

	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
Volume 1, Chapter B Communities, Section 3.3 Urban Design Policies	3.3.6.3 Site and building services and utilities such as waste storage facilities, loading, air handling equipment, hydro and telecommunication facilities, and metering equipment shall be located away from and/or screened from public streets and adjacent residential areas or other sensitive land uses, to minimize their visual impacts and operational effects. Location and screening of telecommunications antennas shall be in accordance with the telecommunications antenna siting protocol policy described in Policy C.3.4.10.	Delete the number “10” and replace it with the number “9”:  ... telecommunications antennas shall be in accordance with the telecommunications antenna siting protocol policy described in Policy C.3.4.10.	The policy reference C.3.4.10 originally referenced the Telecommunications Antenna Siting Protocol. However, the numbering changed via Ministry Modification to the approved UHOP, as a result of the deleted policy C.3.4.3, renumbering occurred for the subsequent policy references but was not completed for the policy references embedded within the policy text. As renumbering within the policy text was not accounted for in the original Ministry Modification, an amendment to correct the issue is required.
Volume 1, Chapter B Communities, Section 3.5 Community Facilities/Services	3.5.2.13 Policies B.3.5.2.1 to B.3.5.3.3 inclusive, B.3.5.2.5, B.3.5.2.6, and B.3.5.2.9 to B.3.5.2.12 inclusive shall not apply to the renovation, expansion, or adaptive reuse of existing buildings for community facilities.	Delete the number “3” and replace it with the number “2”:  B.3.5.2.13 Policies B.3.5.2.1 to B.3.5.2.3 inclusive, B.3.5.2.5, B.3.5.2.6, and B.3.5.2.9 to B.3.5.2.12 inclusive shall not apply to the renovation, expansion, or adaptive reuse of existing buildings for community facilities.	Reference B.3.5.3.3 reference to parkland policies, which is not the same context for Policy B.3.5.2.13 which deals with publicly owned /operated community facilities/services. Therefore, an amendment is required.

	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
Volume 1, Chapter C City Wide Systems and Designations, Section 3.4 Utility Designation	3.4.1 The Utility designation applies to lands greater than 4 hectares in size designated Utility on Schedule E-1 - Urban Land Use Designations. Lands used for utility purposes less than 4 hectares shall be permitted within the other land use designation in accordance with Policies C.3.2.1 and C.3.4.10.	Remove the number “10” and replace it with the number “9”:  ... permitted within the other land use designation in accordance with Policies C.3.2.1 and C.3.4.10.	The policy reference C.3.4.10 originally referenced the Telecommunications Antenna Siting Protocol. However, the numbering changed via Ministry Modification to the approved UHOP, as a result of the deleted policy C.3.4.3, renumbering occurred for the subsequent policy references but was not completed for the policy references embedded within the policy text. As renumbering within the policy text was not accounted for in the original Ministry Modification, an amendment to correct the issue is required.
Volume 1, Chapter C City Wide Systems and Designations, Section 4.4 Public Transit Network	4.4.1 The City shall provide public transit at a level of service to enhance its use as a viable alternative to the automobile and achieve transportation demand targets stipulated in the Transportation Master Plan in accordance with Section F.1.3.8 – Transportation Master Plan.	Delete the numbers “1.3.8” and replace it with “3.1.8”:  The City shall provide public transit at a level of service to enhance its use as a viable alternative to the automobile and achieve transportation demand targets stipulated in the Transportation Master Plan in accordance with Section <del>F.1.3.8</del> <b>F.3.1.8</b> – Transportation Master Plan.	Numbering error. Policy F.1.3.8 does not exist in the UHOP. F.3.1.8 is the correct section reference.
Volume 1, Chapter E Urban Systems/Designations, Section 3.2 Neighbourhood Designation General Policies	3.2.13 The City supports residential intensification on lands within the Neighbourhoods designation in accordance with Section B.2.4 – Residential Intensification Policies, F.1.14 – Lot Creation, and other applicable policies.	Delete the phrase “Lot Creation” and replace it with the phrase “Division of Land”:  3.2.13 The City supports residential intensification on lands within the Neighbourhoods designation in accordance with Section B.2.4 – Residential Intensification Policies, F.1.14 – <del>Lot Creation</del> <b>Division of Land</b> , and other applicable policies.	F.1.14 is “Division of Land.” F.1.14.3 is Lot Creation – Urban Area. The subject cross-reference should be to F.1.14 - Division of Lands as there is a section that deals with Plan of Subdivisions in addition to the individual designation requirements for lot creation in other sections. Therefore, an amendment is required to correct the wrong section reference.

