns; and,
 - ii) ensure that shoreline protection works or lake fill meet the requirements of the Conservation Authorities and other relevant agencies.
- 1.4.4 Support the Fish and Wildlife Restoration Project in Hamilton Harbour and Cootes Paradise.
- 1.4.5 Participate with the Cities of Hamilton and Stoney Creek, the Hamilton

Harbour Commissioners, the Provincial and Federal Governments, major landowners, and other agencies, to identify possible locations along the Hamilton Harbour and Lake Ontario shoreline, where visual and physical access can be established for public enjoyment.

1.5 Niagara Escarpment

The Niagara Escarpment is the most prominent natural feature that traverses the breadth of Hamilton-Wentworth. It provides a distinctive landscape and performs many ecological functions. The natural and physical features of the Escarpment should be protected through policies which apply to the physical features themselves and to a protective buffer. Therefore, the Region will:

- 1.5.1 Require all proposals for development within the Niagara Escarpment Plan Area, as shown on Maps No. 3, 3a and b, to meet the requirements of this Plan, the appropriate Area Municipal Official Plan, and Niagara Escarpment Plan. Where there is discrepancy between this Plan and the Niagara Escarpment Plan the most restrictive policies will prevail.
- 1.5.2 Permit only the following uses:
 - a) on lands designated as Escarpment Urban Area on Maps No. 3, 3a and 3b, a range of uses consist with Policy C-3.1 of this Plan.
 - b) on lands designated as Escarpment Natural Area on Maps No. 3, 3a and 3b:
 - i) **Deleted by OPA No. 28;**
 - ii) single-family dwellings on lots

that meet the requirements of the Regional Public Health Department and were created prior to approval of the Niagara Escarpment Plan, or created in accordance with Policy D-8.5;

- iii) non-intensive recreation use such as nature viewing and trail activities;
 - iv) forest, wildlife and fisheries management activities;
 - v) archaeological activities;
 - vi) essential transportation and utility facilities;
 - vii) uses permitted in approved park plans; and,
 - viii) essential watershed management, flood and erosion control projects carried out and supervised by a public authority.
- c) on lands designated as Escarpment Protection Area on Maps No. 3, 3a and 3b:
- i) **Deleted by OPA No. 28;**
 - ii) uses permitted in C-1.5.2b; and,
 - iii) veterinary clinics;
- d) **Deleted by OPA No. 28**

1.5.3 Require that Area Municipalities minimize the impact, and further encroachments on the Escarpment environment in the Urban Areas located within the Niagara Escarpment Plan Area by:

- a) requiring development design which is compatible with the visual and natural environment;
- b) providing setbacks and screening adequate to minimize the visual impact of development on the Escarpment landscape; and,
- c) prohibiting new lots in Escarpment Natural or Protection Areas unless such lot creation is for the purposes of correcting conveyances, enlarging existing lots or acquisition by a public body or authority.

1.5.4 Require that appropriate portions of the Winona Urban Area designated as minor urban areas on Map #3 and the Niagara Escarpment Plan, be subject to the following criteria: **(OPA No. 28)**

- a) development and growth shall not extend into the designated Escarpment Natural Area or Escarpment Protection Area;
- b) development and growth shall minimize land use conflicts and, where appropriate, incorporate adequate screening and/or setbacks to reduce visual impact on the Escarpment landscape; and,
- c) development and growth generally shall take place as a logical extension of existing development in the form of planning groups rather than linear or scattered development.

1.6 Parkway Belt West

The Parkway Belt West Plan provides a

system of linked natural areas and protected utility corridors which originates in Dundas and runs through the Regions of Halton, Peel and York. To protect the lands in Hamilton-Wentworth which form part of this system, the Region will:

- 1.6.1 Apply the provisions of the Parkway Belt West Plan to development of lands that are identified on Map No. 2. In the case of discrepancy between the Parkway Belt West Plan and this Plan, the Parkway Belt West Plan, as may be amended from time to time, will prevail.

2 RESOURCE UTILIZATION

While certain natural features require protection from use or development to maintain their integrity, others require measures which permit utilization for essential purposes, as well as protection. These types of resources are vital for life and in some cases economic prosperity. This challenge of use versus protection is addressed in this section of the Plan not only for soils, but also mineral aggregates and groundwater.

2.1 Soils

Soils are fragile elements which are susceptible to degradation and depletion. Processes related to forestry and other land uses can change the delicate balance between wise use and abuse of this resource. A commitment is made in this Plan and the prevention of soil erosion. Soils are recognized as indispensable to the sustainability of this Region. **(OPA No. 28)**

2.1.1 Agricultural Soils Protection

Section deleted by OPA No. 28

2.1.2 Erosion and Sedimentation Control

Soil erosion should be minimized wherever possible due to its harmful effects on land, streams, lakes and other waterbodies. Therefore, the Region will:

- 2.1.2.1 Prepare Regional sediment and erosion control guidelines for construction sites and require that subdivision development and all Regional public works:

- a) adhere to Regional sediment and erosion control guidelines for construction sites; and,
- b) are designed and constructed to minimize stream alterations and enclosures, and minimize detrimental effects on streams, waterbodies, fish and riparian vegetation.

- 2.1.2.2 Require the Area Municipalities to:

- a) investigate and implement Best Management Practices to reduce storm water run-off and improve its quality; and,
- b) pass, monitor and enforce a by-law under the Topsoil Preservation Act.

- 2.1.2.3 Support the Conservation Authorities in their efforts to carry out an education program for the development industry and construction contractors on the need for, and proper use of, sediment and erosion control techniques.

- 2.1.2.4 Support and participate with the Conservation Authorities, Area Municipalities and other agencies in

the development and implementation of Watershed and Sub-watershed Plans, as outlined in Policy D-9 of this Plan.

2.2 Mineral Aggregates

Deleted by OPA No. 28

2.3 Groundwater

Streams, lakes and groundwater fulfil a vital ecological function and have to be protected. Changes in the hydrological cycle will eventually be passed on throughout the system. Protecting groundwater will benefit the entire system, including Lake Ontario, Hamilton Harbour and Cootes Paradise, and make Hamilton-Wentworth a cleaner place to live.

To maintain and improve groundwater quality and retain its role in the water cycle, the Region will:

2.3.1 Deleted by OPA No. 28

2.3.2 Deleted by OPA No. 28

2.3.3 Cooperate with the appropriate agencies in researching, publicizing and demonstrating new technologies aimed at reducing volumes, and improving quality of discharges from individual and private sewage disposal systems.

2.3.4 Investigate the need for a groundwater management study by 1996, to identify and protect the hydrological, geological and chemical attributes of groundwater resources.

HUMAN HABITAT - Preamble

Where people choose to live is determined by a number of factors related to employment

opportunities, lifestyle preference, housing supply and transportation alternatives. As the population of Hamilton-Wentworth changes and ages, priorities for human activities must be anticipated and accommodated.

The Regional population is expected to increase from approximately 451,700 persons (1991) to approximately 566,500 persons in 2020. The current and anticipated population distribution among the six Area Municipalities is shown below:

TABLE 1:

	<u>1991</u>	<u>2020</u>
Ancaster	22,000	43,000
Dundas	21,900	25,500
Flamborough	29,600	53,000
Glanbrook	9,700	16,000
Hamilton	318,500	342,000
Stoney Creek	<u>50,000</u>	<u>87,000</u>
REGION	451,700	566,500

Based on these population projections, approximately 63,000 new housing units will be needed in the Region by 2020. The concern of the Region is planning where these units and the resulting additional population will occur, so that services can be efficiently provided. A supply of vacant or redevelopable land and a variety of housing types must be available to meet housing needs of people with different incomes and family composition.

Planning for future population change and community development is guided by the principles of sustainable development set out in this Plan. Attractive urban places with diverse densities can be achieved through effective community design, so people can live close to where they shop or work. This will be an improvement on past situations where low density, scattered development was permitted which consumed extensive tracts of land and was expensive to service.

Furthermore, this type of sprawl is not sustainable.

Maintaining the integrity of Urban Areas is a fundamental component of a land use strategy that is based on the principles of sustainability. **(OPA No. 28)**

(OPA No. 28)

Underlying the land use pattern envisioned by this Plan is an appropriate infrastructure strategy necessary to sustain anticipated growth.

3 REGIONAL DEVELOPMENT PATTERN

The expectation that population growth will be accommodated in the Urban Areas of the Region within a firm urban boundary. **(OPA No. 28)**

The Regional Development Pattern is intended to accomplish these directives and is shown on Map No. 1. **(OPA No. 28)**

Area Municipal Official Plans and secondary plans will define Urban Areas consistent with Regional policies and designations. **(OPA No. 28)**

Area Municipalities are required to prepare comprehensive municipal-wide growth management strategies in keeping with the policies of this Plan. The results of the growth management strategy will be incorporated in the Area Municipal Official Plan and will be used to evaluate development proposals in the Rural Area. **(OPA No. 28)**

3.1 Urban Areas

A wide range of urban uses, defined through

Area Municipal Official Plans and based on full municipal services, will be concentrated in the Urban Areas. These areas are intended to accommodate approximately 96% of new residential housing units in the Region to the year 2020. Accordingly, the Plan establishes a land use strategy for the Urban Area that consists of:

- compact urban form, including mixed use areas;
- a firm Urban Area boundary;
- the evolving role of business parks as major economic generators;
- the diversification of the traditional manufacturing area; and,
- growth retail, business and personal services and institutional and public administration uses.

3.1.1 Compact Mixed Use Form

A compact higher density urban form, with mixed use development in identified Regional and Municipal centres and along corridors, best meets the environmental, social and economic principles of sustainable development.

Mixed forms of development within an Urban Area is preferable to widespread, low density residential development and scattered rural development, because:

- growth can be accommodated by building on vacant or redeveloped land, without taking up agricultural lands or natural areas;
- higher density development can reduce per capita servicing costs and makes more efficient use of existing services;

- efficient and affordable public transit systems can be established;
- effective community design can ensure people are close to recreation, natural areas, shopping and their workplace; and,
- a compact community makes walking and bicycling viable options for movement.

To ensure that development opportunities create a desirable urban form, the Region will:

3.1.1.1 Service properties in the Urban Area with sewers and piped water in accordance with a five year capital works budget; ten year transportation and sewer and water servicing plans; and twenty year transportation and waste water and water supply strategies.

3.1.1.2 Plan transportation and waste water and water supply services within the Urban Area to support a pattern of mixed use, higher density activity centres and corridors.

3.1.1.3 Promote the Regional Centre in downtown Hamilton (shown on Map No. 1) as the most important mixed use activity centre, offering the widest range of goods and services of any single location in the Region.

3.1.1.4 Maintain the Regional Administrative Offices in the Regional Centre.

3.1.1.5 Promote and support efforts directed at making the Regional Centre the focus for major cultural facilities (e.g. art galleries, libraries and performing arts).

3.1.1.6 Require each Area Municipal Official Plan to identify one or more Mixed Use Activity Centres and/or Corridors

in the Urban Area, including those designated on Map No. 1. The location of the centres on Map No. 1 are approximate in nature and will be more precisely identified in Area Municipal Official Plans. Targets for the density, intensification and population/ employment ratio for each centre and corridor and the permitted uses will also be identified. Each centre or corridor will:

- a) have a range of residential, commercial, retail, institutional, and related employment opportunities which is appropriate for its size and function;
- b) be relatively self-contained to reduce the need for commuting;
- c) have a full range of housing types to provide opportunities to live/work in the same community;
- d) be easily accessible to public transit and provide for good Internal pedestrian movements;
- e) provide an identity for the Area Municipality and a focus for local activity; and,
- f) permit various combinations of retail, residential, institutional and commercial uses in individual buildings within corridor designations.

3.1.1.7 Review, in conjunction with Area Municipalities, development standards and policies which influence urban form, such as setbacks and road-widths and provide information on alternative development standards or subdivision lay-out which are more energy-efficient or require less land.

3.1.1.8 Promote the integration of transit plans into the design of neighbourhood and secondary plans to achieve a distance of approximately 400 metres or a five minute walk between 90% of residential units and transit stops.

3.1.1.9 Allow Area Municipalities to stage development within the designated urban areas, (consistent with overall population and housing projections, maximizing use of existing infrastructure, and priority to infilling and completion of existing neighbourhoods), in order to accommodate individual community development goals and objectives.

3.1.1.10 Encourage Area Municipalities to achieve, for development on vacant lands, maximum permissible densities by their Area Municipal Official Plans and zoning by-laws, taking into account other relevant policies of this plan and the Area Municipal Official Plan.

3.1.2 Urban Area Boundary

Commitments are made in this Plan to a compact urban form and the preservation of agricultural lands and natural features. One method of attaining this desired form is the delineation of a firm urban boundary (Map No. 1) which is not open to ad hoc exceptions. To establish and maintain a firm urban/rural boundary the Region will:

3.1.2.1 Consider the need for additions to the Urban Area only at the time of the five-year Official Plan Review.

3.1.2.2 Defer applications for Regional Official Plan Amendments seeking to add lands to the Urban Area designation

until the time of the Official Plan Review.

3.1.2.3 Evaluate any request for expansion of the Urban Area during the five-year review in the context of:

- a) the Region-wide need for additional urban designations based on up-dated population, household and employment projections as per Table 1 and other policies in this Plan;
- b) the need for additional urban areas according to the distribution of expected growth between rural and urban areas, and among Area Municipalities as set out in this plan. A ten year planning time frame will be used in conjunction with the supply of vacant residential land within each municipality and the achievement of housing targets;
- c) opportunities for a variety and mix of housing, including high density and mixed uses and the proximity of residential uses to commercial, institutional and industrial service and employment centres and transportation infrastructure;
- d) potential environmental impacts and opportunities for enhancement, as may be determined by a sub-watershed plan;
- e) loss of prime agricultural land and mineral aggregate extraction opportunities;
- f) opportunities for the use of intensification within the existing urban boundary, as an alternative

to urban boundary expansion;

- g) consultation with the public, Area Municipalities, and other government agencies;
- h) social impacts;
- i) cost and feasibility of providing a reasonable level of transit service, and the potential to encourage walking and cycling as an alternative to driving;
- j) capital and operating costs, feasibility of providing and maintaining roads, storm and sanitary sewers, and piped water; and,
- k) any other servicing costs.

3.1.2.4 Update, every five years when Census results become available, Regional population, household and labour force forecasts according to a twenty year time frame.

3.1.2.5 Monitor the supply of vacant land designated for residential development annually in order to analyze the need for urban designations in the five-year review. In particular the annual monitoring program will measure the achievement of:

- a) a three year supply of lots and blocks in draft approved and registered plans of subdivision;
- b) a ten year supply of land designated for future residential development; and,
- c) the housing targets established in the Regional Housing Statement.

3.1.2.6 Require every Area Municipal Official Plan to designate a suitable supply of residential land, within the urban designations, for future development according to the provisions of Policy C-3.1.2.5.

3.1.2.7 Monitor, the consumption, availability and suitability of the supply of vacant commercial and industrial land in the Region, and maintain an adequate reserve of vacant land to satisfy anticipated demand.

3.1.2.8 The area in Stoney Creek, south of the Niagara Escarpment and west of Highway No. 20, known as Heritage Green, is limited to a maximum planned population, as established by resolution of Regional Council, until additional, appropriate north-south transportation capacity across the Niagara Escarpment has received all necessary final approvals, including financial commitments to permit construction.

To ensure that traffic problems in this area are avoided, appropriate traffic studies and subsequent road improvements may be required in conjunction with committed development and/or redevelopment. If the transportation issue is not resolved by the end of 1996, then the City of Stoney Creek may initiate studies to identify alternative areas to accommodate future growth anticipated for the Heritage Green area, that will not be realized because of this transportation constraint.

3.1.2.9 Binbrook, in the Township of Glanbrook, will be a secondary service area and will be provided with municipal services only if the

Township of Glanbrook is able to find a method for funding the cost of services which will have no impact on the Regional Capital Budget, or if sanitary sewers are required to remove leachate from the Regional Landfill site in Glanbrook.

3.1.3 Business Parks

Although changing economics and technologies are leading toward the mixing of land uses, there remains a place for Business Parks within the Region. However, their roles and functions are shifting.

Originally established to accommodate the demand for industrial land, business parks have become increasingly attractive to office, retail, and warehouse/distribution uses. Many firms now combine office, production, distribution and retailing functions at the same location. Companies in the fastest growing business sectors require locations where several functions can be accommodated. These sectors include computers/electronics, environmental protection and remediation, specialty manufacturing and biotechnology. New and expanding business ventures are becoming more reliant on an integrated telecommunication network. As a result, the Region should encourage the development of advanced telecommunications systems to service the business parks. **(OPA 38)**

The main function of the Business Parks is to accommodate firms that require relatively low-density sites with the locational or other advantages that come from being in a particular business park. It is intended that Business Parks augment rather than compete with other employment areas in the Region, including established retail and commercial areas in the Regional Centre and mixed use centres. Services and retail facilities located in the Business Parks should be primarily devoted to servicing industrial and business

operations and employees. Accordingly, the Region will:

3.1.3.1 Designate Business Parks shown on Map No. 1, to accommodate:

a) clusters of business and economic activities such as, manufacturing, research and development, transport terminal, building or contracting supply establishment, tradesperson's shop, warehousing, waste management facilities, private power generation, office, and accessory uses. Ancillary uses which primarily support businesses and employees within the Business Parks shall also be permitted. **(OPA No. 38 & 45)**

b) Notwithstanding Section C.3.1.3.1 a), designate Business Parks, namely Special Policy Area 7, shown on Map No. 1, shall permit the following:

i) a full range of manufacturing, construction, wholesale establishments, truck terminals, research and development uses and office development associated with these uses; and,

ii) Service type uses, including hotels, banquet centres and recreational facilities, and land extensive warehouse retail – wholesale uses required site and building specifications similar to industrial uses (excluding operations such as department stores, grocery stores and automobile dealerships); and,

iii) Notwithstanding Section C.3.1.3.1 b) ii), department stores may be permitted in the area shown on Map No. 1 as Special Policy Area No. 7 (SPA 7) (OPA 21); and,

iv) Notwithstanding Section C.3.1.3.1 b) ii), grocery stores may be permitted in the area shown on Map No. 1 as Special Policy Area No. 7 (SPA 7).

(OPA 44 & 45)

c) Notwithstanding Section C.3.1.3.1 a), shall permit the following uses on lands located in the general vicinity of the southeast corner of Highway No. 6 and Highway No. 5 (Dundas Street), designated Business Parks, and shown as Special Policy Area 6 on Map No. 1:

i) a full range of manufacturing, construction, wholesale establishments, truck terminals, research and development uses and office development associated with these uses; and,

ii) Service type uses, including hotels, banquet centres and recreational facilities, and land extensive warehouse retail – wholesale uses required site and building specifications similar to industrial uses (excluding operations such as automobile dealerships); and,

iii) Department stores and grocery stores.

(OPA No. 45)

3.1.3.2 Permit in Business Parks grouped commercial uses of retail or service nature such as banks, restaurants and professional offices that will not adversely affect established and/or approved retail areas. Such uses will be directed to locations along major roads or in designated commercial nodes within the business parks.

3.1.3.3 Require Area Municipality Official Plans to contain detailed policies that identify the type and locational criteria for permitted commercial uses.

3.1.3.4 Consult with the appropriate Area Municipalities to explore and, where feasible, provide public transit to the Business Parks.

3.1.3.5 Notwithstanding Policy C.3.1.3.1, recognize the City of Stoney Creek's plans to develop a portion of their business park (lands located from Winona Road to Fifty Road in-between the QEW and CN Railway) as a Mixed Use Centre, which could include a department store, grocery store, and inter-regional, multi modal transportation terminal utilizing special location aspects of exposure and access to the QEW. The maximum gross floor area for food oriented retail shall not exceed 4,180 square metres. The Stoney Creek Official Plan will contain detailed policies to ensure development of the areas as a Mixed Use Centre. **(OPA No. 36)**

3.1.3.6 Notwithstanding Subsection 3.1.3.1(b), on the lands known municipally as 1309 Wilson Street West, as identified as Special Policy Area 8 on Map No. 1, an automobile and/or recreational vehicle dealership, and related accessory uses are permitted. **(OPA No. 22)**

3.1.3.7 Waste management facilities, including expansions, shall be subject to policies in Section 4.2.2.10 – Waste Management Facilities.