	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
Volume 1, Chapter E Urban Systems/Designations	3.8.14 New local commercial buildings or uses in areas other than those referred to in E.3.8.3.13 shall:	Delete policy reference “E.3.8.3.13” and replace it with the policy reference “E.3.8.13”: 3.8.14 New local commercial buildings or uses in areas other than those referred to in <del>E.3.8.3.13</del> <b>E.3.8.13</b> shall:	Wrong policy reference (E.3.8.3.13 does not exist).
Volume 1, Chapter E Urban Systems/Designations, Section 5.4 Employment Area – Business Park Designation	5.4.7 c) Prestige business park uses, such as offices or industrial administrative offices, shall be required to achieve higher design standards when within view of an arterial road such as Stone Church Road, Rymal Road, the Trinity Church Road Extension, Garner Road, north and south of Highway 2, and other Provincial Highways, in order to further promote and enhance the image of the business park and the City. The following criteria shall apply:	Delete the phrase “the Trinity Church Road Extension” and replace it with the phrase “Upper Red Hill Valley Parkway”:  5.4.7 c) Prestige business park uses, such as offices or industrial administrative offices, shall be required to achieve higher design standards when within view of an arterial road such as Stone Church Road, Rymal Road, <del>the Trinity Church Road Extension</del> <b>Upper Red Hill Valley Parkway</b> , Garner Road, north and south of Highway 2, and other Provincial Highways, in order to further promote and enhance the image of the business park and the City. The following criteria shall apply:	Name of the Trinity Church Road extension changed to Upper Red Hill Valley Parkway as per Council resolution on April 9, 2014.
Volume 1, Chapter E Urban Systems/Designations, Section 5.4 Employment Area – Business Park Designation	5.4.7 e) Building façades which are visible from arterial roads, such as Stone Church Road, Rymal Road, the Trinity Church Road Extension, Garner Road, north and south of Highway 2, other Provincial Highways, and adjacent to lands designated Neighbourhoods, Institutional or Commercial and Mixed Use shall be finished with high quality materials, which will be determined through site plan control.	Delete the phrase “the Trinity Church Road Extension” and replace it with the phrase “Upper Red Hill Valley Parkway”:  5.4.7 e) Building façades which are visible from arterial roads, such as Stone Church Road, Rymal Road, <del>the Trinity Church Road Extension</del> <b>Upper Red Hill Valley Parkway</b> , Garner Road, north and south of Highway 2, other Provincial Highways, and adjacent to lands designated Neighbourhoods, Institutional or Commercial and Mixed Use shall be finished with high quality materials, which will be determined through site plan control.	Name of the Trinity Church Road extension changed to Upper Red Hill Valley Parkway as per Council resolution on April 9, 2014.

	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
Volume 1, Chapter E Urban Systems/Designations, Section 5.5 Employment Area	5.5.3 The size of the offices within the Employment Area – Business Park designation shall be...	Delete the phrase “Business Park” and replace it with the phrase “Airport Employment Growth District” so that the policy reads:  5.5.3 The size of the offices within the Employment Area – <b>Airport Employment Growth District</b> <del>Business Park</del> designation shall be...	Wrong Employment Area designation was applied in the policy, therefore an amendment is required to correct the incorrect reference.
Volume 1, Chapter E Urban Systems/Designations, Section 5.5 Employment Area	5.5.6 The Airport Business Park shall be developed in a coordinated and comprehensive manner.	Delete the phrase “Business Park” and replace it with the phrase “Airport Employment Growth District” so that it reads:  5.5.6 The Airport <b>Employment Growth District</b> <del>Business Park</del> shall be developed in a coordinated and comprehensive manner.	Wrong Employment Area designation was applied in the policy, therefore an amendment is required to correct the incorrect reference.
Volume 2 Table of Contents	Appendices Appendix A – Secondary Plan Index Map Appendix B – Secondary Plan Residential Density Chart Appendix C – Binbrook Village Secondary Plan Appendix D – Rymal Road Secondary Plan Appendix E – Waterdown North Road Classification Plan	Delete letters “C”, “D” and “E” and replace with the letter “A” and relocate to the appropriate secondary plan sections:  Appendix <del>C</del> <b>A</b> – Binbrook Village Secondary Plan Appendix <del>D</del> <b>A</b> – Rymal Road Secondary Plan Appendix <del>E</del> <b>A</b> – Waterdown North Road Classification Plan	Wrong letter applied to the appendices. Include the secondary plan specific appendices with the secondary plan specific chapters (i.e. Appendix C – Binbrook Village Secondary Plan will be located after Binbrook Village Secondary Plan Map B.5.1-2 Open Space Linkages) in order to ensure consistency.
Volume 2 Waterdown North Secondary Plan	4.2 The Waterdown North Secondary Plan is bounded by the urban boundary to the north, Parkside Drive on the south, the pipeline easement on the west, lands north of the future east-west road and Centre Road on the east.	Delete the phrase “the future east-west road” and replace it with the phrase “North Waterdown Drive”:  4.2 The Waterdown North Secondary Plan is bounded by the urban boundary to the north, Parkside Drive on the south, the pipeline easement on the west, lands north of <del>the future east-west road</del> <b>North Waterdown Drive</b> and Centre Road on the east.	Name of the future east-west corridor/road changed to North Waterdown Drive as per Council resolution on April 9, 2014.

	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
Volume 2 Waterdown North Secondary Plan	All references to “Appendix E – Waterdown North – Community Structure Plan” within Volume 2, Chapter B Secondary Plans, Section 4.2 Waterdown North Secondary Plan	Delete the letter “E” within the phrase “Appendix E – Waterdown North – Community Structure Plan” and replace it with the letter “A”.	Throughout the Waterdown North Secondary Plan there are references to Appendix E – Waterdown North – Community Structure Plan. As a result of the proposed change to relocate the subject appendix within the document to being located after Map B.4.2-2 Waterdown North – Road Classification Plan, rather than after Appendix D Rymal Road Secondary Plan.
Volume 2 Waterdown North Secondary Plan	4.2.1 Development of the Waterdown North Secondary Plan area shall be based on the following principles: a) ... e) Establishment of a mixed use centre serving local and community needs, including higher intensity housing, commercial uses and innovative live-work opportunities at the intersection of Centre Road and the future East-West Transportation Corridor.	Delete the phrase “the future East – West Transportation Corridor” and replace it with the phrase “North Waterdown Drive”:  4.2.1 Development of the Waterdown North Secondary Plan area shall be based on the following principles: a) ... e) Establishment of a mixed use centre serving local and community needs, including higher intensity housing, commercial uses and innovative live-work opportunities at the intersection of Centre Road and <del>the future East-West Transportation Corridor.</del> <b>North Waterdown Drive.</b>	Name of the future east-west corridor/road changed to North Waterdown Drive as per Council resolution on April 9, 2014.
Volume 2 Waterdown North Secondary Plan	4.2.1 (l) Integration of the recommendations of the Waterdown/Aldershot Transportation Master Plan, Master Drainage Plan and Master Servicing Plan studies, including provision for the East-West Transportation Corridor, storm water management systems and a water tower.	Delete the phrase “the East – West Transportation Corridor” and replace it with the phrase “North Waterdown Drive”:  4.2.1 (l) Integration of the recommendations of the Waterdown/Aldershot Transportation Master Plan, Master Drainage Plan and Master Servicing Plan studies, including provision for <del>the East-West Transportation Corridor</del> <b>North Waterdown Drive</b> , storm water management systems and a water tower.	Name of the future east-west corridor/road changed to North Waterdown Drive as per Council resolution on April 9, 2014.

	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
Volume 2 Waterdown North Secondary Plan	4.2.3.4 The Future East-West Transportation Corridor, identified as an arterial road on Appendix E – Waterdown North – Road Classification Plan, represents the northern limit of urban development in the Waterdown North community, with the exception of the two high density residential precincts to the west of Borer’s Creek. The East-West Transportation Corridor shall be located in accordance with the Waterdown/Aldershot Transportation Master Plan.	Delete the phrase “The Future East – West Transportation Corridor” and replace it with the phrase “North Waterdown Drive” and delete the letter “E” and replace it with the letter “A” after the word “Appendix”:  <del>4.2.3.4 The Future East-West Transportation Corridor</del> <b>North Waterdown Drive</b> , identified as an arterial road on Appendix <del>E</del> <b>A</b> – Waterdown North – Road Classification Plan, represents the northern limit of urban development in the Waterdown North community, with the exception of the two high density residential precincts to the west of Borer’s Creek. <del>The East-West Transportation Corridor</del> <b>North Waterdown Drive</b> shall be located in accordance with the Waterdown/Aldershot Transportation Master Plan.	Name of the future east-west corridor/road changed to North Waterdown Drive as per Council resolution on April 9, 2014.
Volume 2 Waterdown North Secondary Plan	4.2.4 Residential Designations The Waterdown North community shall be ... two higher density residential areas are to be developed to the north of the Future East-West Transportation Corridor.	Delete the phrase “the Future East – West Transportation Corridor” and replace it with the phrase “North Waterdown Drive”:  4.2.4 Residential Designations The Waterdown North community shall be ... two higher density residential areas are to be developed to the north of <del>the Future East-West Transportation Corridor</del> . <b>North Waterdown Drive</b> .	Name of the future east-west corridor/road changed to North Waterdown Drive as per Council resolution on April 9, 2014.

	Current Policy	Proposed Policy	Rationale
Volume 2 Waterdown North Secondary Plan	<p>4.2.4.2 General Residential Policies In addition to the Section E.3.0 – Neighbourhoods Designation of Volume 1, the following general policies shall apply to all residential land use designations identified on Map B.4.2-1 – Waterdown North - Land Use Plan:</p> <p>a) ... d) Reverse frontage or backlotted lots shall be discouraged on major roads, such as Parkside Drive, Centre Road and the Future East-West Transportation Corridor, as well as adjacent to parks.</p>	<p>Delete the phrase “the Future East-West Transportation Corridor” and replace it with the phrase “North Waterdown Drive”:</p> <p>4.2.4.2 General Residential Policies In addition to the Section E.3.0 – Neighbourhoods Designation of Volume 1, the following general policies shall apply to all residential land use designations identified on Map B.4.2-1 – Waterdown North - Land Use Plan:</p> <p>a) ... d) Reverse frontage or backlotted lots shall be discouraged on major roads, such as Parkside Drive, Centre Road and <del>the Future East-West Transportation Corridor</del> <b>North Waterdown Drive</b>, as well as adjacent to parks.</p>	<p>Name of the future east-west corridor/road changed to North Waterdown Drive as per Council resolution on April 9, 2014.</p>
Volume 2 Waterdown North Secondary Plan	<p>4.2.4.7 High Density Residential 1 Designation In addition ... Plan:</p> <p>a) ... e) A range of building types shall be encouraged on lands designated High Density Residential 1. In particular, lower-rise multiple housing forms shall be encouraged along the frontage of the Future East-West Transportation Corridor to enhance the streetscape and provide an appropriate transition to the lower density housing to the south. f) Access to the High Density Residential 1 lands should align with public road intersections to the south of the Future East-West Transportation Corridor.</p>	<p>Delete the phrase “the Future East-West Transportation Corridor” and replace it with the phrase “North Waterdown Drive” in clause e) and f):</p> <p>4.2.4.7 High Density Residential 1 Designation In addition ... Plan:</p> <p>a) ... e) A range of building types shall be encouraged on lands designated High Density Residential 1. In particular, lower-rise multiple housing forms shall be encouraged along the frontage of <del>the Future East-West Transportation Corridor</del> <b>North Waterdown Drive</b> to enhance the streetscape and provide an appropriate transition to the lower density housing to the south. f) Access to the High Density Residential 1 lands should align with public road intersections to the south of <del>the Future East-West Transportation Corridor</del> <b>North Waterdown Drive</b>.</p>	<p>Name of the future east-west corridor/road changed to North Waterdown Drive as per Council resolution on April 9, 2014.</p>