(OPA 34)

3.1.4 **Airport Business Park**

A major area of economic opportunity in the Region is the airport and related activities. The airport is already home to a significant level of cargo/courier operations. The Airport Business Park is well situated to attract firms that need access to airport facilities, and therefore, is to be used primarily for economic activities related to, or heavily reliant on, airport operations.

The Region will:

3.1.4.1 Identify as Airport Business Park, lands to the north and east of the Airport, as identified on Map No. 1, and permit the following uses:

- a) Airport-related commercial uses;
- b) Airport-related uses, including but not limited to: airport transportation and cargo services, light manufacturing or assembly, wholesale and distribution warehouses, **waste processing facilities and waste transfer facilities**, and communication and utility activities benefiting from proximity to airport services;
(OPA 34)
- c) High technology industry;
- d) Offices; and,
- e) Ancillary and service uses supporting the above.

3.1.4.2 Permit general commercial, business, recreational, entertainment, public, and institutional uses on lands on the west side of Homestead Drive north of Airport Road, to serve the needs of the area residents.

3.1.4.3 Require that the development of Special Policy Area 1 for Airport

Business Park purposes (as identified on Map No. 1) be contingent upon:

- a) the need for additional airport related industrial and commercial land; and,
- b) the provision of full municipal services.

Until the Special Policy Area 1 is redesignated as a Business Park, the provisions specified in Policies C 2.1.1 and C 3.2.2 will apply. Such provisions will not preclude development of this area for Business Park activities. Also, the provisions of C.3.1.2.1 and C3.1.2.2 do not apply to this area.

3.1.4.4 Require that the redesignation and development of Special Policy Area 2 for airport-related business uses be contingent upon the following:

- a) the new Highway No. 6 is constructed from Highway No. 403 to White Church Road; **Ref. No. 1**
- b) adequate municipal services, including sanitary sewerage, water supply and stormwater management facilities, are available;
- c) shall be exempt from Regional Official Plan policy which allows consideration of additions to the Urban Area only at the time of the five year Regional Official Plan Review (i.e. Policy 3.1.2.1 and 3.1.2.2).

3.1.4.5 Further to Subsection 3.1.4.1, on the lands known municipally as 1853 and 1861 Highway No.6, and 1885 and 1893 Highway No. 6, as identified as

Special Policy Area 4 on Map No.1, motor vehicle dealerships and motor vehicle repair shops are permitted uses. **(O.P.A. No. 10 & 26)**

3.1.4.6 The lands identified as SPA 9 on Map 1 are designated Rural in this Plan and are subject to all relevant policies pertaining to the Rural designation of this Plan and the applicable Agricultural designation in the Town of Ancaster Official Plan and the applicable Agricultural and Open Space designation of the Township of Glanbrook Official Plan, as well as to the Airport Influence Area policies of this Plan. They shall not be construed to be within the Urban Area unless and until such time as a comprehensive amendment has been developed by the City and approved to permit urban uses in all or part of such lands. **(O.P.A. No. 25)**

3.1.4.7 It is recognized that portions of SPA 9 contain concentrations of existing residential and other land uses incompatible with the industrial, business service and other essential uses associated with an airport employment growth district. In planning for the proposed Airport Employment Growth District, the City shall prohibit all new residential, retail commercial or other forms of development that are incompatible with future industrial and employment development objectives for this area. **(O.P.A. No. 25)**

3.1.4.8 The City shall not accept nor approve a privately-initiated amendment to this Plan pertaining to SPA 9 prior to consideration of municipally-initiated studies as set out below and the preparation and final approval of a municipally-initiated comprehensive

amendment to permit employment uses in part or all of SPA 9 as described in Section C.3.1.4.6 above. As part of the comprehensive amendment process the City shall complete background studies and conduct community planning and public consultation processes, including the establishment of a community liaison committee. The background studies and public consultation processes shall assist in identifying the types and layout of future employment land uses, determining land supply and infrastructure requirements, and developing community growth management policies and designations. More specifically, the background studies shall include the following:

- a) A comprehensive review and land budget analysis to demonstrate the need for an urban boundary expansion which includes an assessment of occupied and vacant urban land, land use densities and intensification opportunities. Any lands beyond those identified for the proposed Airport Employment Growth District will be considered in the context of a comprehensive amendment for other urban uses.
- b) Environmental Impact Statements pertaining to the Natural Heritage System as required by applicable Official Plan and provincial policies;
- c) Demonstrating that the public infrastructure which is planned or available will be suitable to service the future proposed employment lands over the long term. This

infrastructure shall include, but is not limited to, the provision of full municipal sanitary sewage and water supply and an appropriate transportation network.

- d) The completion of a financing policy for cost effective urban services and other community infrastructure;
- e) An assessment of agricultural capability which considers directing the proposed Airport Employment Area Growth district onto those lands which are not, or in lower priority lands which are, designated Agriculture.
- f) Demonstrating that impacts from new or expanding employment areas on agricultural operations which are adjacent or close to the employment area are mitigated to the extent feasible.
- g) Other studies and policies which the city deems necessary for the development of SPA 9 as a sustainable, employment growth district. **(O.P.A. No. 25)**

3.1.4.9 In addition to the above, the City shall also prepare a secondary plan concurrently with, or immediately following, the approval of the comprehensive amendment. Through this secondary plan, the following additional requirements will be required:

- a) Sub-watershed plans and secondary plan policies/designations related to the protection and/or management of natural heritage features and functions, including the

management objectives for storm water infrastructure;

- b) The designation of appropriate employment land uses and policies pertaining to the design and density of such uses;
- c) Completion of the City-wide water/wastewater (lake based system) master plan, the City-wide storm water master plan and the city wide transportation master plan, that will produce an infrastructure servicing strategy for the proposed airport employment growth district and adjacent urban communities as may be relevant;
- d) Completion of Class Environmental Assessments for major urban servicing infrastructure deemed to be essential to commencement or completion of development of all or part of SPA 9 lands;
- e) An urban development staging, phasing or implementation strategy in keeping with City-wide Master Plan priorities and Secondary Plan objectives.

(O.P.A. No. 25)

3.1.4.10 The City shall establish a comprehensive public participation process that will include a Community Liaison Committee comprised of landowners, public agencies, representatives of other interested community groups and appointed City Councillors to oversee the development of the secondary plan

referred to in Policy 3.1.4.9.

(O.P.A. No. 25)

3.1.4.11 Coincident with the adoption of a comprehensive amendment, the City of Hamilton will repeal SPA in its entirety. **(O.P.A. No. 25)**

3.1.4.12 Further to Subsection 3.1.4.1, on the lands known municipally as 1832 Upper James Street (Highway 6) with an area of 0.2 hectares (0.5 acres), as identified as Special Policy Area 5 on Map No. 1, a motor vehicle dealership, a motor vehicle repair shop, and motor vehicle related sales are permitted uses. **(O.P.A. No. 13)**

3.1.4.13 Waste processing facilities and waste transfer facilities, including expansions, shall be subject to the policies in Section 4.2.2.10 – Waste Management Facilities. **(OPA 34)**

3.1.5 Manufacturing

Older industrial areas in the Region, specifically the Bayfront Industrial Area in Hamilton, have witnessed decreasing employment levels. Eventually there may be pressure or a need to redevelop this land for newer industrial/business uses. **(OPA 38)**

One of the keys to economic revitalization is a diverse and flexible manufacturing base. This can be accomplished through opportunities for diversification and provision of serviced industrial land to facilitate the relocation or growth of the Region's existing manufacturing firms.

Accordingly, the Region will:

3.1.5.1 Retain and promote areas suitably designated in Area Municipal Official Plans for manufacturing in the Urban Areas of the Region.

3.1.5.2 Require that new manufacturing

operations, with the exception of those uses permitted in Rural Areas (Policy C-3.2.3), be located within the urban area where full municipal services (piped water and sewage) are available or expected to be available within one year of establishment of the operation.

3.1.5.3 Require that Area Municipal Official Plans include policies which provide opportunities for the revitalization of declining industrial areas.

3.1.5.4 Waste processing facilities and waste transfer facilities, including expansions, shall be subject to the policies in Section 4.2.2.10 – Waste Management Facilities. **(OPA 34)**

3.1.6 Retail

New retail developments, particularly those on a large scale such as new malls, should only be permitted where demand can be demonstrated and existing retail areas will not be adversely affected. To implement these elements, the Region will:

3.1.6.1 Direct retail / commercial / office uses to locate in Mixed Use Activity Centres and Corridors, shopping centres and existing and planned retail areas.

3.1.6.2 Not approve any proposal for a shopping centre in the Rural Area, outside of a Rural Settlement Area.

3.1.7 Business and Personal Services

Over the period 1982 to 1990, employment in the service sector in Hamilton-Wentworth increased by 22 percent. Some of the largest increases were in business services (64%), finance, insurance and real estate (36%), and accommodation (33%). The location and

growth of head offices/branch offices of finance, insurance and real estate firms and business and personal services firms is key to the vitality of the Regional Centre.

To reflect these significant increases the Region will:

3.1.7.1 Encourage head offices and large branch offices of finance, insurance and real estate firms serving region wide or specialized interests to locate in the Regional Centre.

3.1.7.2 Encourage region-wide or specialized community, business and personal services to locate in the Regional Centre.

3.1.7.3 Request Area Municipalities to include policies that permit work at home operations in their Official Plans and zoning by-laws.

3.1.7.4 Encourage economic diversification throughout the Region including a wide range of business uses in the appropriate locations in all area municipalities.

3.1.8 Institutional and Public Administration

This Region continues to serve as an institutional centre for a large geographic area, stretching beyond the boundaries of Hamilton-Wentworth. Provincial and Regional offices, as well as Hamilton's hospitals, McMaster University, Mohawk College, and other educational, training and cultural institutions enhance the economic structure of the Region. These institutions and government agencies not only educate and train, but they supply local employment opportunities and valuable economic spin-offs and are assuming a larger and larger role in employment and economic growth.

As a result, the Region will:

3.1.8.1 Review proposals for expansion of existing or the construction of new major institutions (schools, universities, colleges, hospitals and other large government and cultural facilities), to determine their effect on the Region and comment accordingly on such proposals.

3.1.8.2 Request senior governments to locate their offices, serving Hamilton-Wentworth and areas beyond, within the Region.

3.2 Rural Areas

Deleted by OPA No. 28

4 INFRASTRUCTURE

The services which are needed to support the compact urban form envisioned in this Plan will be based on energy efficiency, decreased pollution, recycling, waste reduction, and a commitment to the effective and efficient use of existing systems before consideration is given to infrastructure expansion/extension. Alternatives which allow for reuse or more efficient use will be thoroughly evaluated in determining how the Region will develop in the future.

In order that the infrastructure necessary to sustain anticipated growth be provided, a strategy is required that:

- promotes the planning of municipal services and utilities;
- ensures the provision of utilities such as water supply and sewage treatment, while promoting solid waste reduction;

- creates an integrated transportation system that promotes public transit; ensures an efficient roads network that can accommodate vehicles, pedestrians and bicycles; and enhances the existing air, water and rail transportation networks; and
- avoids the siting of new infrastructure in Environmentally Significant Areas and Hazard Lands whenever possible.

4.1 Transportation Systems Plan and Water and Sewer Plan

In order to properly plan, prepare and provide for future development in a sustainable manner, the Region will prepare an overall twenty year strategy for transportation, water and sewer services to outline general objectives and directions. Furthermore, the details of this strategy will be provided through:

- 4.1.1 A ten year transportation systems and needs plan for the Regional road system; the Regional transit systems; and other transit initiatives affecting the Region including, but not limited to, GO Transit and provincial transportation initiatives.
- 4.1.2 A strategy for water supply and sewage treatment facilities. This strategy will include staging of services and identification of improvements to systems to allow them to operate in a safe, effective and efficient manner.
- 4.1.3 Consistency of these plans with the Regional Official Plan, and identification of major transportation, sewer and water projects required to achieve Regional objectives and the timing of their implementation. In addition, the condition of existing

infrastructure will be evaluated to develop a strategy for its optimum use.

- 4.1.4 Inclusion of transportation and sewer-water capital facilities in the Region's five year Capital Budget program based on the ten year plans. These plans will be monitored/reviewed annually to make necessary updates.

4.2 Utilities

The physical well-being of the present and future residents of Hamilton-Wentworth depends upon the Region's ability to provide safe water supplies and to dispose of wastes in an effective and environmentally sensitive manner.

It must be recognized that the provision of services can create development pressures in rural areas. To protect lifestyles and develop more compact, efficient communities, it is important that new services do not create pressure for development and expectations for urban type uses in rural areas.

Provision of these services should facilitate the planned development pattern.

4.2.1 Water Supply and Sewage Treatment

The Region is responsible for providing water and sewage treatment to the urban areas of Hamilton-Wentworth. Measures to conserve water and improve sewage treatment must be continued. To minimize development pressures created by the provision of such services, only Urban Areas will be serviced with water and sewers. Servicing outside the Urban Areas will not be undertaken unless a public health hazard exists which cannot be rectified by any other means.

To provide a sustainable system of water

supply and sewage treatment, the Region will:

4.2.1.1 Provide an adequate supply of drinkable water and a suitable sewage collection and disposal system to the Urban Areas designated on Map No. 1.

4.2.1.2 Deleted by OPA No. 28

4.2.1.2 Prohibit extensions of municipal water and/or sewage pipes outside the Urban Area, except under Policy C 3.1.2.9 and Policy C 4.2.1.2(a) and/or except when the Medical Officer of Health identifies an urgent public health need and there are no viable alternatives to rectify the situation.

a) Consider extension of and/or connections to municipal services to service existing uses in the Rural Area, only where:

- i) the lands front onto rural/urban boundary roads;
- ii) the area being serviced would remain designated rural in the ROP;
- iii) the provision of services will not result in pressure to expand the urban area and the presence of municipal services cannot be used as justification for the expansion of existing uses or new development in the Rural Area;
- iv) water/sewer services will be sized to facilitate only the equivalent of one single family residential connection;
- v) sufficient supply and capacity

are available;

vi) in the case of servicing extensions, the rural side of the road forming the rural/urban boundary is essentially developed with little or no opportunity for additional or in-depth development and the extension is not considered premature in relation to the timing of development within the nearby urban area; and,

vii) the provision of services is based on full cost recovery from the benefiting parties.

viii) Notwithstanding subsection 4.2.1.2 a) i), iv) and vi) above, private extension of the municipal water pipe shall be permitted to service the existing industrial bakery use located at 58 Carluke Road West, Part of Lot 42, Concession 7, in the former Town of Ancaster, as identified as Special Policy Area 6 on Map No. 1, Regional Development Pattern. No other extension or connection to the water pipe will be permitted.

ix) Notwithstanding subsections 4.2.1.2 a) i), iv) and vi) above, connection to the municipal water pipe shall be permitted to service only the Ancaster Fairgrounds at 630 Trinity Road (formerly 1718 Wilson Street West), in the former Town of Ancaster, as identified as Special Policy Area 12 on Map No. 1, Regional Development Pattern. No other extension or connection to the water pipe will be permitted. **(OPA 32)**

4.2.1.3 Deleted by OPA No. 28

4.2.1.4 Permit water and sanitary sewer extensions to service urban areas within or outside the Region, when Regional Council considers that an adequate level of water supply or waste water treatment capacity exists.

Connections to these extensions in the Rural Areas will not be permitted unless a connection is required to resolve a health hazard identified by the Medical Officer of Health.

4.2.1.5 Undertake conservation measures to reduce the combined municipal water use of households and businesses.

4.2.1.6 Investigate a water user fee which reflects full cost recovery for both capital and operating expenses.

4.2.1.7 Improve the quality of effluent discharged from the sewage treatment plants into Hamilton Harbour and Cootes Paradise by:

- a) aiming to eliminate entry of toxic and harmful contaminants into sewers;
- b) investigating and introducing where feasible, technologies to eliminate toxic and harmful contaminants and reduce pollution in discharge;
- c) using by-products of the sewage treatment plants where possible; and,
- d) preparing an annual monitoring report on the characteristics of discharge.

4.2.2 Solid Waste Management

The waste produced in the Region is disposed of by means of landfill, incineration and recovery or recycling. The efficiency, ecological sensitivity and long-term sustainability of the two main methods of management (landfill and incineration) are questionable.

Reduction, reuse and recycling of materials must be a high priority. Focusing public and private energy and resources towards these areas will reduce the amount of waste and will be more sustainable and environmentally beneficial.

Waste disposal must be managed with an emphasis on minimizing environmental impacts. The burden of cost for the management of waste should be placed on those responsible for the generation of waste, by means of a user pay system.

To reduce waste and minimize environmental impacts of disposal, the Region will:

4.2.2.1 Prepare a Comprehensive Municipal Pollution Prevention Management Plan within two years of the approval of this Plan, which incorporates waste reduction strategies such as reduction, reuse and recycling.

4.2.2.2 Maintain a landfill site that is efficiently designed and operated to protect the environment and public health.

4.2.2.3 Require an amendment to this Plan for the establishment and operation of any new landfill facility in Hamilton-Wentworth.

In evaluating such an amendment, consideration will be given to applicable provisions of this Plan and Area Municipal Official Plan and among other matters, to social, public

health, environmental, transportation and financial impacts, as well as issues related to need and provision of Regional services.

This policy will not apply to the disposal of waste on the same property where it is generated, subject to pertinent Provincial legislative requirements.

4.2.2.4 Establish disposal and transfer facilities to efficiently serve the citizens of the Region in the most economically and environmentally acceptable means possible, subject to the policies in Section 4.2.2.10 – Waste Management Facilities.

(OPA 34)

4.2.2.5 Co-ordinate, in co-operation with the Area Municipalities, the collection and haulage of solid waste to Regional transfer/disposal facilities.

4.2.2.6 Establish procedures and programs that encourage waste reduction, reuse and recycling options, and promotes the development of these options by the private and public sectors.

4.2.2.7 Continue with a comprehensive public education campaign to enhance the public's understanding of waste and waste reduction.

4.2.2.8 Promote and cooperate with private sector programs to recycle solid waste.

4.2.2.9 Investigate alternatives to incineration as a method of waste management with the long term goal of eliminating incineration.

4.2.2.10 Waste Management Facilities

(OPA 34)

General Provisions

4.2.2.10.1 Waste management facilities shall include the following uses: waste processing facilities, waste transfer facilities, hazardous waste management facilities, and waste disposal facilities.

4.2.2.10.2 New waste management facilities shall be evaluated on the basis of the following criteria:

- a) compatibility between existing land uses and the proposed waste management facility;
- b) protection of public health and safety;
- c) protection of the natural and cultural environments;
- d) capacity to effectively service prospective waste management facilities, including traffic management, adequate water and wastewater services and storm water management facilities;
- e) appropriate site design, including: access; parking; building design and setbacks; outdoor storage; noise and odour abatement; and, visual barrier requirements.

4.2.2.10.3 Waste management facilities, including expansions, shall be subject to the policies of Subsection D.7A – Complete Application Requirements and Formal

Consultation.

4.2.2.10.4 The City shall provide comments to the Ontario Ministry of the Environment concerning applications for a Certificate of Approval for Waste Disposal site, as required under Part V of the Environmental Protection Act and/or any other applicable legislation for the approval of new waste management facilities or expansions or alterations to existing waste management facilities within the City of Hamilton.

4.2.2.10.5 Existing waste management facilities shall be recognized as permitted uses in the Zoning By-law.

4.2.2.10.6 Public waste management facilities that are subject to the Waste Management Projects Regulation, O. Reg. 101/07, as amended, or those required to complete a Municipal Class Environmental Assessment under the Environmental Assessment Act shall not be subject to policies 4.3.3.10.8 to 4.2.2.10.10 inclusive.

4.2.2.10.7 Waste management facilities, including expansions, shall be subject to Site Plan Control, in accordance with the policies in the local municipal Official Plans. This policy may be amended once the Green Energy Act is adopted.

4.2.2.10.8 Waste processing facilities and waste transfer facilities, including expansions, shall be located a minimum of 300 metres from a Residential or Institutional designation.

4.2.2.10.9 Notwithstanding Policy 4.2.2.10.8 above, waste processing facilities and waste transfer facilities, including expansions, may be permitted within 70 metres to 300 metres from a Residential or Institutional designation, subject to amendment to the Zoning By-law. In addition to the requirements of Subsection D.7A – Complete Application Requirements and Formal Consultation, the applicant shall demonstrate, through a Planning Justification Report, or any other study as may be required by the City, an analysis of the following:

- a) the appropriateness of the proposed land use in relation to surrounding land uses;
- b) mitigation of potential impacts to existing land uses, the natural environment and/or cultural heritage features located within 300 metres of the proposed waste management facilities, which shall include, but not be limited to noise, odour, vibration, dust, traffic, air quality, litter, vermin and pest control measures; and,
- c) on-site waste water and storm water management measures, as may be required.

Hazardous Waste Management Facilities

4.2.2.10.10 Hazardous waste management facilities, including expansions, shall only be permitted by amendment to this Plan and the Zoning By-law. In addition to the requirements of Subsection D.7A – Complete Application

Requirements and Formal Consultation, the applicant shall demonstrate, through a Planning Justification Report, or any other study as may be required by the City, an analysis of the following:

- a) Facilities shall be set back a minimum of 300 metres from a Residential or Institutional designation.
- b) The applicant shall demonstrate, through a Planning Justification Report, or any other study as may be required by the City an analysis of the following:
 - i) The appropriateness of the proposed land use in relation to surrounding land uses;
 - ii) Mitigation of potential impacts to existing land uses, the natural environment and/or cultural heritage features located within 1000 metres of the proposed waste management facility, which shall include, but not be limited to noise, odour, vibration, dust, traffic, air quality, litter, vermin or pest control measures;
 - iii) On-site wastewater and storm water management measures, as may be required; and,
 - iv) An Emergency Management Plan.

Waste Disposal Facilities

- 4.2.2.10.11 Waste disposal facilities shall only be permitted by amendment to this Plan, subject to the completion of an Environmental Assessment, in accordance with the Environmental Assessment Act.

4.2.3 Transmission Facilities

This Region is traversed by all types of transmission facilities and corridors which affect environmentally significant areas, parkland and residential developments. While these facilities are vital, it is important to ensure that the transmission corridors are efficiently designed and constructed in an ecologically sensitive manner. **(OPA No. 28)**

The Region will:

- 4.2.3.1 Participate with public and private utility companies and Area Municipalities in establishing future routes for power lines/pipelines, to ensure that the impacts of these routes and transmission facilities on the environment and residents of the Region are minimized.
- 4.2.3.2 Promote the multiple use of transmission corridors by utility companies.
- 4.2.3.3 Require, where feasible, that transmission corridors and similar easements be utilized for secondary purposes, such as but not limited to recreation or reforestation. **(OPA No. 28)**

4.3 Integrated Transportation System

The movement of people and goods is vital to the prosperity of this Region. An integrated transportation system (combining transit, vehicles, bicycles, air and water transport and pedestrian movements) is required which stresses easy pedestrian, transit and vehicular access to all basic needs and supports a sustainable development pattern.

Because there is a direct link between land use planning (densities, mix and proximity of uses) and transportation, emphasis will be placed on accessibility and reducing reliance on the automobile by promoting alternative modes of transportation, such as public transit, walking, and cycling to all urban areas of the Region.

The Region must ensure efficient use of existing transportation resources and infrastructure and the best utilization of available public funds to provide a fully integrated transportation system.

4.3.1 Road Network

Even as alternative modes of transportation are increasingly utilized, the road network will remain an essential element of the integrated transportation system. In addition to the safe and efficient movement of people and goods, roads provide transit corridors and rights-of-way for municipal services, utilities and emergency vehicles. Accordingly, efforts must be made to ensure that roads are maintained and improved to sustain the integrated system envisioned for this Region.

The Region will:

4.3.1.1 Adopt the road system shown on Map No. 6, as the framework necessary to support the land use strategy defined by this Plan.

4.3.1.2 Classify public roads in the Region by function to assist the planning and

implementation of road operation, improvement and maintenance programs. Full or partial control of abutting land uses shall be required when development warrants such action and when alternative access can be provided. The road system classification is shown on Map No. 6, and identified as follows:

- a) Inter-regional Highways - strategic links in the road network with a primary function to carry long distance traffic into, out of, and through the Region;
- b) Red Hill Creek Expressway is a Regional Road linking Hwy. #403 in the west to the QEW in the east.
- c) Arterial roads - strategic links in the road network needed to carry relatively high volumes of long distance traffic within, between or through Area Municipalities, and/or to provide access past major geographic barriers and to inter-regional highways; and,
- d) All other public roads not designated on Map No. 6, under the preceding classifications will be classified as arterial, collector or local roads in the Area Municipal Official Plans.

4.3.1.3 All municipal road projects are subject to the Class EA for Municipal Roads Projects.

4.3.1.4 Permit the re-classification of an existing road to a lower classification without an amendment to this Plan.

4.3.1.5 Establish basic right-of-way widths for arterial roads as follows:

- 60 metres (approximately 200 ft.) - when there is complete control of access to abutting land use.
 - 26 - 36 metres (approximately 86-120 ft.) - when there is only partial or no control of access to abutting land use.
- 4.3.1.6 Through secondary or neighbourhood plans or the Class Environmental Assessment Process, establish and protect rights-of-way in undeveloped areas or areas planned for extensive redevelopment, up to the limits of the minimum width, except where specific regulations require a greater right-of-way. **(O.P.A. No. 29)**
- 4.3.1.7 Undertake special studies in developed areas to determine practical rights-of-way that can serve the traffic requirements along the road, while minimizing negative impacts on existing development.
- 4.3.1.8 Acquire property abutting an arterial road by means of dedication, in accordance with the provisions of the Planning Act, when that property is to be developed or redeveloped; or by means of purchase or otherwise, when Council determines such action to be necessary.
- 4.3.1.9 Require that priorities be established for major improvements in the road system, consistent with official plan policies and the ten year transportation system plan (Policy C-4.1.1).
- 4.3.1.10 Maintain and regularly monitor an efficient system of designated truck routes throughout the Region, utilizing portions of the arterial road system.
- 4.3.1.11 Require the use of landscaping and other techniques that minimize the visual and noise impacts from roadways on adjacent residential development or in the immediate vicinity of existing or proposed arterial roads.
- 4.3.1.12 Consider the following in the establishment of the right-of way and the design of new roads and the reconstruction of existing roads:
- a) requirements for pedestrian movements along and across the roadway including provisions in the right-of-way for adequate sidewalks, centre median pedestrian refuges, wheel-chair ramps, and cross walks;
 - b) demands for bicycle use along the roadway. Where indicated in the Regional Bicycle Commuting Network Plan (as may be revised from time-to-time), sufficient bicycle facilities will be provided if possible;
 - c) impact of the road and traffic on surrounding land uses;
 - d) use of the rights-of-way as a location for trees and plants in order to reduce dust movement, improve air quality and enhance or restore natural habitat; and,
 - e) impact of the roadway on historical, cultural and recognized archaeological resources.
- 4.3.1.13 Require that Area Municipalities circulate to the Region, in the early planning stages, all development or

site plans in areas adjacent to Regional roads.

4.3.1.14 Designate a system of scenic drives with the co-operation of Area Municipalities, and prepare a scenic road map for distribution through tourist information centres and other appropriate agencies. Similarly, information on scenic cycling routes and attractions will be prepared to promote bicycle tourism.

4.3.1.15 Identify the Hwy. #5 By-pass Corridor around Waterdown as a possible location for a new road. The actual alignment for the roadway within this study corridor will be determined through an environmental assessment.

4.3.1.16 Determine, in conjunction with a secondary planning exercise undertaken by the Town of Ancaster, the alignment of Glancaster Road north of Hwy. #53 and Stone Church Road east of Southcote Road. These alignments, wherever possible, shall avoid the Tiffany Creek Headwaters Environmentally Significant Area.

4.3.1.17 Approvals have been received for the construction of the Red Hill Creek Expressway as shown on Maps No. 1 and 6 of this Plan. Nothing in this Plan shall preclude the construction of this roadway through the Red Hill Creek Valley.

4.3.1.18 Require Area Municipalities to include in all development plans provisions for sufficient off-street loading/unloading and parking for all new development adjacent to Regional roads.

4.3.1.19 Require, when a property is located in a Site Plan Control Area (as defined under the respective Area Municipality Official Plan), that the following provision apply:

- a) the Area Municipality will require as a condition of Site Plan and/or redevelopment approval, the dedication of property abutting certain arterial roads to accommodate future rights-of-way widths.
- b) the Region will require the dedication of these road widenings as conditions of approval for plans of subdivision and land severance.

4.3.2 Public Transit

The use of public transit has environmental advantages over the automobile, such as reduced emissions and traffic congestion. Its promotion will involve a collective effort from public and private sectors, business, and individuals.

With improved access to viable alternative forms of travel, the residents of this Region will be able to access work, school, and recreation facilities in a more efficient, environmentally sensitive, and eventually more economical manner. Public transit as the major alternative will form a significant portion of the overall transportation system.

The public transit system should be affordable, efficient, convenient and accessible, stressing easy access to activity areas. Transit service must be provided at a level sufficient to move people throughout the urbanized area of the Region and especially into the Regional Centre in downtown Hamilton. Inter-city commuter transit connections to the Greater Toronto Area must

also be enhanced as an essential component of the public transit system. To attain this system, the Region will:

4.3.2.1 Provide public transit at a level of service adequate to enhance its use as a viable alternative to the automobile.

4.3.2.2 Investigate expansion of the Urban Transit Area boundary to include the entire urban area designated in this Plan, and add any new areas designated urban through subsequent amendments to this Plan.

4.3.2.3 Plan and operate the urban transit system, so that:

- a) The Regional Centre is the primary focal point of transit service, with an appropriate level of service and degree of accessibility;
- b) The Mixed Use Centre on Hamilton Mountain (Limeridge Mall) is a focal point for transit service above the escarpment, with appropriate connections to downtown Hamilton;
- c) The eastern Mixed Use Centre in the Region (Eastgate Mall) is a focal point for transit service to east Hamilton and that part of Stoney Creek below the escarpment, with appropriate connections with downtown Hamilton; and,
- d) The public transit system will allow opportunities to generate 100 trips/person/year.

4.3.2.4 Investigate and implement bus priority measures and bus only lanes where conditions warrant and request Area

Municipalities to do the same, for high traffic local and collector roads under their jurisdiction.

4.3.2.5 Cooperate with the Area Municipalities in their development of parking policies and facilities that support the transit system in their Municipal Centres.

4.3.2.6 Consider public transit as an integral part of planning for major new residential development and all new commercial and employment centres in the Urban Areas of the Region. Accordingly, Area Municipalities will provide policy guidance through their Official Plans including policies regarding transit-supportive land uses and development patterns, based upon Provincial and Regional guidelines. Where deemed appropriate, secondary plans for such areas will include provisions for safe, convenient and direct pedestrian access to the public transit system. (Also refer to Policy C-3.1.1.8)

4.3.2.7 Promote the concentration of high density residential development in the immediate proximity of major transit corridors and transfer points in the transit system.

4.3.2.8 Promote commuter transit connections between downtown Hamilton, the Airport and adjacent municipalities outside the Region.

4.3.2.9 Encourage the Ministry of Transportation to coordinate with the Regions of Halton and Hamilton-Wentworth, further expansion of GO Transit service into the Greater Toronto Area.

4.3.2.10 Develop and implement a long term

comprehensive plan for improvement to special and regular transit services, to address the needs of the elderly and people with disabilities.

4.3.3 **Bicycling**

An increased interest in bicycle use for commuting and recreation has occurred in Hamilton-Wentworth. This trend also promotes a reduction in pollution, energy conservation, and cost savings, as well as significant health benefits. As a result, the Region acknowledges that cycling is an essential form of transportation for many residents and will:

4.3.3.1 Ensure implementation of a Regional Bicycle Commuting Network Plan. (Appendix Map No. 2)

4.3.3.2 Request that Area Municipalities, in the processing of neighbourhood or secondary plans, plans of subdivision and site plans, make provisions for land use patterns and design features which accommodate all types of cycling in a safe and efficient manner.

4.3.3.3 Ensure that where warranted and appropriate, road designs incorporate provisions for bicycle only lanes, bicycle paths or other means of separating bicycle traffic from other modes of transport.

4.3.3.4 Investigate methods for transporting bicycles on public transit vehicles, and secure bicycle parking at appropriate terminal and transfer points.

4.3.3.5 Provide adequate bicycle parking facilities at its public administrative buildings and transit transfer points.

4.3.3.6 Require Area Municipalities to make

revisions to appropriate zoning by-laws to include a required minimum provision for bicycle parking in high activity areas and at public buildings.

4.3.3.7 Request the Province of Ontario, and other agencies to assist initiatives to encourage bicycling.

4.3.4 **Pedestrian Movement**

As a mode of travel, walking has been relegated to mainly a recreational activity. Existing land use patterns and the almost total reliance on the automobile are major contributors to this trend. However, the development of mixed use areas, increased use of transit and the emergence of a health conscious society, indicate the need for new approaches, emphasizing walking as an important facet of our sustainable lifestyle. Pedestrian movement should be encouraged by establishing land use patterns and street designs that facilitate walking to work and other activities.

The Region encourages Area Municipalities and will itself endeavour to:

4.3.4.1 Design safe, pedestrian friendly streets, where:

- a) the streetscape is visually appealing and makes walking more inviting;
- b) weather protection is provided by store fronts with overhangs to shelter people;
- c) the placement of objects which will impede pedestrian movement is discouraged;
- d) motor vehicle traffic is reduced or eliminated by design or other means in areas of high pedestrian

activity;

- e) there are exclusive pedestrian links in areas of high pedestrian activity and vehicular traffic;
- f) vehicular and pedestrian traffic are distinctly separated; and,
- g) adequate street lighting is provided.

4.3.4.2 The Region will encourage the Area Municipalities to improve sidewalk construction and design standards to ensure that:

- a) sidewalks continue into shopping areas, recreation areas and other similar public complexes;
- b) sidewalks are of a sufficient width to comfortably accommodate pedestrian traffic; and,
- c) sidewalks can be easily used by disabled persons; e.g., provision for intersection ramps needed by wheelchair assisted travellers.

4.3.5 Air

Hamilton Airport located in the Township of Glanbrook is a major economic opportunity for this Region. Combined with the Airport Business Park, it will form an area of significant employment and economic activity. Hamilton Airport is recognized as a valued transportation facility in the Region and an important link in the movement of goods and people.

The Region will:

- 4.3.5.1 Support the Federal Government and airline companies in providing adequate airline and airport service to

the residents and businesses in the Hamilton-Wentworth Region.

- 4.3.5.2 Provide, when demand warrants, an express transit link between the Regional Centre and the Hamilton Airport

- 4.3.5.3 Minimize future conflicts between the operation of the airport and surrounding land uses. Under this policy, the affected Area Municipalities will be required, in their Official Plans and Zoning By-laws, to apply noise exposure forecast contours (Transport Canada) so that:

- a) no sensitive land uses are permitted to be developed within areas exposed to noise disturbance levels greater than the 28 NEF, except where the lands are currently designated Urban; and,
- b) any sensitive land uses permitted to be developed between 25 and 28 NEF contours will be required to implement noise mitigative measures in accordance with Provincial and Federal guidelines/standards

(R.O.P.A. No. 25)

- 4.3.5.4 Restrict development that is noise or land use sensitive to airport operations, or will limit the opportunities for expansion of airport operations. The Glanbrook and Ancaster Official Plans will incorporate policies to identify this airport influence area and refine land use limitations. The limitations of the Airport Influence area are defined on Map 7 - Airport Influence Area.

- 4.3.5.5 The City of Hamilton, in conjunction with the John C. Munro Airport, are required to update and maintain up-to-date Airport

Zoning Regulations and Noise Exposure Forecast to protect the long term 24 hour, seven day a week and three hundred and sixty five day a year operation (**R.O.P.A. No. 25**)

4.3.6 Water

Hamilton Harbour is recognized as a valued transportation facility, a significant industrial area, and an important link in the movement of raw materials and finished goods to and from the Region.

The Region will:

4.3.6.1 Ensure adequate road access and encourage the provision of adequate rail service to the Port of Hamilton to allow for the efficient use of harbour facilities and services.

4.3.6.2 Support the Federal Government and the Hamilton Harbour Commissioners in efforts to provide services for the Port of Hamilton that are consistent with the economic and environmental goals of the Region.

4.3.7 Rail

The function and location of the railway systems has altered in recent years. However, in many instances, the use of rail transportation is still an efficient method of moving goods and people.

The Region will:

4.3.7.1 Support railway companies in providing service to the residents and businesses in Hamilton-Wentworth.

4.3.7.2 Request that railway authorities provide adequate fencing, landscaping and noise abatement measures, in accordance with the

requirements of the applicable federal acts, to minimize detrimental impacts of railway operations to adjacent residential and other types of development. **Ref. No.3**

4.3.7.3 Limit new development in areas adjacent to or in the vicinity of railway lines, except where visual, noise, vibration and safety impacts of the railway operations can be reduced to levels acceptable to the Ministry of the Environment and Energy, Area Municipality and Region, in consultation with the railways. Area Municipal Official Plans shall contain more detailed policies as applicable.

4.3.7.4 Support the acquisition of abandoned railway rights-of-way by public authorities, for transportation facilities, utility corridors, bicycle and foot paths, outdoor recreation, reforestation, open space and greenway links.

PART D**IMPLEMENTATION**

There are many actions needed to fulfil the intent of this Plan. This part of the Plan identifies the means by which policy directions will be undertaken to ensure the successful implementation of this Plan.

1 REGIONAL RESPONSIBILITIES

The Planning Act, the Regional Municipality of Hamilton-Wentworth Act, the Regional Municipalities Act and the Municipal Act establish in general terms, the division of responsibilities within the Regional structure. These responsibilities have significant impacts on the Region and the Area Municipalities. Therefore, to avoid confusion, it is important that those areas which require Regional involvement be clearly identified. The following items outline the ways by which the Region intends to fulfil its mandate and will be used to evaluate new issues to determine the extent of Regional involvement.

As a result, the Region will be responsible for the following:

- 1.1 Matters in which the Region has a direct legislated or delegated responsibility;
- 1.2 Issues which have been identified in Provincial Policy Statements or Guidelines as significant and require Regional involvement;
- 1.3 Matters which involve more than one Area Municipality;
- 1.4 Areas where the Region provides a coordinating function for actions or activities, (e.g. Regional task forces); and,

- 1.5 Matters where the Region can provide a specialized service, not readily available at the Area Municipal level, (e.g. economic development services and social services).

2 PUBLIC PARTICIPATION AND NOTIFICATION**(O.P.A. No. 11)**

In considering the merits of any proposed Amendment to this Plan as a result of a specific application or special study, and in the preparation of a Community Improvement Plan and Amendments, Council will notify, inform, and seek the input of all interested citizens. Accordingly, Council will be guided by the following notification and public participation provisions:

- 2.1 To inform and secure input from the public on the particulars of a proposal, Council will hold one or more public meeting(s). Further, depending on the nature and extent of a proposal, Council may also choose to:
 - a) convene open house(s);
 - b) have public displays;
 - c) hold workshops or seminars; or,
 - d) use other means considered appropriate to inform and secure public input.