	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
Volume 2 Waterdown North Secondary Plan	<p>4.2.5 District Commercial Designation The District Commercial designation is intended to provide for the shopping needs of Waterdown North residents and the broader community. The location of the District Commercial designation shall benefit from traffic on Centre Road and the Future East-West Transportation Corridor, and serves a gateway function at the north end of the Waterdown Urban Area.</p>	<p>Delete the phrase “the Future East-West Transportation Corridor” and replace it with the phrase “North Waterdown Drive”:</p> <p>4.2.5 District Commercial Designation The District Commercial designation is intended to provide for the shopping needs of Waterdown North residents and the broader community. The location of the District Commercial designation shall benefit from traffic on Centre Road and <del>the Future East-West Transportation Corridor</del> <b>North Waterdown Drive</b>, and serves a gateway function at the north end of the Waterdown Urban Area.</p>	<p>Name of the future east-west corridor/road changed to North Waterdown Drive as per Council resolution on April 9, 2014.</p>
Volume 2 Waterdown North Secondary Plan	<p>4.2.5.1 In addition ... Plan a) ... e) A Gateway feature, which may consist of special building treatment, landscaping and/or public art, shall be provided at the intersection of Centre Road and the Future East-West Transportation Corridor, as identified on Appendix E– Waterdown North – Community Structure Plan.</p>	<p>Delete the phrase “the Future East-West Transportation Corridor” and replace it with the phrase “North Waterdown Drive” and delete the letter “E” and replace it with the letter “A” after the word “Appendix”:</p> <p>4.2.5.1 In addition ... Plan a) ... e) A Gateway feature, which may consist of special building treatment, landscaping and/or public art, shall be provided at the intersection of Centre Road and <del>the Future East-West Transportation Corridor</del> <b>North Waterdown Drive</b>, as identified on Appendix <del>E</del><b>A</b>– Waterdown North – Community Structure Plan.</p>	<p>Name of the future east-west corridor/road changed to North Waterdown Drive as per Council resolution on April 9, 2014.</p>



	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
Volume 2 Waterdown North Secondary Plan	<p>4.2.11 Transportation Policies The transportation system in the Waterdown North community is intended to promote a variety of modes of travel, including roads, transit, cycling and walking for people to live, work, shop and attend school in the area. The pedestrian and bicycle network shall be recognized as a vital component of the overall transportation system. The transportation system reflects the recommendations of the Waterdown/Aldershot Transportation Master Plan for the future East-West Transportation Corridor through Waterdown.</p>	<p>Delete the phrase “the future East-West Transportation Corridor” and replace it with the phrase “North Waterdown Drive”:</p> <p>4.2.11 Transportation Policies The transportation system in the Waterdown North community is intended to promote a variety of modes of travel, including roads, transit, cycling and walking for people to live, work, shop and attend school in the area. The pedestrian and bicycle network shall be recognized as a vital component of the overall transportation system. The transportation system reflects the recommendations of the Waterdown/Aldershot Transportation Master Plan for <del>the future East-West Transportation Corridor</del> <b>North Waterdown Drive</b> through Waterdown.</p>	<p>Name of the future east-west corridor/road changed to North Waterdown Drive as per Council resolution on April 9, 2014.</p>
Volume 2 Waterdown North Secondary Plan	<p>4.2.11.1(i) The completion of the connection of the east-west collector road to Centre Road shall not be permitted by the City until measures have been put in place to prevent vehicular traffic infiltration onto Main Street, to the satisfaction of the City.</p>	<p>Delete the phrase “the east-west collector road” and replace it with the phrase “North Waterdown Drive”:</p> <p>4.2.11.1(i) The completion of the connection of <del>the east-west collector road</del> <b>North Waterdown Drive</b> to Centre Road shall not be permitted by the City until measures have been put in place to prevent vehicular traffic infiltration onto Main Street, to the satisfaction of the City.</p>	<p>Name of the future east-west corridor/road changed to North Waterdown Drive as per Council resolution on April 9, 2014.</p>