In all cases, the appropriate staff will be available to assist and receive comments from the public during normal business hours on any matter where public notice has been given.

- 2.2 Notification of public meeting(s) for the adoption of the Official Plan and Amendments and Community Improvement Plans will be given to the

public at least 17 days prior to the date of the meeting(s) and the notice will be given in accordance with the applicable requirements of the Planning Act regulations.

2.3 Council decisions will take place a minimum of 17 days from the time the first notification is given, for Planning Act applications/procedures identified in Policy D-2.2.

2.4 Where a notice of public meeting or written notice of an application is required for Planning Act application, other than those identified in Policy D-2.2, notice will be given in accordance with the applicable requirements of the Planning Act.”

3 PLAN REVIEW

In order to meet the needs of the citizens of this Region, respond to new issues and changing environmental, social and economic conditions, it will be necessary to review the basis and policies of this Plan regularly. Therefore, the Region will:

3.1 Conduct a systematic and comprehensive review of this Plan, at regular intervals of five years, to ensure that policies remain realistic and responsive to changing environmental, social and economic conditions. As a result of a review, this Plan will be amended, if necessary.

4 PLAN INTERPRETATION, AMENDMENTS AND BOUNDARIES

4.1 The text and maps contained in Parts A, B, C, and D constitute the Official Plan for the Region of Hamilton-Wentworth, for lands within the urban area only. **(OPA No. 28)**

4.2 In a case of a discrepancy between text and the related map, policy statements will take precedence.

4.3 Each of the policy sections contained in this Plan is preceded by an introduction, statement of intent or preamble, which must be read in conjunction with the policies in those sections, as well as other related policies elsewhere in the Plan. These statements have the same force and effect as the policies of the Plan.

4.4 A change to or any proposal which conflicts with Parts A, B, C, or D of the Plan will require an amendment to the Plan. One of the major considerations in the evaluation of proposed amendments will be conformity with the principles of sustainable development as set out in the definitions section of this Plan.

4.5 To assist in the interpretation and implementation of this Plan, an Implementation Guide is to be prepared. This Guide is to be a separate document (not a part of the legal text of the Official Plan), containing a set of explanations, directions and procedures to be used by Regional and Area Municipal staff, consultants, developers and the general public to better understand, interpret and implement the new Official Plan.

4.6 The boundaries of the areas identified on Map No. 1, will be considered fixed where bounded by public roads, lot and/or concession lines or by clearly definable physical features. Where not so identified, boundaries may be adjusted through the Area Municipal Official Plan to the nearest natural or man-made physical feature (such as

but not limited to a major watercourse, waterbody, escarpment face, hydro-corridor, road right-of-way or railway right-of-way) or a property or lot line, or concession line without amendment to this Plan.

4.7 The outer boundaries of the Niagara Escarpment Plan as identified on Map No. 3a and 3b, are fixed and can be changed only by an amendment to this Plan and the Niagara Escarpment Plan. The interpretation of internal boundaries will be in accordance with Policy D-4.4, of this Plan and Part 1.1 (Interpretation of Boundaries) Section of the Niagara Escarpment Plan. Interpretation of less definite internal boundaries will include the most detailed or up-to-date information and site inspections in conjunction with evaluation by the Niagara Escarpment Commission. **(OPA No. 28)**

4.8 This Plan is not intended to override any proposal, program, project or agreement approved under pertinent legislation, prior to approval of the Plan.

4.9 The policies and schedules in this Plan only apply to those lands within the designated urban area. **(OPA No. 28)**

4.10 **Deleted by OPA No. 28**

4.11 **Deleted by OPA No. 28**

4.12 **Deleted by OPA No. 28**

4.13 **Deleted by OPA No. 28**

4.14 **Deleted by OPA No. 17**

4.15 Notwithstanding the provisions of Section C.3.2.2.6 and D.8.3, the lands known municipally as Nos. 8271 and

8321 English Church Road East, east of Highway 6 and south of English Church Road, in the former Township of Glanbrook, the severance of two existing (2) non-farm related single detached residential lots shall be permitted. **(O.P.A. No. 27)**

4.16 Lands located on the south side of Ridge Road and the west side of Tapleystown Road, known municipally as part of 568 Ridge Road, being Part of Lot 17 of Concession 4, former City of Stoney Creek **(OPA 37)**

In addition to the uses permitted in Section C-1.5.2 c), Escarpment Protection Area, for the lands known municipally as 568 Ridge Road and identified as SPECIAL POLICY AREA J on Map 1, a small scale restaurant in conjunction with /incidental to the agricultural operation (winery) shall be permitted, subject to the following criteria:

- a) That the owner/applicant shall apply for and receive final approval of a Site Plan Control Application, from the City of Hamilton.
- b) That the owner/applicant shall prove, to the satisfaction of the Director of Planning of the City of Hamilton, and the Niagara Escarpment Commission, that a minimum of 2 hectares (5 acres) of the arable winery farm parcel upon which the winery is proposed is capable of and committee to producing grapes that are used in the winery, and a minimum of two-thirds of that 2 hectare area is in fill grape production for use in the winery by the time a building permit is issued for the winery.

- c) That the maximum size of a winery shall not exceed 1.5% of the winery parcel, to a maximum of 2,323 square metres (25,000 square feet) – whichever is lesser. This area calculation shall not include that portion of the winery that is fully underground.

- d) That subject to on-site private sewage systems and water supplies, the maximum number of patrons of the restaurant shall be 50 people.

5 CONFORMITY OF AREA MUNICIPAL OFFICIAL PLANS

Subsequent to the approval of this Plan by the Province, The Planning Act requires that the Official Plans and By-laws of Area Municipalities be brought into conformity with this Plan. Therefore, the Region will:

- 5.1 Consider the following criteria in determining conformity of Area Municipal Official Plans to this Plan:

- a) Consistency with provision/distribution of Regional population, employment and housing projections;
- b) Consistency with Urban Area and Rural Settlement Area Boundaries and the criteria under which changes to those boundaries are to be evaluated;
- c) Application of the principles of sustainable development;
- d) Conservation, protection and management of the Region's natural resources, environment and heritage; and,

- e) Efficient utilization of Regional Services (e.g. sewer, water, transit, etc.) for which the Region has statutory responsibility.

- f) Other relevant criteria which may be appropriate for a conformity exercise.

- 5.2 Permit Area Municipalities through their Official Plans and secondary plans, to include policies more detailed or restrictive than those contained in this Plan, provided such policies are consistent with the general intent and provisions of this Plan.

6 SECONDARY/ NEIGHBOURHOOD PLANS

Urban Areas are designated on the basis of the need for urban land to the year 2020. Municipal services are expected to be extended in a planned manner to meet anticipated demands during this period. Therefore, the Region will:

- 6.1 Request that Area Municipalities continue the preparation and updating of detailed secondary and/or neighbourhood plans for the Urban Areas. Secondary Plans for Urban Areas shall include targets for density, population/employment ratio, and intensification, in keeping with the compact urban form objectives of this Plan. Regional approval for subdivisions, conveyance of land or other forms of development will be given only if the proposal is in conformity with the relevant Area Municipal Official Plan, secondary plans and the policies of this Plan.
Deleted by OPA No. 28

6A COMMUNITY IMPROVEMENT

(O.P.A. No. 11)

It is the intent of Council through community improvement to promote and maintain a high quality living and working environment throughout the City. Community Improvement will be accomplished through (1) the upgrading and ongoing maintenance of communities or areas characterized by obsolete buildings, and/or conflicting land uses and or/inadequate physical infrastructure and community services, and, (2) the establishment of policies and programs to address identified economic, land development and housing supply issues or needs throughout the Urban Area.

Pursuant to the Planning Act, the following Community Improvement policies may be applied throughout the Urban Area defined in this Plan.

6A.1 Community improvement will be carried out through the designation, by Council, of Community Improvement Project Areas and through the preparation and implementation of Community Improvement Plans pursuant to the Planning Act.

It is the intent of Council that the entire Urban Area or any part of the Urban Area as defined in this Plan, and as subsequently amended, may by by-law be designated as a Community Improvement Project Area.

6A.2 When designating Community Improvement Project Areas, one or more of the following characteristics may be present:

a) building stock or property in need of rehabilitation;

- b) buildings and structures of heritage or architectural significance;
- c) encroachment of incompatible land uses or activities;
- d) deteriorated or insufficient physical infrastructure such as, but not limited to, sanitary and storm sewers and water mains, public transit, roads/streets, curbs, sidewalks, street lighting and utilities;
- e) deteriorated or insufficient community services such as, but not limited to public indoor/outdoor recreational facilities, public open space and public social facilities;
- f) inadequate mix of housing types;
- g) known or perceived environmental contamination;
- h) deteriorated or insufficient parking facilities;
- i) poor overall visual amenity of the area, including, but not limited to streetscapes and urban design;
- j) existing Business Improvement Areas or potential for inclusion in a Business Improvement Area designation;
- k) inappropriate road access and traffic circulation;
- l) shortage of land to accommodate building expansion and/or parking and loading facilities;

m) other barriers to the improvement or redevelopment of under utilized land or buildings; and,

n) any other environmental or community economic development reasons for designation.

6A.3 Community Improvement Plans will provide direction regarding the application of one or more of the following:

a) allocation of public funds such as grants, loans or other financial instruments for the physical rehabilitation, redevelopment or improvement of land and/buildings;

b) municipal acquisition of land or buildings and subsequent clearance, rehabilitation, redevelopment or resale of these properties or other preparation of land or buildings for community improvement;

c) encouragement of infill and rehabilitation where feasible;

d) promotion of historic preservation through the appropriate local, Provincial and Federal legislation;

e) promotion of the viability of Commercial areas through the establishment and support of Business Improvement Areas; and,

f) other municipal actions, programs or investments for the purpose of strengthening and enhancing neighbourhood stability, stimulating production of a variety of housing types, facilitating local economic growth, improving social

or environmental conditions, or promoting cultural development.

6A.4 In the preparation of a Community Improvement Plan and any subsequent amendments, Council will solicit the input of public bodies and agencies, affected residents, property owners, and other interested parties in keeping with the policies for notification and public participation of this Plan.

6A.5 All developments participating in programs and initiatives contained within Community Improvement Plans shall conform with the policies contained in this Plan and the local Plans in effect for all former area municipalities, and shall comply with all municipal codes and regulations of the City.

6A.6 Council will determine the priorities and sequences in which designated Community Improvement Project Areas will have individual Community Improvement Plans prepared.

6A.7 Any Community Improvement Plan will endeavour to co-ordinate individual initiatives to improve properties with municipal actions to upgrade physical infrastructure and community services, and promote new types of housing.

6A.8 Council will be satisfied that community improvements will be within the financial capability of the City.

7 DEVELOPMENT APPROVALS

The Region has been delegated powers of approval for Area Municipal Official Plans and amendments thereto, plans of subdivision, plans of condominium, and part lot control by-

laws. In exercising authority in these areas, the Region will:

- 7.1 Facilitate and expedite, in conjunction with the Area Municipalities and affected agencies, the development approval process by:
- a) investigating and implementing measures to eliminate duplication, consolidate responses, and reduce time delays;
 - b) enforcing reasonable deadlines;
 - c) encouraging proponents of development proposals to consult with staff prior to the submission of applications; and
 - d) monitoring approval processes and setting time frame targets for processing applications.

7A COMPLETE APPLICATION REQUIREMENTS AND FORMAL CONSULTATION (O.P.A. No. 33)

The following policies apply to the all lands within the City of Hamilton, including those lands that are subject to the Rural Hamilton Official Plan:

7A.1 Formal consultation with the City (formerly the Region of Hamilton-Wentworth) shall be encouraged prior to the submission of a Planning Act application(s) for a Regional Official Plan Amendment, Area Municipal Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, or Site Plan. (OPA 47)

7A.2 The purpose of such formal consultation will be to review a draft development proposal for the lands affected by the proposed

application(s) and identify the need for, and the scope of other information and materials considered necessary by the City and other affected agencies to allow for a comprehensive assessment of the development application(s).

7A.3. A waiver for formal consultation shall only be considered where a formal consultation process had been completed for the same proposal. If the formal consultation is waived by the City, the City will provide the applicant with a form that identifies the necessary other information and materials to be submitted with the application(s) to deem it complete. (OPA 47)

7A.4 The City will only accept and process complete Planning Act applications for Regional Official Plan Amendment, Area Municipal Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision and Site Plan.

7A.5 A Planning Act application(s) shall be deemed complete provided that:

- a) it satisfies all applicable provincial requirements;
- b) it satisfies all requirements set out in the applicable Area Municipal Official Plans; and,
- c) it shall be accompanied by all the other information and materials listed in Schedule No. 1 or as determined by the procedures of Policy D.7A.1 or D.7A.3. (OPA 47)

7A.6 Schedule No. 1 identifies the other information and materials which are required to deem Planning Act

applications for Regional Official Plan Amendment, Area Municipal Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and Site Plan complete, unless otherwise determined through a formal consultation. (OPA 47)

7A.7 Other information and materials submitted in accordance with Policy D.7A.5 will be subject to the following requirements to be deemed complete:

- a) The other information and materials submitted shall be prepared by a qualified professional, in accordance with applicable legislation and/or to the satisfaction of the City, retained by and at the expense of the applicant;
- b) The City may request or conduct a peer review of any other information and materials submitted where the City lacks the appropriate expertise to review such other information and materials. Such peer review will be completed by an appropriate agency or professional consultant, retained by the City at the applicant's expense;
- c) The City may refuse other information and materials submitted as part of a complete application(s) if it considers the quality of the submission unsatisfactory;
- d) The City may request electronic versions of all other information and materials submitted and stipulate the format of the digital submission; and,
- e) In addition to the other information

and materials listed in Schedule No. 1, the applicant shall be required to submit any other supporting information and materials identified by the City during the formal consultation process with the applicant as being necessary for an application to be deemed complete. (OPA 47)

7A.8 The requirement for other information and materials submitted in accordance with Policies D.7A.1, D.7A.3, or Schedule No. 1 is not intended to preclude Council and its delegated authorities from requiring additional reports, studies, maps, plans, calculations, information or materials, which are identified during the review process for an application(s) which has been deemed complete as being necessary for Council and its delegated authorities to make informed decisions. (OPA 47)

7A.9 The City will establish guidelines for the other information and materials identified in Schedule No. 1, to provide direction regarding the intended content and scope of such other information and materials. (OPA 47)

7A.10 Prior to the submission of a complete Planning Act application, where complete application requirements have been determined through formal consultation or a formal consultation waiver letter prior to January 1, 2023, the City may:

- a) amend the formal consultation or waiver letter; or
- b) require the complete application requirements to be determined

through a new formal consultation or in accordance with Schedule No. 1.

7A.11 Schedule No. 1 identifies four categories under which other information and materials shall be required for each Planning Act application. These categories are: (OPA 47)

- a) minimum requirements for the submission of a complete application regardless of the context of the application;
- b) locational requirements for the submission of a complete application for all applications located within a specified area, as determined by the applicable policies of this Plan;
- c) proposal based requirements for the submission of a complete application for all applications of a specified use, form, character, or scale, as determined by the applicable policies of this Plan; and,
- d) discretionary requirements being all other information and materials that may be requested by the City through the formal consultation process and/or the processing of a Planning Act application.

7A.12 The City may establish application guidelines to provide guidance for the applicable policies of this Plan which apply to the locational and proposal based requirements as identified in Schedule No. 1. (OPA 47)

7A.13 Where any policy of this Plan identifies a submission requirement the City

may require as part of a complete application and where it is identified as a locational or proposal based requirement, it shall be deemed to be a submission requirement for a complete Planning Act application unless otherwise determined through the formal consultation process. (OPA 47)

7A.14 Where there is a discrepancy between submission requirements identified in this Plan and the policies of the former City of Hamilton Official Plan and the West Harbour Secondary Plan, the requirements identified in the former City of Hamilton Official Plan and the West Harbour Secondary Plan shall also apply. (OPA 47)

7A.15 A Complete Application Compliance Summary shall be required where no formal consultation has been completed which shall identify how each requirement on Schedule No. 1 has been addressed. (OPA 47)

7B LOCATIONAL AND PROPOSAL BASED APPLICATION REQUIREMENTS (OPA 47)

The following policies identify the criteria for locational and proposal based requirements identified in Schedule No. 1.

7B.1 The City shall ensure that all development or redevelopment with the potential to create conflicts between sensitive land uses and point source or fugitive air emissions such as noise, vibration, odour, dust, and other emissions complies with all applicable provincial legislation, provincial and municipal standards, and provincial guidelines, and shall have regard to

municipal guidelines. The City shall require proponents of such proposals to submit studies prior to or at the time of application submission, unless otherwise determined through the formal consultation process, including the following: noise feasibility study; detailed noise study; air quality study; odour impact assessment; dust impact analysis; light impact assessment; and any other information and materials identified in Section D.7A - Complete Application Requirements and Formal Consultation. (OPA 47)

7B.2 For any development or redevelopment on lands identified on Map No 3a – Provincial Plans as Niagara Escarpment Plan Natural Area; or regulated by a Conservation Authority; or located within 120 metres of Hazardous Lands, Key Hydrologic Features, or Earth Science Area of Natural and Scientific Interest (ANSI), the City shall require the following other information and materials to be submitted as part of a complete application unless otherwise determined through the formal consultation process:

- a) Channel Design and Geofluvial Assessment;
- b) Erosion Hazard Assessment;
- c) Floodline Delineation Study/ Hydraulic Analysis;
- d) Karst Assessment / Karst Contingency Plan;
- e) Limit of Core Areas or Limit of Conservation Authority Regulated

Area;

- f) Meander Belt Assessment;
- g) Shoreline Assessment Study/ Coastal Engineers Study; and,
- h) Slope Stability Study and Report.

7B.3 A cultural heritage impact assessment:

- a) shall be required by the City and submitted prior to or at the time of any application submission pursuant to the Planning Act, where the proposed development, site alteration, or redevelopment of lands (both public and private) has the potential to adversely affect the following cultural heritage resources through displacement or disruption:
 - i. Properties designated under any part of the Ontario Heritage Act or adjacent to properties designated under any part of the Ontario Heritage Act;
 - ii. Properties that are included in the City's Register of Property of Cultural Heritage Value or Interest or adjacent to properties included in the City's Register of Property of Cultural Heritage Value or Interest;
 - iii. A registered or known archaeological site or areas of archaeological potential;

iv. Any area for which a cultural heritage conservation plan statement has been prepared; or,

v. Properties that comprise or are contained within cultural heritage landscapes that are included in the Register of Property of Cultural Heritage Value or Interest.

b) may be required by the City and submitted prior to or at the time of any application submission pursuant to the Planning Act, R.S.O., 1990 c. P.13 where the proposed development, site alteration, or redevelopment of lands (both public and private) has the potential to adversely affect cultural heritage resources included in the City's Inventory of Buildings of Architectural or Historical Interest through displacement or disruption.

7B.4 The City shall require proponents of development or redevelopment applications which include residential uses to prepare a Housing Report to indicate how the proposal will provide for a mix of unit sizes to accommodate a range of household sizes and income levels, unless otherwise determined through the formal consultation process. (OPA 47)

7B.5 For any development or redevelopment with a proposed height of more than six storeys, or any other development at the discretion of the Chief Planner, the City shall require the following studies as part of a complete application unless otherwise determined through the formal consultation process:

- a) Design Review Panel Summary of Advice Response;
- b) Housing Report;
- c) Energy and Environmental Assessment Report;
- d) Shadow Impact Study;
- e) Pedestrian Level Wind Study;
- f) Visual Impact Assessment; and,
- g) 3D Model.

7B.6 An EIS shall be required for development and site alteration proposed within or adjacent to a Core Area. Adjacent lands for features are defined in Table 1 below. The distances for adjacent lands provided in Table 1 are guidelines only and the City may require an EIS for development proposed outside of the adjacent area if it is anticipated that impacts may be far-reaching.

Table 1: Adjacent Land Distances to Trigger an Environmental Impact Statement (For lands outside the Greenbelt Plan Area)

Natural Heritage Feature	Boundary Definition	Extent of Adjacent Lands- (outside of Greenbelt)
Fish Habitat	Streams, rivers, lakes, ponds, and wetland.	30 metres from bankfull channel
Provincially Significant Wetlands	Defined by the Province.	120 metres

Significant Habitat of Threatened and Endangered Species	Defined by the Province and City of Hamilton.	50 metres
Non-Provincially Significant Wetlands	Defined by Conservation Authorities and the City of Hamilton	50 metres
Significant Woodlands	Defined by the City of Hamilton	50 metres, measured from the dripline
Streams and River Valleys	Conservation Authority regulatory lines, flood plain mapping.	30 metres from stable top of bank
Areas of Natural and Scientific Interest (ANSIs)	As defined by the Province.	50 metres
Significant Valley Lands	As defined by the Province and the City of Hamilton.	50 metres
Significant Wildlife Habitat	As defined by the Province and the City of Hamilton.	50 metres
Environmentally Significant Area (ESAs)	As defined by the City of Hamilton.	50 metres

7B.7 Where there is potential for site contamination due to previous uses of a property and a more sensitive land use is proposed, a mandatory filing of a Record of Site Condition is triggered as outlined in provincial guidelines. The Record of Site Condition shall be submitted by the proponent to the City and the Province. The Record of Site Condition shall be to the satisfaction of the City. (OPA 47)

7B.8 The City shall require a Hydrogeological Study and Soils/Geotechnical Study as part of a complete application for any site alteration below grade, unless otherwise determined through the formal consultation process.

7B.9 The City shall require proponents of development or redevelopment applications to prepare a Neighbourhood Traffic Calming Report as part of a complete application for lands located within 500 metres an educational establishment (i.e., elementary school), unless otherwise determined through the formal consultation process. (OPA 47)

7B.10 A noise feasibility study, or detailed noise study, or both, shall be submitted as determined by the City prior to or at the time of application submission, for development of residential or other noise sensitive land uses on lands in the following locations: (OPA 47)

- a) 100 metres of a minor arterial road;
- b) 400 metres of a major arterial road;
- c) 400 metres of a truck route;
- d) 400 metres of an existing or proposed parkway or provincial highway (controlled access); and,
- e) 400 metres of a railway line.

7B.11 Where a reduction in the minimum number of required parking spaces or an increase in the maximum

number of permitted parking spaces is proposed, the City shall require a Parking Analysis / Study as part of a complete application, unless otherwise determined through the formal consultation process. (OPA 47)

7B.12 Where a request is made by a proponent of a development application to reduce or waive requirements for conveyance of lands for right-of-way dedications, including daylight triangles, proponents shall be required to prepare a Right of Way Impact Assessment to review potential impacts and provide a rationale for the alternative requirement in accordance with the criteria outlined in Policy C.4.5.6.5 a). (OPA 47)

7B.13 The City shall require a Vibration Study to be submitted as part of a Construction Management Plan prior to or at the time of application submission. (OPA 47)

7B.14 The City shall require a Vibration Study to be submitted prior to or at the time of application submission for development on lands located within 75 metres of a railway line or railway yard, unless otherwise determined through the formal consultation process. (OPA 47)

7B.15 The City shall require a Water Well Survey and Contingency Plan to be submitted prior to or at the time of application submission for development on lands within 500 metres of the urban boundary or any un-serviced lands within the urban area. (OPA 47)

7B.16 A Zoning Compliance Review shall be submitted as part a complete

application for Site Plan and Draft Plan of Subdivision which contains no non-compliances with respect to the use of the lands, unless otherwise determined through the formal consultation process. (OPA 47)

7B.17 A Zoning Compliance Review submitted as part of Site Plan shall be reviewed by City staff to confirm that the development conforms to the applicable height and density policies of Official Plan prior to the application being deemed complete. (OPA 47)

8 LAND SEVERANCE

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Therefore, the Region will:

8.1 General Policies

8.1.1 Policies in the Area Municipal Official Plans for Urban Areas (with the exception of Binbrook) will only permit new development where full municipal services are available. **(O.P.A. No. 28 & 29)**

8.1.2 Consider consents for the correction of previous conveyances or acquisition of land by a public body, provided new building lots are not created and any proposed consent complies with other applicable policies in this Plan, and the Area Municipal Official Plan.

8.2 Specific Policies

In addition to the detailed policy statements contained in the Area Municipal Official Plans, the Region will:

8.2.1 Deleted by OPA No. 28

8.2.2 Deleted by OPA No. 28

8.2.3 Require that any severed parcel fronting on an arterial road is able to accommodate a driveway having safe site distances.

8.3 Prime Agricultural

Lands Deleted by OPA No. 28

8.4 Rural Lands

Deleted by OPA No. 28

8.5 Escarpment Natural, Protection and Rural Areas of the Niagara Escarpment Plan

8.5.1 Within the Escarpment Natural, Protection, as identified on Maps No. 3a and 3b, only the following types of consents may be considered: **(OPA No. 28)**

a) the correction of previous conveyances, enlargement of existing lots, or creation of new lots through acquisition by a public body provided no new building lot is created.

b) Deleted by OPA No. 28

c) Deleted by OPA No. 28

d) Deleted by OPA No. 28

9 WATERSHED/SUBWATERSHED PLANNING

Urban drainage planning activities have traditionally focused on the need to provide safe and efficient movement of storm water

from urban areas. However, over the past two decades, there has been an increased awareness of the adverse impacts associated with designing systems to simply move water as fast as possible away from developed areas to receiving water bodies. As a result, recent master drainage plans/subwatershed plan techniques have evolved to address both traditional flooding and drainage issues and broader issues involving pollution control, habitat protection and enhancement, soil erosion, groundwater protection and the identification and preservation of ecologically- sensitive landscapes.

Subwatershed planning is a desirable process to be utilized in advance of or in conjunction with neighbourhood or secondary planning to produce more environmentally sensitive forms of development.

Therefore, the Region will:

9.1 Require Area Municipalities, in conjunction with the appropriate Conservation Authorities and the Region, to determine the need for subwatershed planning.

9.2 Where it is determined that subwatershed planning will benefit the formulation of new neighbourhood and/or secondary plans, in terms of protecting and enhancing environmental features, require the Area Municipality in conjunction with the appropriate Conservation Authority to prepare a subwatershed implementation program.

- a) Such a program will identify priority areas, terms of reference for specific plans, and methods to finance preparation of such including imposition of development charges.
- b) Prior to the establishment of such programs, the Region, through its development review and approval authority, may require the preparation of subwatershed plans for major site specific development proposals, with the preparation of such plans at the expense of the proponent. Before a decision is made by the Region to have such a plan approved, the Region will consult with the appropriate Area Municipality and Conservation Authority.

10 FISCAL RESPONSIBILITIES

Funding to facilitate Regional responsibilities will reflect the Region's commitment to sustainability. This will be accomplished through maximum use of existing Regional facilities and resources, efficient delivery of Regional services, provision of funds to implement the policies of this Plan, and a long term commitment to "pay as you go" capital financing.

Accordingly, the Region will:

- 10.1 Undertake capital works, for which the Region is responsible, in accordance with a Five Year Capital Works program, which will comply with this Plan and be updated annually.
- 10.2 Require that no public work be undertaken that does not conform with this Plan.

- 10.3 Require works be in conformity with this Plan, the Area Municipal Official Plan, and a Five Year Capital Works program.

11 DEFINITIONS

Adjacent:

Adjoining or near enough to an Environmentally Significant Area (ESA) or Core Natural Area that changes in land use could generate one or more of the following impacts within the ESA or Core Natural Area:

- alterations to hydrological or hydrogeological regimes
- clearing of existing vegetation through removal or windthrow
- erosion or sedimentation
- substantial disruption of existing natural linkages or habitat of significant species.

Communal System

Deleted by OPA No. 28

Conservation:

Ensuring the long term ecological integrity of natural areas and resources. This may be achieved through various management policies, regimes and techniques including preservation, mitigation of negative impacts and sustainable use of resources.

Conservation Authorities

The Hamilton Region Conservation Authority, the Grand River Conservation Authority, the Niagara Peninsula Conservation Authority, and the Halton Region Conservation Authority.

Environmentally Significant Areas
(O.P.A. No. 24)

Environmentally Significant Areas are Areas which meet at least one of the following criteria:

- a) Significant Earth Science Feature – the Area has a distinctive and unusual landform that is significant within the City, the Province, or Canada. Examples of such Significant Earth Science Features include, but are not limited to:
 - Karst;
 - Glacial formations such as drumlins, kettles, eskers, moraines, kames, tombolo bars;
 - Bedrock exposures such as quarries, road cuts along the escarpment; and,
 - Geomorphological features such as baymouth bars, shoreline ponds, riparian landforms.
- b) Significant Hydrological Feature or Function – the Area contributes significantly to at least one of, but not limited to these hydrological features or functions:
 - Groundwater recharge;

- Groundwater discharge;
- Groundwater quality;
- Flow attenuation; and,
- Surface water quality.

- c) Significant Ecological Function – the Area has the least one of, but not limited to these Significant Ecological Functions:
 - There is a high diversity of native species or biotic communities;
 - There are biotic communities that are rare in the City, Province or Canada;
 - The area is a good representative of a biotic community characteristic of the natural landscapes of the City and not adequately represented in existing protected areas or the area is a good representative of a pre-settlement biotic community;
 - The area is a large core natural area; it may be sufficiently large enough to provide habitat for species requiring large habitat areas;
 - The area provides essential habitat for continuation of species; for example, significant areas of species concentrations, areas essential for certain stages of life cycle, source areas for species;
 - There is significant habitat for seasonal concentrations of wildlife;
 - There is significant fish habitat;

- The area acts as a link between natural areas or functions as a corridor for wildlife;
- The area is in a good natural condition with few non-native species, particularly invasive non-natives; and,
- There is habitat for species considered significant in the City, Province or Canada;

Farm

Deleted by OPA No. 28

Farmer

Deleted by OPA No. 28

Farm Related Residential Lot

Deleted by OPA No. 28

Fish Habitat

The spawning grounds and nursery, rearing, food supply and migration areas on which fish depend directly or indirectly in order to carry out their life processes. Fish means fish, shellfish, crustaceans, and marine animals, at all stages of their life cycles.

Hazard Lands

All lands having inherent environmental hazards, such as flood susceptibility, erosion susceptibility, or any other physical condition which is severe enough to cause property damage and/or potential loss of life if those lands were to be developed.

Hazardous Waste

Shall mean materials that are defined as hazardous waste under Ontario Regulation 347 to the Environmental Protection Act.

Hazardous Waste Management Facility

Shall mean a waste transfer facility, a waste processing facility or a waste disposal facility that handles hazardous waste, and for which a Certificate of Approval for such purpose under Part V of the Environmental Protection Act is required. A hazardous waste management facility may also include the storage, transfer or processing of non-hazardous waste.

Historical Resources

Heritage features including buildings, structures, sites of archaeological significance, natural and scenic areas.

Land Severance

Division of land in accordance with the provisions of the Planning Act.

Land Use Changes

Proposed changes include applications for official plan and zoning bylaw amendments, NEC or Parkway Belt West plan amendments and development permits, severances, plans of subdivision, and variances.

Other information and materials

Shall mean studies, reports, maps, plans or other documentation, in addition to the requirements of the Planning Act that may be required for submission to the

City to satisfy the complete Planning Act application requirements.

Policies

Statements expressing parameters, directions or criteria that are intended to guide ongoing decision-making processes.

Prime Agricultural Lands

Deleted by OPA No. 28

Private Land Stewardship

The appreciation and responsible use of the natural environment by landowners who respect natural ecosystems and the inter-connectiveness of land, water, plants and humans and who recognize their role as a "custodian" in protecting, conserving and where possible enhancing the natural environment.

Provincially Significant Wetlands

Lands identified as Class 1, 2 and 3 in the Ontario wetland evaluation system, as revised from time to time.

Provincial Ministries

This Plan makes reference to various specific Provincial Ministries as they were named at the time of approval of this Plan. It is recognized that the names of these Ministries may change from time-to-time.

Regional Natural Heritage System

An inter-related system of natural areas and features of varying ecological significance within the Hamilton-

Wentworth Region. Areas or features included in the system may be designated or regulated by Provincial or Regional Policy. The areas fall into one of the following categories.

- a) Core Natural Areas - are the most significant areas within the Natural Heritage System in terms of biodiversity, productivity and hydrological functions. They are given priority in terms of conservation policy and management.
- b) Linkages - are watercourses or naturally vegetated areas that border or connect Core Natural Areas and provide ecological functions such as passage, feeding, shelter, hydrological flow, or buffering from adjacent impacts. Their conservation will protect and enhance Core Natural Areas.
- c) Restoration Opportunities - are vacant or available lands or watercourses where natural habitat is altered, degraded or destroyed. With proper habitat restoration and conservation management these areas may function as Linkages.

A detailed description of the types of features in these categories reference should be made to the Natural Heritage System Criteria as approved by Council. (Refer to Implementation Guide for this Plan).

Responsibility Agreement

Deleted by OPA No. 28

Restoration

The process of altering a site to re-establish a defined, indigenous, historic ecosystem. The goal is to emulate the structure, function, diversity and dynamics of the specified ecosystem in a relatively undisturbed state.

Specialty Crop Area

Deleted by OPA No. 28

Sustainable Development

Positive change that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Principles involved in sustainable development encompass:

- fulfilment of human needs for safety, clean air and water, food, education and useful and satisfying employment;
- maintenance of ecological integrity through careful management, rehabilitation, reduction in waste and protection of diverse and important natural species and systems;
- public involvement in the definition and development of local solutions to environmental and development problems;
- achievement of equity with the fairest possible sharing of limited resources among contemporaries and between our generation and our descendants.

Thermal Treatment

Shall mean the processing of waste into a waste-based fuel and/or the disposal of waste under controlled conditions by heating or combusting the materials and shall include refuse derived fuel manufacturing and energy from waste activities.

Urban Transit Area

The area within the Region against which Regional Council may by by-law, levy the sums required to meet any deficit arising out of the operation of the Regional Public Transportation System within its boundaries.

Viable Farm

Deleted by OPA No. 28

Waste

Shall mean materials that are defined as waste under Part V of the Environmental Protection Act.

Waste Disposal Facility

Shall mean the use of land for the placement or final disposal of waste under controlled conditions in order to protect environmental and human health and for which a Certificate of Approval for such purpose under Part V of the Environmental Protection Act is required, and shall include but not be limited to: sanitary landfills; Industrial, Commercial and Institutional (ICI) landfills; and, Demolition and Construction (DC) landfills. A Waste Disposal Facility may also include accessory uses including, but not limited to energy from waste activities.

Waste Management Facility

Shall mean the use of land, building, structure, or part thereof, for the storage, processing or disposition of waste or hazardous waste and for which a Certification of Approval for such purpose under Part V of the Environmental Protection Act is required. Waste management facilities shall include the following uses: waste processing facilities; waste transfer facilities; hazardous waste management facilities; and, waste disposal facilities.

Waste Processing Facility

Shall mean the use of land, building, structure, or part thereof, for the sorting and processing of waste and recyclable materials and for which a Certificate of Approval for such purpose under Part V of the Environmental Protection Act is required. Waste processing facilities shall include but not be limited to: thermal treatment, blue box recyclable recovery facilities, open-air or in-vessel organics processing, wood waste recycling, construction and demolition waste recycling and/or a Co-generation Energy Facility, but shall not include a Motor Vehicle Wrecking Establishment or a Salvage Yard.

Waste Transfer Facility

Shall mean the use of land, building, structure or part thereof, for the temporary storage and collection of waste and for which a Certificate of Approval for such purpose under Part V of the Environmental Protection Act is required.

A waste transfer facility may also include limited sorting of such waste prior to its transport.

Wetlands Functions

The biological, physical and socio-economic interactions that occur in an environment because of the properties of the wetlands that are present, including but not limited to: groundwater recharge and discharge, flood damage reduction, shoreline stabilization, sediment control, nutrient retention and removal, food chain support, habitat for flora and fauna and social and economic benefits.

Wetlands

Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils and has resulted in the dominance of hydrophytic or water tolerant plants.

Woodlands

Treed areas comprised of different tree species, shrubs, ground vegetation and soil complexes that provide environmental and economic benefits such as erosion prevention, water retention, provision of habitat, recreation and sustainable harvest of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance. Christmas tree plantations, nurseries and orchards are excluded from this definition. Regionally Significant Woodlands are those which satisfy the definition of Regionally Significant Woodlands contained in the Natural Heritage System Criteria. They are considered Core Natural Areas and will be

given priority in conservation planning and private land stewardship initiatives. Other woodlands may be significant at a local scale.

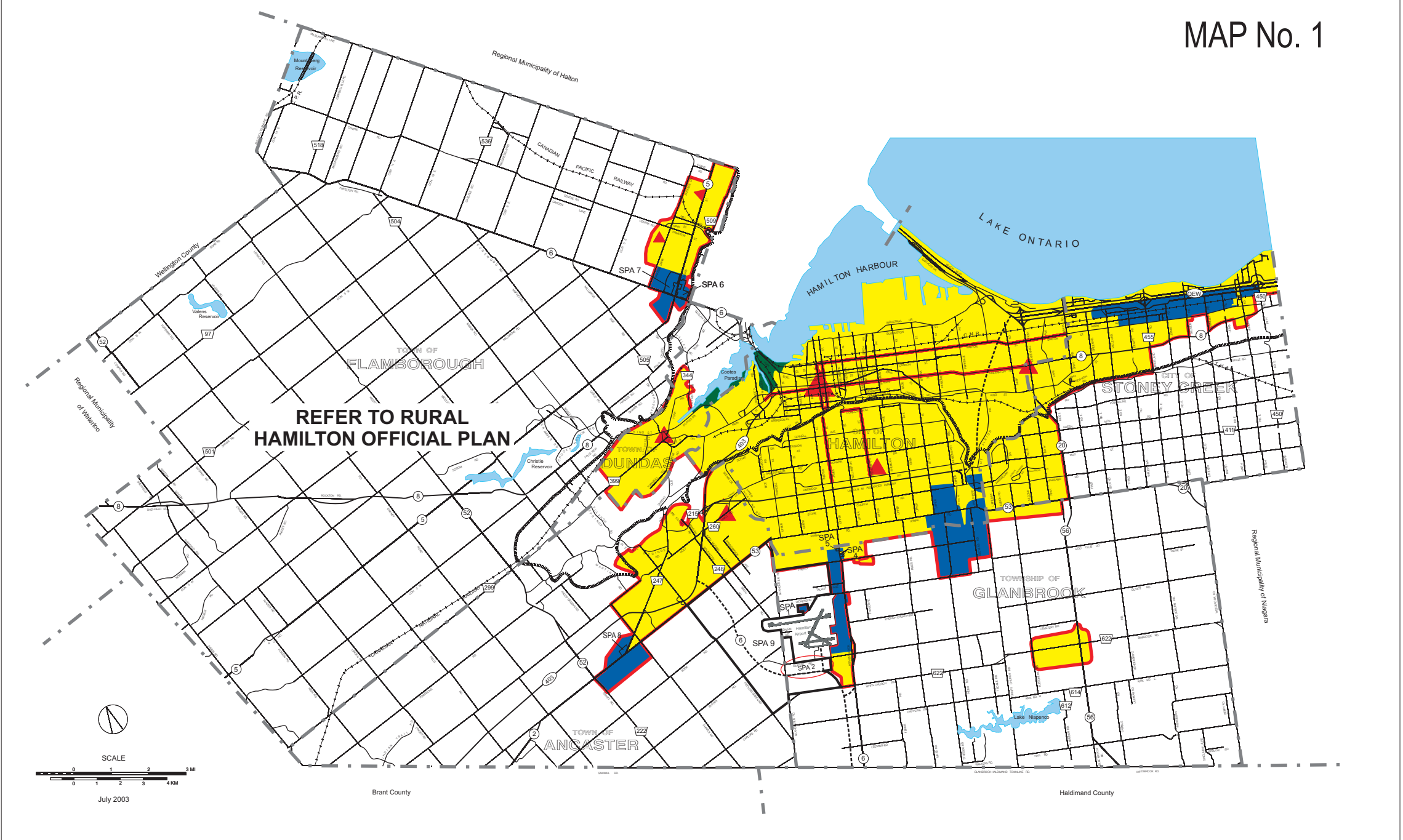
APPENDICES

MAP NO. 1 Wetlands and Streams

MAP NO. 2 Bicycle Network Master Plan

MAP NO. 3 Regional Greenlands Preliminary Concept Map

MAP No. 1



URBAN AREAS

- Urban Area Boundary
- Urban
- Business Parks
- Regional Centre
- Mixed-use Centre
- High Density Mixed-use Corridors