	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
Volume 2 Waterdown North Secondary Plan	<p>4.2.13.2 The City may acquire and hold any lands required to implement any feature of this Secondary Plan, in accordance with the Planning Act. Such actions may include the expropriation of lands required to implement the servicing of the community, including the required water tower, or the major road network in the Plan, including the Future East-West Transportation Corridor, where the property owners or the developers group are unable to secure lands for the construction of the required servicing or road infrastructure.</p>	<p>Delete the phrase “the Future East-West Transportation Corridor” and replace it with the phrase “North Waterdown Drive”:</p> <p>4.2.13.2 The City may acquire and hold any lands required to implement any feature of this Secondary Plan, in accordance with the Planning Act. Such actions may include the expropriation of lands required to implement the servicing of the community, including the required water tower, or the major road network in the Plan, including <del>the Future East-West Transportation Corridor</del> <b>North Waterdown Drive</b>, where the property owners or the developers group are unable to secure lands for the construction of the required servicing or road infrastructure.</p>	<p>Name of the future east-west corridor/road changed to North Waterdown Drive as per Council resolution on April 9, 2014.</p>
Volume 2 Waterdown South Secondary Plan	<p>5.0 Implementation 5.1 Notwithstanding the definition of “Vegetation Protection Zone” in Volume 1, Chapter G, the following definition shall apply: Vegetation Protection Zone means a vegetated buffer area surrounding a Core Area which is of sufficient size to protect the features and functions from the impacts of the proposed change and associated activities that will occur before, during, and after construction. Where possible, the buffer should restore or enhance the features and/or functions of the Core Area.</p>	<p>Delete the phrase “5.0 Implementation” and delete policy number “5.1” and replace it with policy number “4.3.14.9” and place the policy into numerical order in the Waterdown South Secondary Plan</p> <p><del>5.0 Implementation</del> <del>5.1</del> <b>4.3.14.9</b> Notwithstanding the definition of “Vegetation Protection Zone” in Volume 1, Chapter G, the following definition shall apply: Vegetation Protection Zone means a vegetated buffer area surrounding a Core Area which is of sufficient size to protect the features and functions from the impacts of the proposed change and associated activities that will occur before, during, and after construction. Where possible, the buffer should restore or enhance the features and/or functions of the Core Area.</p>	<p>The OMB approved the Waterdown South Secondary Plan. The OMB issued an OPA attachment which outlined the approved policies. The OPA placed the subject policy under the implementation section of the OPA, instead of under the implementation section of the Waterdown South Secondary Plan Implementation section, causing the policy to be included in the wrong location and with the wrong policy number reference. Therefore, an amendment is required to correct the policy reference and location issues.</p>

	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
Volume 2 Binbrook Village Secondary Plan	<p>5.1.1 Vision Binbrook shall develop as an integrated and sustainable community with a unique small town identity. The Core of Binbrook Village, the Mixed Use – Medium Density area or Community Core, is a key factor for Binbrook’s unique identity. The Community Core enjoys a high degree of visibility, provides a gateway to the City from areas to the south and east, and is visited by many people during the annual Binbrook Fair. Making the Village Core a destination and community focal point is an important issue of public perception and can be achieved through appropriate scale, form and urban design. Urban design is extremely important in the quality and character for this highly visible area. Residents and visitors should sense they are within a unique area as they move around the Village Core and must know when they are entering or leaving it. The overall design of the Village Core is important in defining Binbrook Village’s small-town character and providing a sense of place.</p>	<p>Delete the word “village” and replace it with the word “community” where village appears before the word “Core” for all references after the third sentence.</p> <p>5.1.1 Vision Binbrook shall develop as an integrated and sustainable community with a unique small town identity. The Core of Binbrook Village, the Mixed Use – Medium Density area or Community Core, is a key factor for Binbrook’s unique identity. The Community Core enjoys a high degree of visibility, provides a gateway to the City from areas to the south and east, and is visited by many people during the annual Binbrook Fair. Making the <del>Village</del> <b>Community</b> Core a destination and community focal point is an important issue of public perception and can be achieved through appropriate scale, form and urban design. Urban design is extremely important in the quality and character for this highly visible area. Residents and visitors should sense they are within a unique area as they move around the <del>Village</del> <b>Community</b> Core and must know when they are entering or leaving it. The overall design of the <del>Village</del> <b>Community</b> Core is important in defining Binbrook Village’s small-town character and providing a sense of place.</p>	<p>Reference Correction. Community core was the terminology used for the former township of Glanbrook official plan when discussing the “mixed use – medium density and mixed use – medium density (pedestrian predominant) areas of Binbrook Village. Therefore, in order to ensure consistent terminology an amendment is required.</p>
Volume 2 Rymal Road Secondary Plan	<p>5.2.5.1 e)i) Uses permitted in the Low Density Residential 2e and 2h designations; or,</p>	<p>Delete the letter “e” and replace it with the letter “g”:</p> <p>5.2.5.1 e)i) Uses permitted in the Low Density Residential <b>2eg</b> and 2h designations; or,</p>	<p>Wrong policy reference - the 2e designation does not exist in the Rymal Road Secondary Plan.</p>