OTHER

- Parkway Belt West Policy Areas
- Special Policy Areas
- Airport
- Future Roadway
- Municipal Boundary

REGIONAL DEVELOPMENT PATTERN

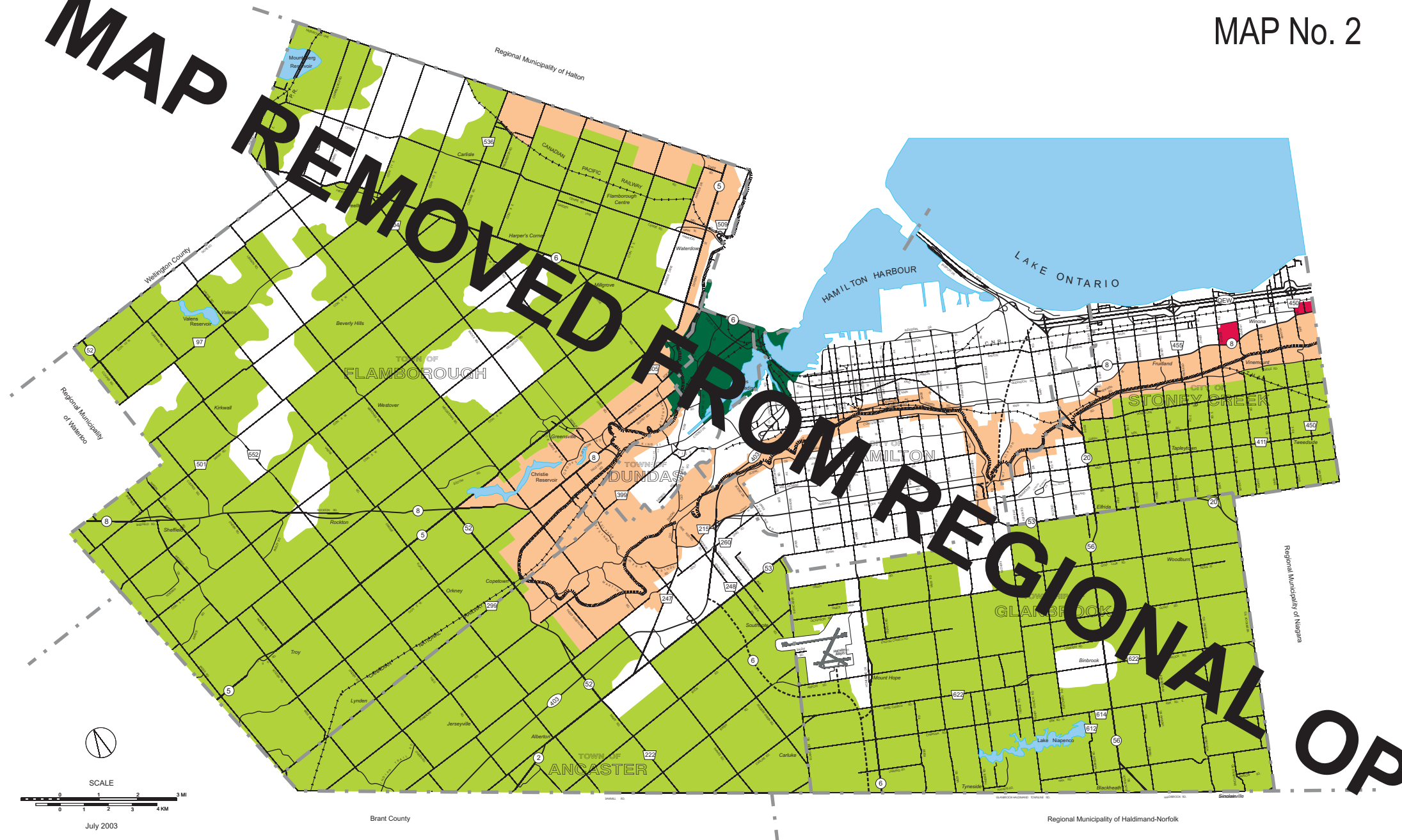


THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Regional Environment Department

August 2012

MAP

MAP No. 2



LEGEND

PRIME AGRICULTURAL LANDS
(Canada land Inventory Soil Classes 1,2,3 & 4)

SPECIALTY CROP AREAS

PARKWAY BELT
WEST POLICY AREAS

NIAGARA ESCARPMENT
PLAN AREA*

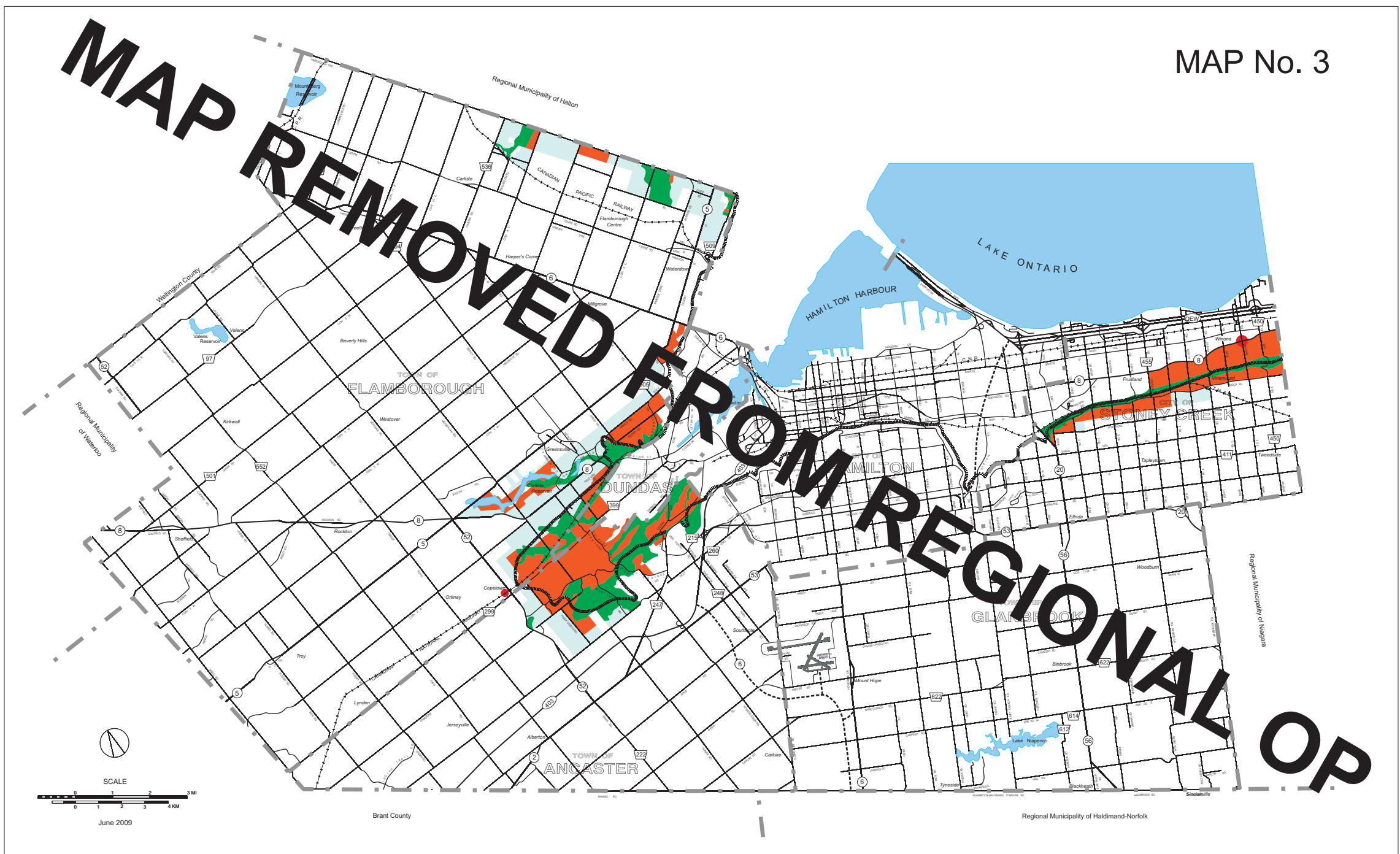
*For Details See Niagara Escarpment Plan, Map No. 3

AGRICULTURAL LANDS & NIAGARA ESCARPMENT PLAN AREA



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Regional Environment Department

June 2009



LEGEND

- ESCARPMENT NATURAL AREA
- ESCARPMENT PROTECTION AREA

- ESCARPMENT RURAL AREA
- MINOR URBAN CENTRE

*For Details See Niagara Escarpment Plan, Map 2

NIAGARA ESCARPMENT
PLANS AREA*



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Regional Environment Department

LEGEND

ESCAPMENT NATURAL AREA

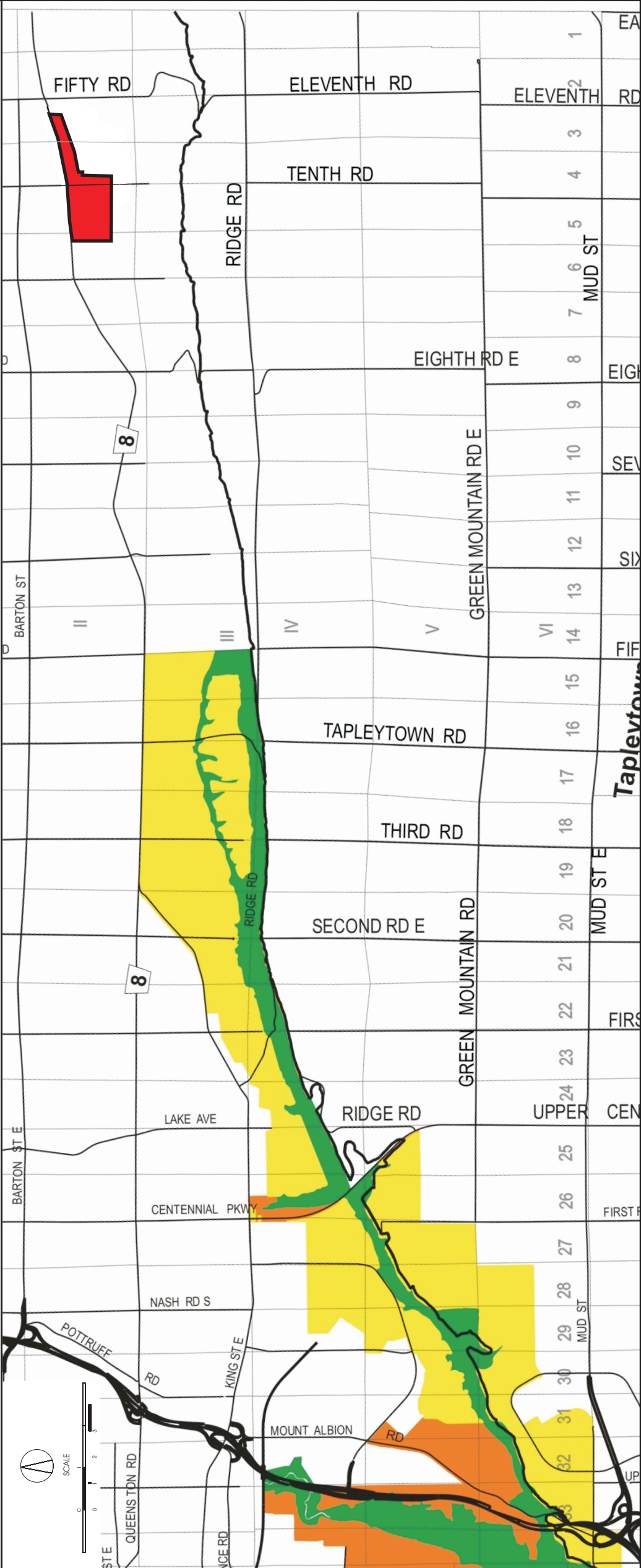
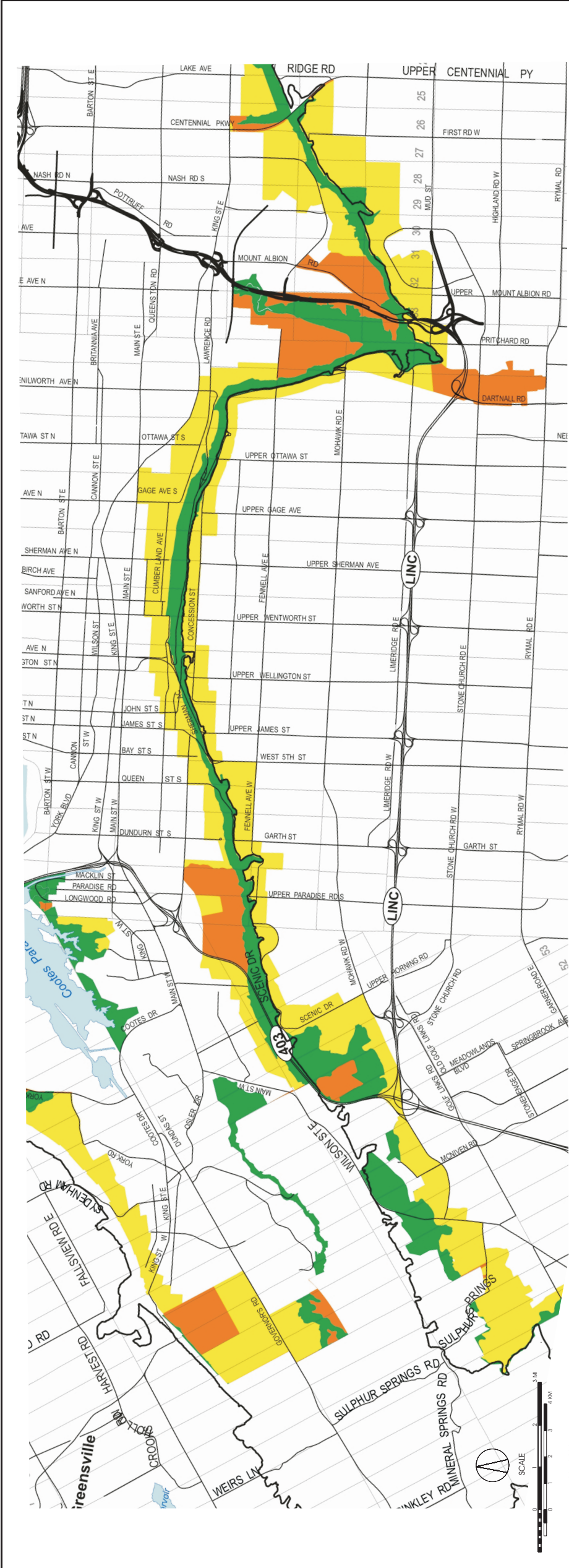
ESCAPMENT PROTECTION AREA

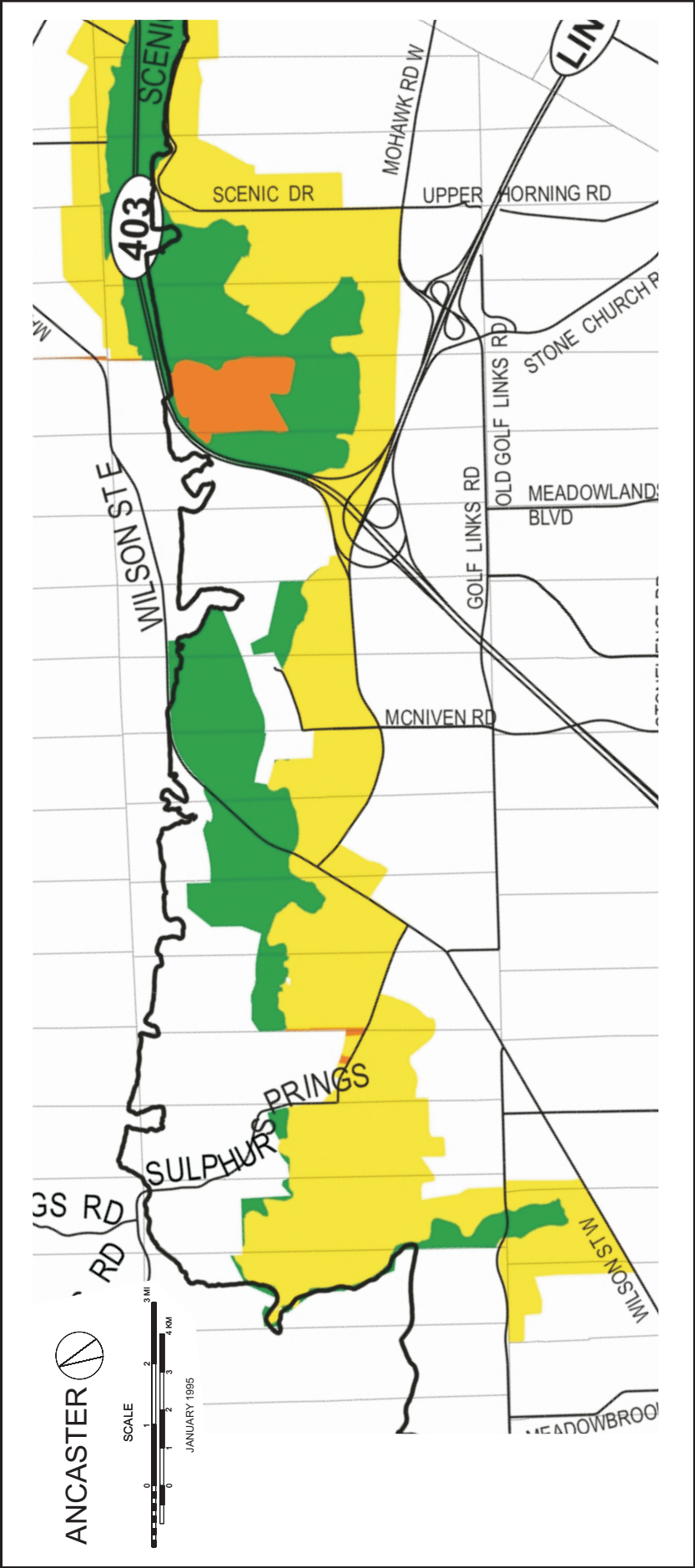
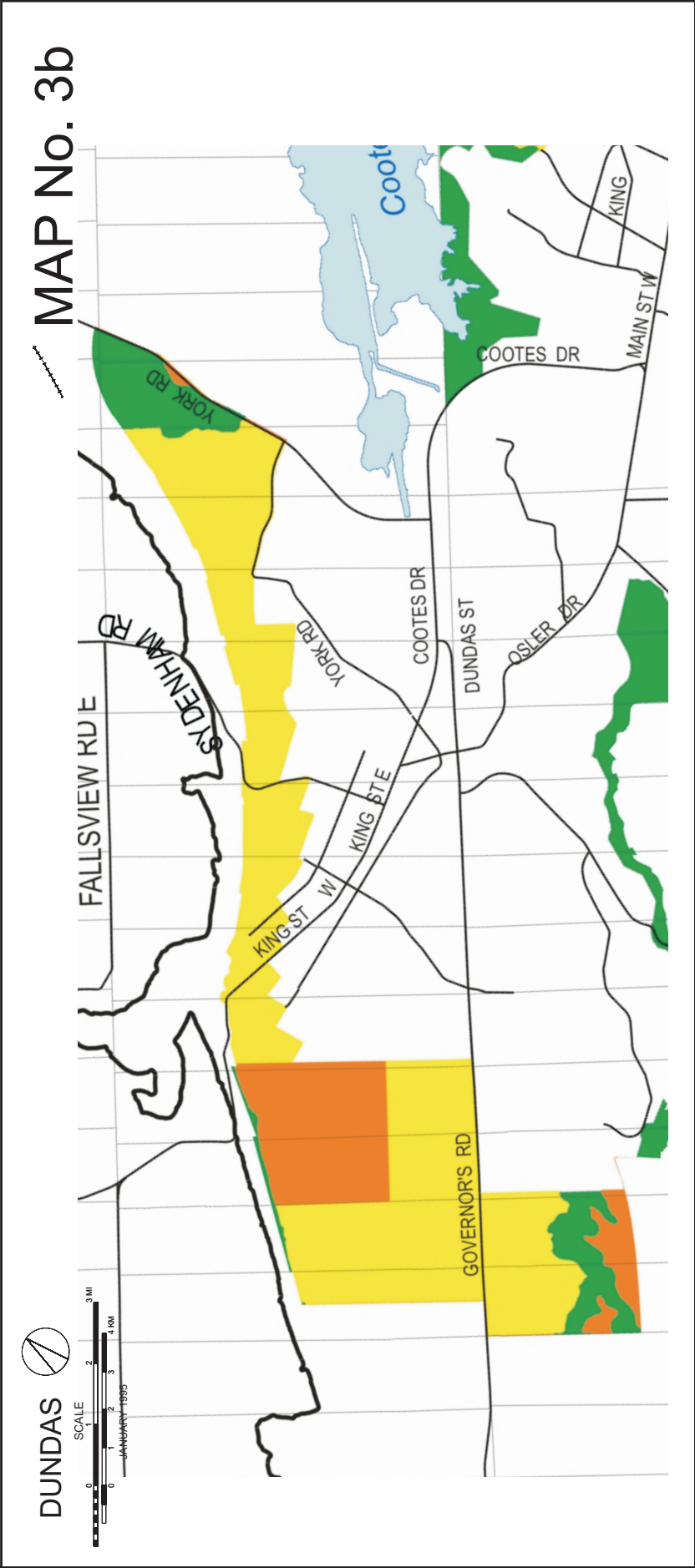
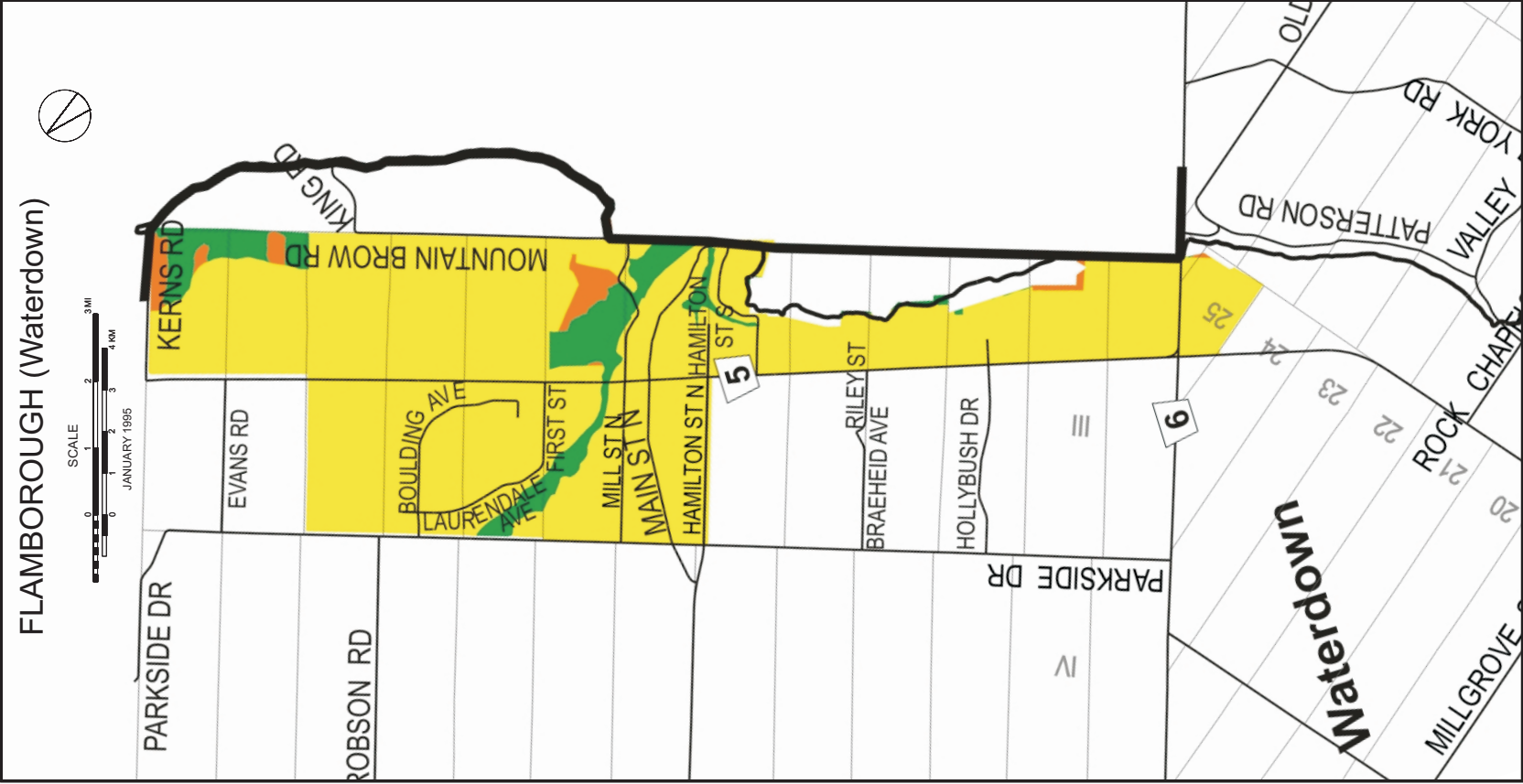
URBAN AREA

MINOR URBAN CENTRE

*Note: Refer to the appropriate Provincial Plan for detailed mapping.

NIAGARA ESCARPMENT
PLAN AREAS*





LEGEND

ESCARPMENT NATURAL AREA

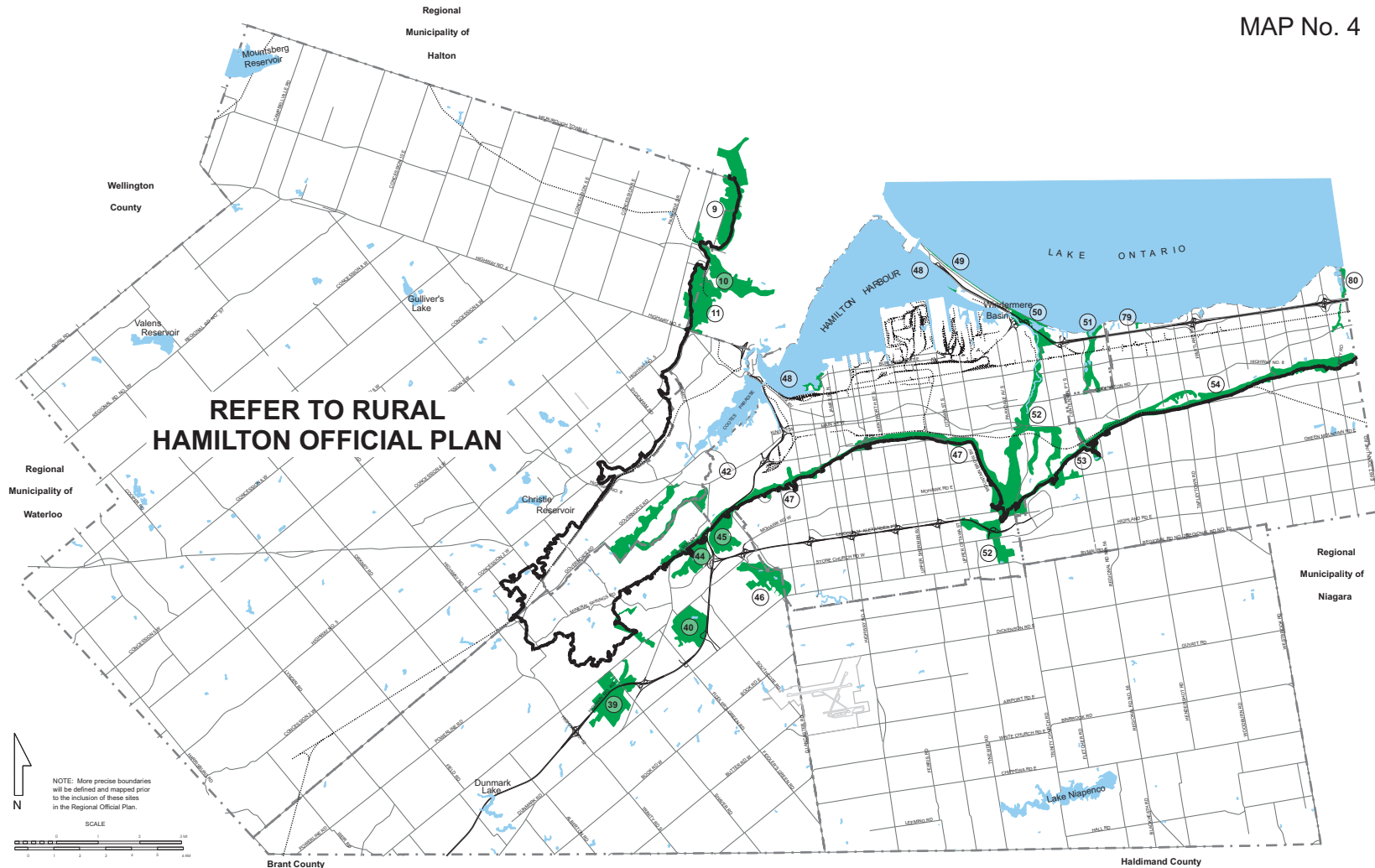
ESCARPMENT PROTECTION AREA

URBAN AREA



NIAGARA ESCARPMENT
PLAN AREAS*

*For Details See Niagara Escarpment Plan, Map 2



ENVIRONMENTALLY SIGNIFICANT AREAS

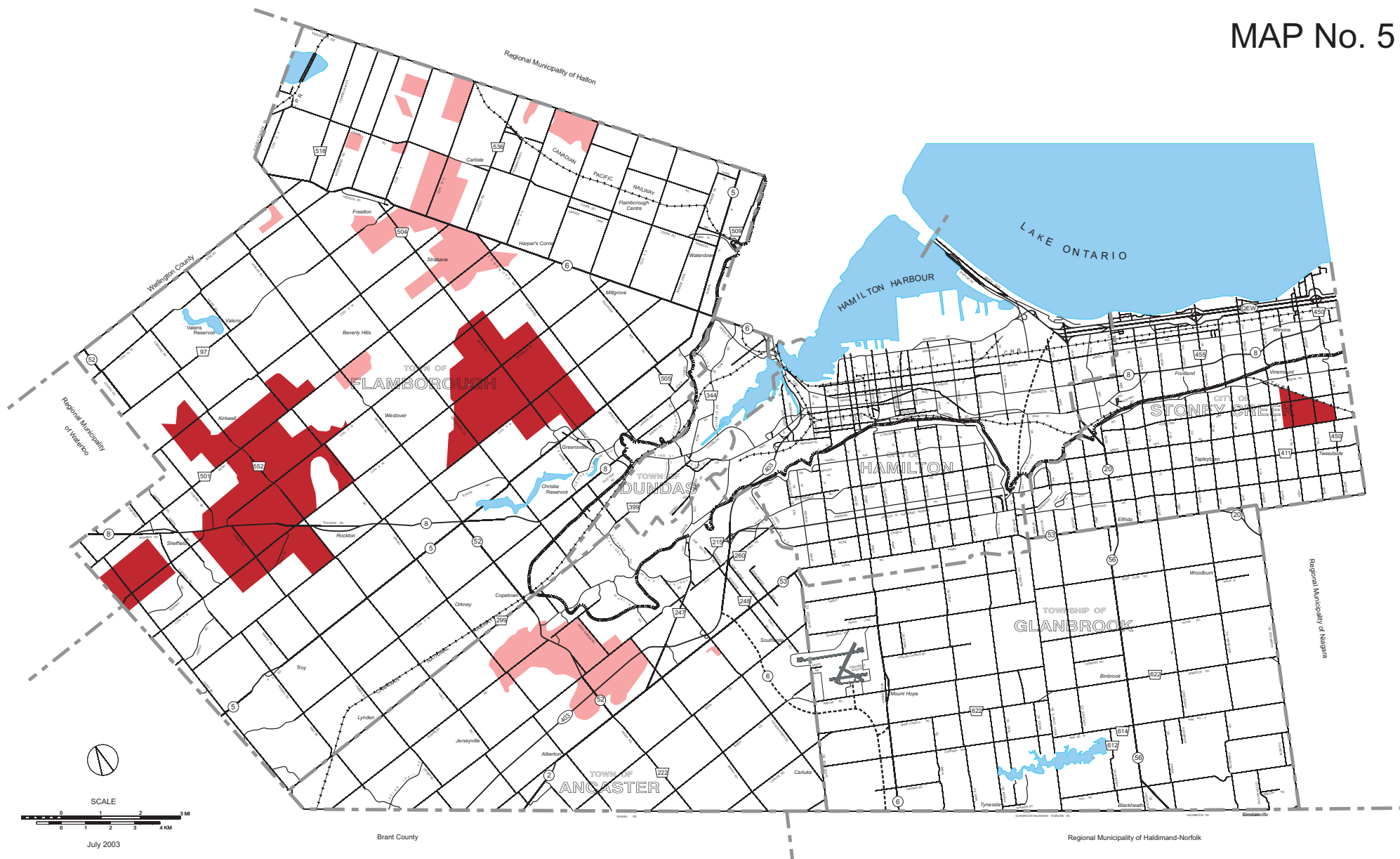
- | | |
|--|-----------------------------------|
| 8. Waterdown North Wetlands | 49. Hamilton Beach Strip |
| 9. Waterdown Woods | 50. Van Wagner's Ponds |
| 10. Grinstead Valley | 51. Stoney Creek Ravine |
| 11. Clappison Woods | 52. Redhill Valley |
| 39. Jerseyville Road Woodlot | 53. Felker's Falls Escarpment |
| 40. Hamilton Golf and Country Club | 54. Devil's Punch Bowl Escarpment |
| 44. Tiffany Falls | 72. Troy Northeast Woodlot |
| 45. Iniquity Heights Conservation Area | 79. Community Beach Ponds |
| 46. Tiffany Creek Headwaters | 80. Fifty Creek Valley |
| 47. Hamilton Escarpment | 81. Sinclairville North Woodlot |
| 48. Hamilton Harbour | |

**Please note: Only the portion of the site within the City of Hamilton's municipal boundary will be identified as an ESA in the Regional Official Plan.



**ENVIRONMENTALLY
SIGNIFICANT AREAS**

August 2012



LEGEND

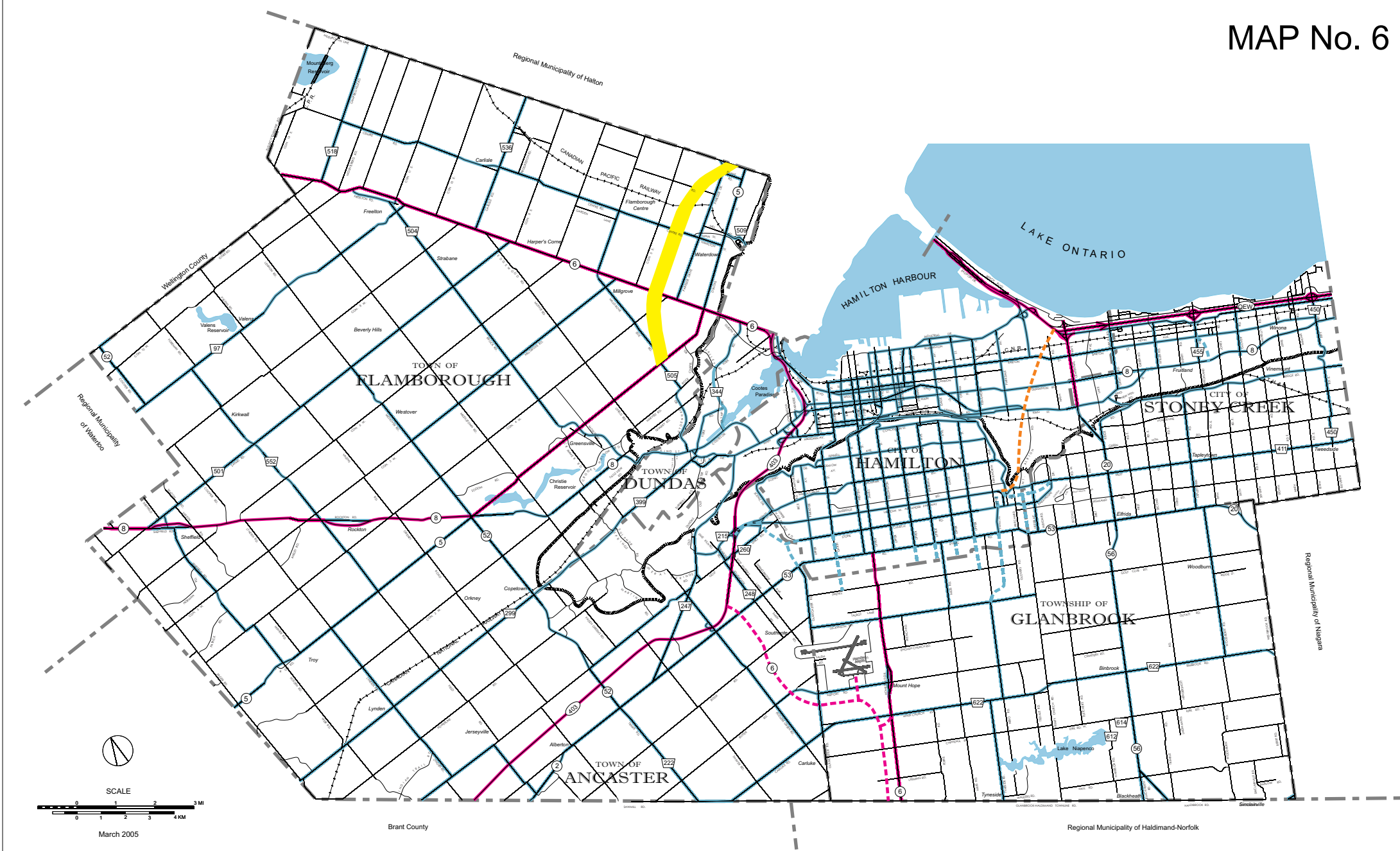
- GRAVEL & SAND
- STONE AGGREGATES

MINERAL AGGREGATE AREAS



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Regional Environment Department