	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
Volume 2 Rymal Road Secondary Plan	5.2.5.1 g) At the time of subdivision approval, school sites may be zoned for both institutional purposes and Low Density Residential 2e, and 2h purposes.	Delete the letter “e” and replace it with the letter “g”:  5.2.5.1 g) At the time of subdivision approval, school sites may be zoned for both institutional purposes and Low Density Residential <b>2eg</b> , and 2h purposes.	Wrong policy reference - the 2e designation does not exist in the Rymal Road Secondary Plan.
Volume 2 Rymal Road Secondary Plan	5.2.8.3 In addition to Section C.4.5 – Roads Network, the following policies shall apply to lands within the Binbrook Village Secondary Plan area:	Delete the phrase “Binbrook Village” and replace with “Rymal Road”:  5.2.8.3 In addition to Section C.4.5 – Roads Network, the following policies shall apply to lands within the <del>Binbrook Village</del> <b>Rymal Road</b> Secondary Plan area:	The wrong secondary plan reference was included in the policy.
Volume 2 Rymal Road Secondary Plan	5.2.8.3 a) Trinity Church Road shall be realigned at Rymal Road to align with the Trinity Church Road extension north of Rymal Road. To accommodate this realignment or to provide for additional turning lanes, merging lanes or other measures required to align with the Trinity Church Road extension north of Rymal Road, additional road widening may be required at the intersection with Rymal Road.	Delete the phrase “Trinity Church Road Extension” and replace it with “Upper Red Hill Valley Parkway”:  5.2.8.3 a) Trinity Church Road shall be realigned at Rymal Road to align with the <del>Trinity Church Road extension</del> <b>Upper Red Hill Valley Parkway</b> , north of Rymal Road. To accommodate this realignment or to provide for additional turning lanes, merging lanes or other measures required to align with the <del>Trinity Church Road extension</del> <b>Upper Red Hill Valley Parkway</b> , north of Rymal Road, additional road widening may be required at the intersection with Rymal Road.	Name of the Trinity Church Road extension changed to Upper Red Hill Valley Parkway as per Council resolution on April 9, 2014.
Volume 2 Rymal Road Secondary Plan	5.2.9 Streetscape	Delete the reference “5.2.9” and replace it with the reference “5.2.8.8”, renumber the related policies accordingly, including embedded policy number references in the entire Rymal Road policy text, and move the policies into numerical order:  5.2. <del>98</del> <b>8</b> Streetscape	While transitioning the former Rymal Road Secondary Plan into the UHOP format, the policies dealing with streetscape were incorrectly placed in a separate section. The correct location for the streetscape policies is within the existing transportation section. Therefore an amendment is required to correct the policy numbering.

	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
Volume 2 Rymal Road Secondary Plan	5.2.8 Transportation Policies 5.2.8 Infrastructure Policies	Delete the number “8” and replace it with the number “9” in the policy reference “5.2.8 Infrastructure Policies” and renumber the remaining policies, including embedded policy number references in the entire Rymal Road policy text, accordingly:  5.2.8 Transportation Policies 5.2. <del>8</del> 9 Infrastructure Policies	Numbering error. Two sections have the policy number 5.2.8 (ie. transportation and infrastructure). In order to correct the error, the Infrastructure Policies will be renumbered to 5.2.9.
Volume 2 Rymal Road Secondary Plan	5.2.12.1 a)ii) the extension of Trinity Church Road to the Lincoln Alexander Parkway; and,	Delete the phrase “Trinity Church Road Extension” and replace it with “Upper Red Hill Valley Parkway”:  5.2.12.1 a)ii) the <del>extension of Trinity Church Road</del> <b>Upper Red Hill Valley Parkway</b> to the Lincoln Alexander Parkway; and,	Name of the Trinity Church Road extension changed to Upper Red Hill Valley Parkway as per Council resolution on April 9, 2014.
Volume 2 Mount Hope Secondary Plan	5.4.11.1 Notwithstanding ... Site Specific Policy – Area A on Map B.5.4-4 – Mount Hope – Land Use Plan, shall be permitted and recognized in the implementing Zoning By-law.	Delete the number “4” and replace it with the number “1” in the policy reference “B.5.4-4”:  5.4.11.1 Notwithstanding ... Site Specific Policy – Area A on Map B.5.4-1 – Mount Hope – Land Use Plan, shall be permitted and recognized in the implementing Zoning By-law.	Wrong reference. Special Policy Areas are different from Site or Area Specific Policies. The land use plan map for the Mount Hope Secondary Plan is B.5.4-1, not B.5.4-4. Therefore, an amendment is required.
Volume 2 Ainslie Wood Westdale Secondary Plan	6.2.5.1 The residential areas are designated Low Density Residential 2, Low Density Residential 2c, and High Density Residential 1 as indicated on Map B.6.2-1 – Ainslie Wood Westdale – Land Use Plan. The following policies shall apply to each of these land use designations.	Delete the policy reference “2c” and replace it with the policy reference “3c”:  6.2.5.1 The residential areas are designated Low Density Residential 2, Low Density Residential <del>2c</del> <b>3c</b> , and High Density Residential 1 as indicated on Map B.6.2-1 – Ainslie Wood Westdale – Land Use Plan. The following policies shall apply to each of these land use designations.	Wrong policy reference. There is not a LDR 2c within the secondary plan. Therefore an amendment is required to correct the reference.