MAP No. 6



LEGEND

EXISTING



PROPOSED



INTER-REGIONAL HIGHWAY/CORRIDOR

RED HILL CREEK EXPRESSWAY

ARTERIAL

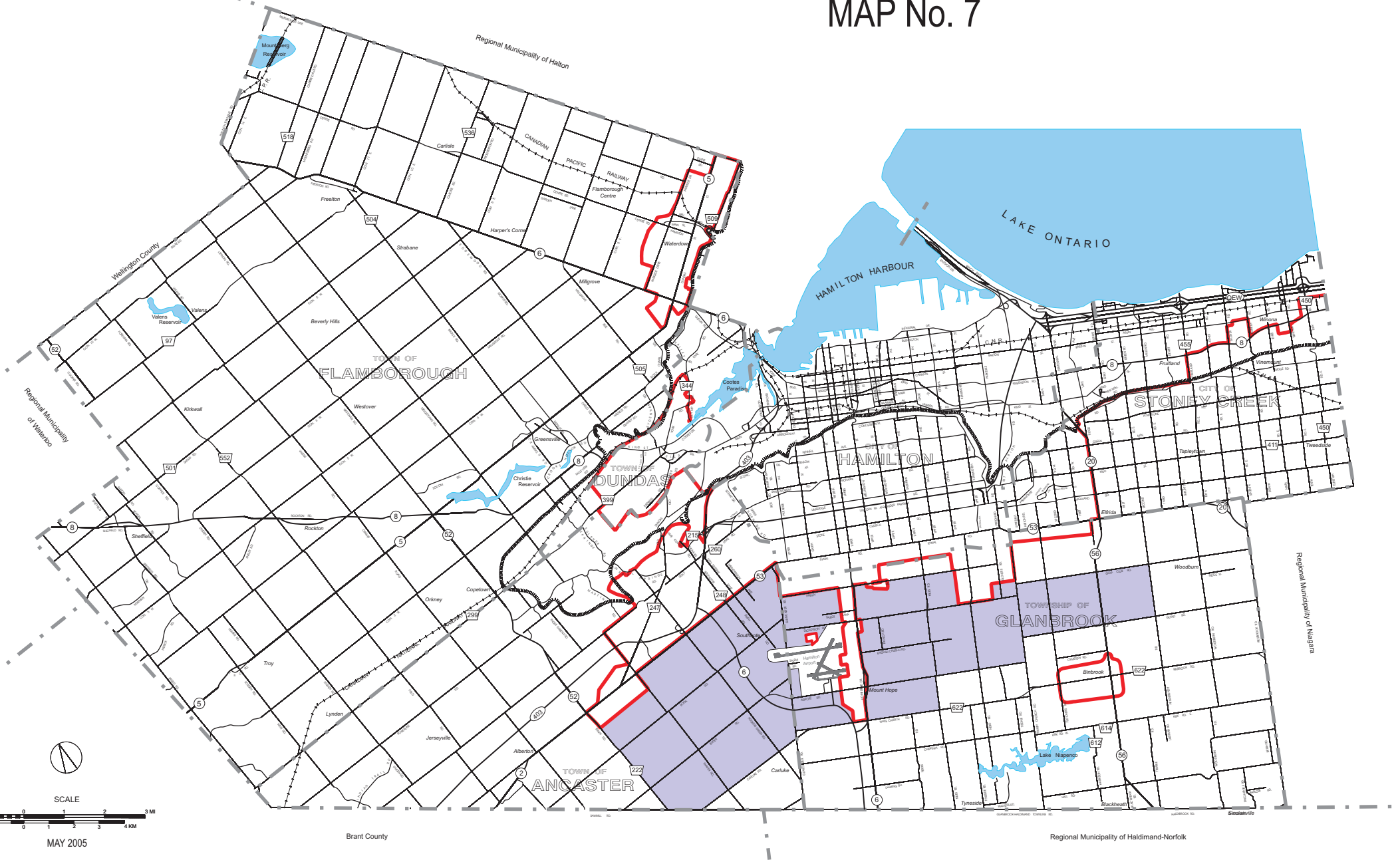
STUDY CORRIDOR

TRANSPORTATION





THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Regional Environment Department

MAP No. 7

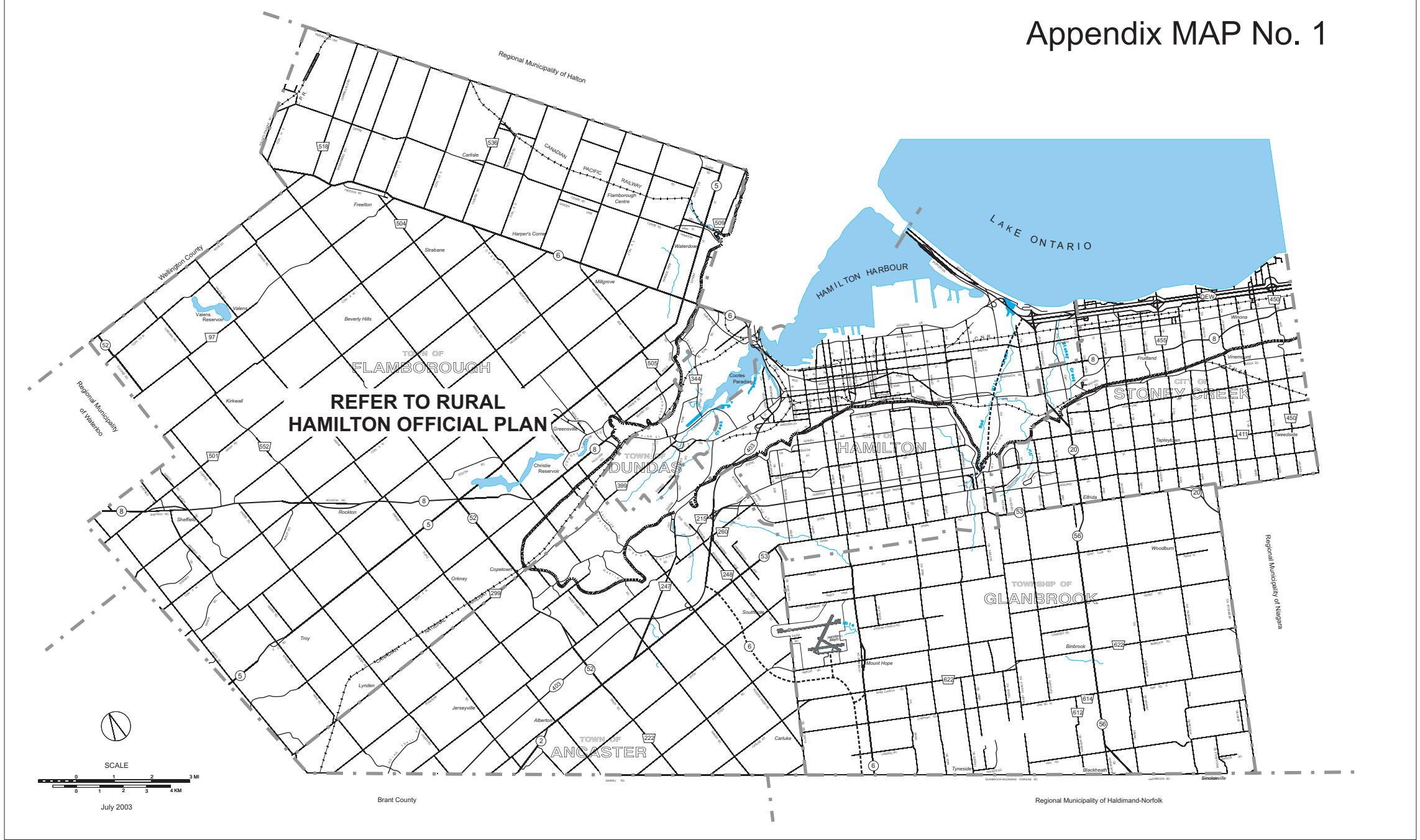




LEGEND

-  AIRPORT INFLUENCE AREA
-  URBAN AREA BOUNDARY

AIRPORT INFLUENCE AREA

Appendix MAP No. 1



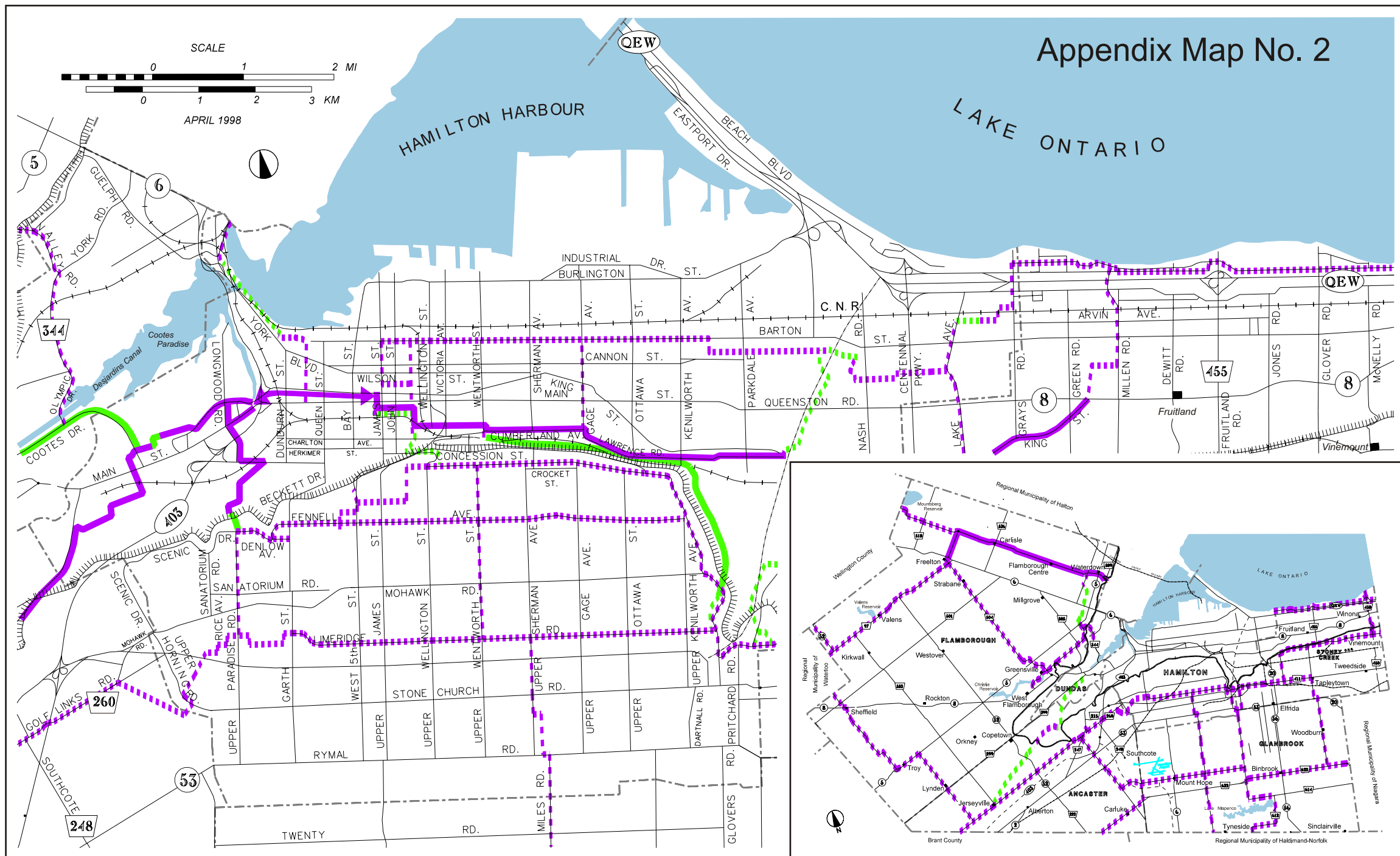
-  Provincially Significant Wetlands
-  Streams

WETLANDS AND STREAMS



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Regional Environment Department

Appendix Map No. 2



LEGEND

PRIORITY PATH ALIGNMENTS

- PROPOSED ROUTE
- PROPOSED ROUTE

PRIORITY BICYCLE ALIGNMENTS

- - - - - PROPOSED ROUTE
- - - - - PROPOSED ROUTE

BICYCLE NETWORK MASTER PLAN



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Regional Environment Department

Schedule 1 – Other Information and Materials

Study / Material Name		Former Region and Former Hamilton Official Plan Amendment				Zoning By-law Amendment				Draft Plan of Subdivision				Site Plan Control			
		Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary
1	Affordable Housing Report / Rental Conversion Assessment			✓				✓									✓
2	Agricultural Impact Assessment		✓				✓				✓				✓		
3	Air Quality Study		✓	✓			✓	✓			✓	✓					✓
4	Archaeological Assessment	✓				✓				✓				✓			
5	Channel Design and Geofluvial Assessment		✓				✓						✓				✓
6	Chloride Impact Study				✓				✓				✓				✓
7	Complete Application Compliance Summary / Summary Response to Formal Consultation Comments	✓				✓				✓				✓			
8	Concept Plan	✓				✓				✓							
9	Construction Management Plan												✓				✓
10	Contaminant Management Plan				✓				✓				✓				✓
11	Cost Recovery Agreement	✓				✓				✓							✓
12	Cultural Heritage Assessment – Documentation and Salvage Plan				✓				✓				✓				✓
13	Cultural Heritage Impact Assessment		✓				✓				✓				✓		
14	Cut and Fill Analysis				✓				✓				✓				✓

Study / Material Name		Former Region and Former Hamilton Official Plan Amendment				Zoning By-law Amendment				Draft Plan of Subdivision				Site Plan Control			
		Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary
15	Cycling Route Analysis	✓				✓				✓							
16	Design Review Panel Summary of Advice and Response		✓	✓			✓	✓			✓	✓			✓	✓	
17	Draft Official Plan Amendment/ Draft Zoning By-law Amendment	✓				✓											
18	Dust Impact Analysis				✓				✓				✓				✓
19	Elevations													✓			
20	Elevations (Conceptual)	✓				✓				✓							
21	Energy and Environmental Assessment Report			✓				✓				✓				✓	
22	Environmental Impact Statement (EIS) and Summary of Environmentally significant Areas Impact Evaluation Group Comments (where applicable)		✓				✓				✓				✓		
23	Environmental Site Assessment and/or Record of Site Condition		✓	✓			✓	✓			✓	✓			✓	✓	
24	Erosion and Sediment Control Plan				✓				✓	✓							✓
25	Erosion Hazard Assessment		✓				✓				✓				✓		
26	Financial Impact Analysis and Financial Strategy				✓				✓								
27	Fish Habitat Assessment		✓				✓				✓				✓		
28	Floodline Delineation Study/ Hydraulic Analysis		✓				✓				✓				✓		
29	Full Disclosure Report				✓				✓								
30	Functional Servicing Report	✓				✓				✓				✓			
31	General Vegetation Inventory	✓				✓				✓				✓			

Study / Material Name		Former Region and Former Hamilton Official Plan Amendment				Zoning By-law Amendment				Draft Plan of Subdivision				Site Plan Control			
		Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary
32	Grading Plan	✓				✓				✓				✓			
33	Housing Report			✓				✓				✓					✓
34	Hydrogeological Study			✓				✓		✓				✓			
35	Impact Assessment for new Private Waste Disposal Sites			✓				✓								✓	
36	Karst Assessment/Karst Contingency Plan		✓				✓				✓				✓		
37	Land Use Compatibility Study			✓				✓								✓	
38	Land Use in the Vicinity of Existing Pipelines Study		✓				✓				✓				✓		
39	Land Use/ Commercial Needs and Impact Assessment			✓				✓									
40	Landfill Impact Assessment		✓	✓			✓	✓			✓	✓			✓	✓	
44	Landscape Plan									✓				✓			
45	Landscape Plan (Conceptual)	✓				✓											
46	Light Impact Assessment			✓				✓				✓				✓	
47	Limit of Core Areas or Limit of Conservation Authority Regulated Area		✓				✓				✓				✓		
48	Linkage Assessment				✓				✓				✓				✓
49	Market Impact Study				✓				✓								
50	Master Drainage Plan				✓				✓				✓				✓
51	Materials Palette or Imagery												✓				✓
52	Meander Belt Assessment				✓				✓				✓				✓
53	Ministry of the Environment Conservation and Parks -				✓				✓				✓				✓

Study / Material Name		Former Region and Former Hamilton Official Plan Amendment				Zoning By-law Amendment				Draft Plan of Subdivision				Site Plan Control			
		Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary
	Environmental Compliance Approval																
54	Modern Roundabout and Neighbourhood Roundabout Analysis				✓				✓				✓				
55	Neighbourhood Traffic Calming Options Report		✓				✓				✓				✓		
56	Noise Impact Studies (Noise Feasibility and/or Detailed Noise Study)		✓	✓			✓	✓			✓	✓			✓	✓	
57	Nutrient Management Study				✓				✓				✓				✓
58	Odour Impact Assessment		✓	✓			✓	✓			✓	✓			✓	✓	
59	On-Street Parking Plan												✓				✓
60	Parking Analysis/Study			✓				✓				✓				✓	
61	Pedestrian Route and Sidewalk Analysis	✓				✓				✓							✓
62	Planning Justification Report	✓				✓				✓							✓
63	Planning Brief / Development Brief													✓			
64	Pre-Technical Conservation Authority Review				✓				✓				✓				✓
65	Public Consultation Summary and Comment Response Report	✓				✓				✓							
66	Recreation Feasibility Study				✓				✓								
67	Recreation Needs Assessment				✓				✓				✓				
68	Restoration Plan				✓				✓				✓				✓
69	Right of Way Impact Assessment			✓				✓				✓				✓	

Study / Material Name		Former Region and Former Hamilton Official Plan Amendment				Zoning By-law Amendment				Draft Plan of Subdivision				Site Plan Control			
		Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary
71	Roadway/Development Safety Audit				✓				✓				✓				
72	School Accommodation Issues Assessment				✓				✓								
73	School and City Recreation Facility and Outdoor Recreation/Parks Issues Assessment				✓				✓				✓				
74	Servicing Plan				✓				✓	✓				✓			
75	Shoreline Assessment Study/Coastal Engineers Study		✓				✓				✓				✓		
76	Site Lighting Plan												✓				✓
77	Site Plan and Floor Plans													✓			
78	Slope Stability Study and Report		✓				✓				✓				✓		
79	Soil Management Plan												✓				✓
81	Soils/Geotechnical Study			✓				✓		✓				✓			
82	Species Habitat Assessment		✓				✓				✓				✓		
83	Storm Water Management Report/Plan and/or update to an existing Storm Water Management Plan	✓				✓				✓				✓			
84	Sub-watershed Plan and/or update to an existing Sub-watershed Plan				✓				✓				✓				
85	Sun/Shadow Study			✓				✓				✓				✓	
86	Survey Plan (Real Property Report)	✓				✓				✓				✓			
87	Transit Assessment	✓				✓				✓							
88	Transportation Demand Management Options Report				✓			✓				✓				✓	
89	Transportation Impact Study	✓				✓							✓				✓

Study / Material Name		Former Region and Former Hamilton Official Plan Amendment				Zoning By-law Amendment				Draft Plan of Subdivision				Site Plan Control			
		Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary	Minimum	Locational	Proposal Based	Discretionary
90	Tree Management Plan/Study (City-owned trees and / or within 3 metres of ROW)	✓				✓				✓				✓			
91	Tree Protection Plan (Private trees)	✓				✓				✓				✓			
92	Urban Design or Architectural Guidelines												✓				
93	Design Review Panel Summary of Advice and Response		✓	✓			✓	✓			✓	✓			✓	✓	
94	Urban Design Report/ Brief		✓	✓			✓	✓					✓		✓	✓	
95	Vibration Study		✓				✓				✓				✓		
96	Visual Impact Assessment		✓	✓			✓	✓			✓	✓			✓	✓	
97	Water and Wastewater Servicing Study	✓				✓				✓				✓			
98	Watermain Hydraulic Analysis					✓				✓				✓			
99	Water Well Survey and Contingency Plan		✓				✓				✓				✓		
100	Wildland Fire Assessment												✓				✓
101	Wind Study			✓				✓				✓				✓	
102	Zoning Compliance Review					✓				✓				✓			
103	3D Model			✓				✓				✓				✓	