	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
Volume 2 Ainslie Wood Westdale Secondary Plan	6.2.5.3 General Residential Policies In addition to Section E.3.0 – Neighbourhood Designation of Volume 1, the following general policies apply to all residential land use designations identified on Map B.6.2-1 – Ainslie Wood Westdale – Land Use Plan:	Delete the number “0” and replace it with the number “2” and add the phrase “- General Policies” after the phrase “Neighbourhood Designation”:  6.2.5.3 General Residential Policies In addition to Section E.3.02 – Neighbourhood Designation – <b>General Policies</b> of Volume 1, the following general policies apply to all residential land use designations identified on Map B.6.2-1 – Ainslie Wood Westdale – Land Use Plan:	Reference error. Policy E.3.2 Neighbourhoods Designation – General Policies is the correct policy reference to be included in Policy B.6.2.5.3 General Residential Policies section. Otherwise all of Volume 1, Section E.3.0 - Neighbourhoods Designation, would apply to the secondary plan which may create conflict with the residential policies of the secondary plan and the residential policies of Volume 1.
Volume 2 West Hamilton Innovation District Secondary Plan	6.4.3.1 b) The following general development policies shall apply to the West Hamilton Innovation District: a) ... b) Development shall be in accordance with the applicable Urban Design policies of Section 6.4.5 of this Secondary Plan.	Delete the number “5” and replace it with the number “4”:  6.4.3.1 b) The following general development policies shall apply to the West Hamilton Innovation District: a) ... b) Development shall be in accordance with the applicable Urban Design policies of Section 6.4.54 of this Secondary Plan.	Wrong reference. Urban Design Section is 6.4.4, not Section 6.4.5.
Volume 2 Strathcona Secondary Plan	6.6.15.2 Notwithstanding Policy 4.6.5 – Permitted Uses of Volume 1, for the lands located on the north side of Main Street West, between New Street and Pearl Street South and on the south side of Main Street West, east of Dundurn Street South to the properties west of Locke Street South, designated Mixed Use – Medium Density, shown as area B on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the following shall apply:	6.6.15.2 Notwithstanding Policy 4.6.5 – Permitted Uses of Volume 1, for the lands located on the north side of Main Street West, between New Street and Pearl Street South and on the south side of Main Street West, east of Dundurn Street South to the properties <del>east west</del> of Locke Street South, designated Mixed Use – Medium Density, shown as area B on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the following shall apply:	Wrong reference. The land use map identifies the SPA limits east of Locke, not west as the text reads currently. Therefore, an amendment is required.

	Current Policy	Proposed Policy	Rationale
Volume 2 Old Town Secondary Plan	7.2.1.4 Battlefield House and Park is identified with the symbol HS on Map B.7.2-1 – Old Town – Land Use Plan and shall be subject to the policies of B.3.5.3 – Parkland Policies.	Delete the letter “S” in the reference “HS”:  7.2.1.4 Battlefield House and Park is identified with the symbol HS on Map B.7.2-1 – Old Town – Land Use Plan and shall be subject to the policies of B.3.5.3 – Parkland Policies.	The acronym HS does not exist in the legend. The correct acronym is H, which stands for historical site. Therefore an amendment is required to correct the reference error. Revise the text so that the acronym reads H.
Volume 2 Nash Neighbourhood Secondary Plan	7.5.5.1 b) Notwithstanding Policy 3.8.3 of Volume 1, auto-oriented commercial uses, such as drive-through establishments, gas stations and auto repair garages shall not permitted.	Add the letter “E.” at the beginning of the number reference “3.8.3”:  7.5.5.1 b) Notwithstanding Policy E.3.8.3 of Volume 1, auto-oriented commercial uses, such as drive-through establishments, gas stations and auto repair garages shall not permitted.	Wrong reference. An amendment is required to add the missing “E.” to the policy reference so that the reader knows which chapter in Volume 1 the policy is located in.
Volume 2 West Mountain Area (Heritage Green) Secondary Plan	The West Mountain Area (Heritage Green) Secondary Plan area is generally bounded by Felkers Creek, Mud Street, Upper Centennial Parkway, Rymal Road, a northerly extension of Trinity Road to north of the interchange of Mud Street and the Redhill Expressway, west to existing Mount Albion Road, a northerly extension of Upper Mount Albion Road to the Niagara Escarpment. The boundary is shown on Map B.7.6-1 – West Mountain Area (Heritage Green) – Land Use Plan.	Delete the phrase “a northerly extension of Trinity Road” and replace it with “Upper Red Hill Valley Parkway”:  Revise the existing area description to reflect the removal of the Trinity West neighbourhood from the jurisdiction of the West Mountain Area (Heritage Green) Secondary Plan.  The West Mountain Area (Heritage Green) Secondary Plan area is generally bounded by Felkers Creek, Mud Street, Upper Centennial Parkway, Rymal Road, <del>a northerly extension of Trinity Road</del> <b>east of Trinity East Secondary Plan Boundary, North of Highland Road, west of Upper Red Hill Valley Parkway</b> to north of the interchange of Mud Street and the Redhill Expressway, west <b>of the</b> existing <b>Upper</b> Mount Albion Road, <del>a northerly extension of Upper Mount Albion Road</del> to the Niagara Escarpment.	Name of the Trinity Church Road extension changed to Upper Red Hill Valley Parkway as per Council resolution on April 9, 2014.  With the approval of the Trinity West Secondary Plan, a change is required to the area description of the West Mountain Area (Heritage Green) Secondary Plan preamble to reflect the removal of the Trinity West neighbourhood from the West Mountain Heritage Green Secondary Plan boundary. Therefore an amendment is required.

	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
Volume 2 West Mountain Area (Heritage Green) Secondary Plan	7.6.8.20 The lands south of the West Mountain Core Area, located on the south side of Stone Church Road East, east of the Trinity Church Road Extension, west of Upper Mount Albion Road, and on the north side of Highland Road West, are shown as Site Specific Policy – Area D on Map B.7.6-1 West Mountain Area (Heritage Green) – Land Use Plan.	Delete the phrase “Trinity Church Road Extension” and replace it with the phrase “Upper Red Hill Valley Parkway”:  7.6.8.20 The lands south of the West Mountain Core Area, located on the south side of Stone Church Road East, east of the <del>Trinity Church Road Extension</del> <b>Upper Red Hill Valley Parkway</b> , west of Upper Mount Albion Road, and on the north side of Highland Road West, are shown as Site Specific Policy – Area D on Map B.7.6-1 West Mountain Area (Heritage Green) – Land Use Plan.	Name of the Trinity Church Road extension changed to Upper Red Hill Valley Parkway as per Council resolution on April 9, 2014.
Volume 2 West Mountain Area (Heritage Green) Secondary Plan	7.6.8.20.2 a)i) Corner Gateways shall serve as primary project indicators...at the south-east corner of Stone Church Road West and Trinity Church Arterial Road; ...	Delete the phrase “Trinity Church Arterial Road” and replace it with the phrase “Upper Red Hill Valley Parkway”:  7.6.8.20.2 a)i) Corner Gateways shall serve as primary project indicators...at the south-east corner of Stone Church Road West and <del>Trinity Church Arterial Road</del> <b>Upper Red Hill Valley Parkway</b> ; ...	Name of the Trinity Church Road extension changed to Upper Red Hill Valley Parkway as per Council resolution on April 9, 2014.



	Current Policy	Proposed Policy	Rationale
<p>Volume 3, Chapter B Urban Area Specifics - Hamilton</p>	<p><b>UH-4 Lands located to the north of Rymal Road West, east of West 5th, west of Upper James Street and south of Stone Church Road East (OPA 28)</b> 1.0 Notwithstanding Policy E.3.5.7 – Medium Density Residential and Section E.3.6.6 – High Density Residential of Volume 1, on those lands designated Neighbourhoods, located to the north of Rymal Road West, east of West 5th Street, west of Upper James Street and south of Stone Church Road East, shown as Area Specific UH-4 on Map H-7, shall not be subject to minimum net residential density requirements.</p> <p><b>UH-4 Lands located on Part of 0 Rymal Road and 212 Glover Road, former City of Hamilton and Former Town of Glanbrook</b></p>	<p>Delete the number “4” from the policy and replace it with the number “5” and place the policy in sequential order (i.e. after UH-4)</p> <p><b>UH-4 Lands located on Part of 0 Rymal Road and 212 Glover Road, former City of Hamilton and Former Town of Glanbrook ....</b></p> <p><b>UH-5 Lands located to the north of Rymal Road West, east of West 5th, west of Upper James Street and south of Stone Church Road East (OPA 28)</b> 1.0 Notwithstanding Policy E.3.5.7 – Medium Density Residential and Section E.3.6.6 – High Density Residential of Volume 1, on those lands designated Neighbourhoods, located to the north of Rymal Road West, east of West 5th Street, west of Upper James Street and south of Stone Church Road East, shown as Area Specific UH-5 on Map H-7, shall not be subject to minimum net residential density requirements.</p>	<p>Two policies have the same reference numbers. Therefore one of the policies requires a number change.</p>

	<b>Current Policy</b>	<b>Proposed Policy</b>	<b>Rationale</b>
<p>Volume 3, Chapter B Urban Area Specifics - Stoney Creek</p>	<p><b>USC-3 Lands located at: 1) Fruitland Road, Barton Street, Glover Roads, and Highway No. 8; 2) South east corner of Barton Street and Glover Road, municipally known as No. 288 Glover Road; 3) East side of McNeilly Road, Barton Street, western limits of Winona and Highway No. 8; 4) The eastern limits of Winona, Barton Street, properties just west of Fifty Road, and Highway No. 8; and, 5) east of Winona Road, South Service Road of the QEW, City limits, CNR Railway.</b></p> <p>1.1 d) Following the completion of the requirements identified in a) above, an integrated Secondary Planning Process under the Planning Act and the Municipal Engineering Association's Class Environmental Assessment process shall be completed for the remaining lands within Area Specific Policy USC-2 identified on Map SC-2.</p>	<p>Delete the number "-2" and replace it with the number "-3" between the phrase "Policy USC" and "identified on Map"</p> <p>1.1 d) Following the completion of the requirements identified in a) above, an integrated Secondary Planning Process under the Planning Act and the Municipal Engineering Association's Class Environmental Assessment process shall be completed for the remaining lands within Area Specific Policy USC-<del>2</del>-3 identified on Map SC-2.</p>	<p>The wrong numerical reference was used to identify the policy area being referred to in the policy. Therefore, an amendment to correct the wrong reference is required.</p>