Appendix "C" – Summary Table of Proposed Amendments to Incorrect Policy References – UHOP All Volumes

Section	Proposed Change	Proposed New / Revised Policy	Rationale
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	added		
Volume 1: Chapter C – City Wide Systems and Designations, Section 4.8 Airport Policies	C.4.8.6 NEF contours and the Airport Influence Area are identified on Appendix D (Urban) – Noise Exposure Forecast Contours and Primary Airport Zoning Regulations, and designated on Schedule GF – Airport Influence Area of the Rural Hamilton Official Plan.	C.4.8.6 NEF contours and the Airport Influence Area are identified on Appendix D (Urban) – Noise Exposure Forecast Contours and Primary Airport Zoning Regulations, and designated on Schedule F – Airport Influence Area of the Rural Hamilton Official Plan.	Numbering error – Improper reference to Schedule F – Airport Influence Area of the Rural Hamilton Official Plan.
Volume 1: Chapter E – Urban Systems and Designations, Section 5.5 Employment Area – Airport Employment Growth District Designation	E.5.5.9 All <i>development</i> in the Airport Employment Growth District shall comply with Sections B.3.56.63 – Noise, Vibration and Emissions and C.4.8 – Airport.	E.5.5.9 All development in the Airport Employment Growth District shall comply with Sections B.3.6.3 – Noise, Vibration and Emissions and C.4.8 – Airport.	Numbering error – Improper policy number reference to the Noise, Vibration and Emissions policies, which are found within Section B.3.6.3.

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Chapter F – ttion, Section tting, Non- g and Non- ning Uses	F.1.12.10 Council may pass by-laws,	F.1.12.10 Council may pass by-laws,	Improper reference to
	in accordance with Subsection 34(10) of	in accordance with Subsection 34(10) of	appropriate subsection
	the Planning Act, R.S.O., 1990 c. P.13,	the Planning Act, R.S.O., 1990 c. P.13,	of the Planning Act,
	as amended, to permit expansions or	as amended, to permit expansions or	R.S.O., 1990 c. P.13.
ар п, д, лд	enlargements of any buildings or	enlargements of any buildings or	
Volume 1: Chap Implementation, 4 1.12 Existing, Complying and Conforming L	structures used for purposes prohibited	structures used for purposes prohibited	
1: 1 Tris Zing Ving	in the applicable zoning by-law if the	in the applicable zoning by-law if the	
Volume 1: mplementa 1.12 Exis Complyin Conforn	buildings or structures were lawfully used	buildings or structures were lawfully	
lun on Co	for the such purposes on the day of the	used for the such purposes on the day	
0 6 C O	passing of the applicable zoning by-law,	of the passing of the applicable zoning	
*	provided the by-law maintains the intent	by-law, provided the by-law maintains	
	and purpose of this Plan.	the intent and purpose of this Plan.	
	Area Specific Policy – Area A	Area Specific Policy – Area A	Numbering error –
s s	B.5.1.13.1 For lands generally located	B.5.1.13.1 For lands generally	Occurred when the
oro cie	on the east side of Highway 56, north of	located on the east side of Highway 56,	Ontario Municipal
Binbrook Policies	Binbrook Road, designated Low Density	north of Binbrook Road, designated Low	Board approved the
	Residential 2d, and identified as Area	Density Residential 2d, and identified as	UHOP and Policy
B.5.1 Plan	Specific Policy – Area A on Map B.5.1-1	Area Specific Policy – Area A on Map	B.5.1.8.3 was
	- Binbrook Village - Land Use Plan, the	B.5.1-1 – Binbrook Village – Land Use	renumbered to B.5.1.10.1.
Volume 2: Chapter Village Secondary	following policies shall apply:  a) the lands are intended for private and	Plan, the following policies shall apply:  a) the lands are intended for private	Б.3.1.10.1.
	permanent adult lifestyle developments	and permanent adult lifestyle	
	or Low Density Residential 2d	developments or Low Density	
	development on the following basis:	Residential 2d <i>development</i> on the	
	ii) development and redevelopment	following basis:	
	shall comply with Policies B.5.1.810.31;	ii) development and redevelopment	
> ^	and,	shall comply with Policies B.5.1.10.1;	
		and,	

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Volume 2: Chapter B.5.1 Binbrook Village Secondary Plan Policies	Site Specific Policy – Area K B.5.1.13.11 In addition to Section B.5.1.4.5 de) i), for the lands known municipally as 3105 Fletcher Road, designated Low Density Residential 3e, and identified as Site Specific Policy – Area K on Map B.5.1-1 – Binbrook Village Secondary Plan, townhouses shall also be permitted, which may be developed as a standard block townhouse development or as freehold townhouse units on a private road.	Site Specific Policy – Area K 5.1.13.11 In addition to Section B.5.1.4.5 e) i), for the lands known municipally as 3105 Fletcher Road, designated Low Density Residential 3e, and identified as Site Specific Policy – Area K on Map B.5.1-1 – Binbrook Village Secondary Plan, townhouses shall also be permitted, which may be developed as a standard block townhouse development or as freehold townhouse units on a private road.	Numbering error – Policy B.5.1.4.5 e) i) identifies the permitted uses within the Low Density Residential 3e designation.	
Volume 2: Chapter B.7.4 Fruitland Winona Secondary Plan Policies	B.7.4.13.14 Rapid Transit In addition to Policies C.4.4.8 through C.4.4.1211 – Rapid Transit of Volume 1, the following policies shall apply to the Fruitland-Winona Secondary Plan area:	B.7.4.13.14 Rapid Transit In addition to Policies C.4.4.8 through C.4.4.11 – Rapid Transit of Volume 1, the following policies shall apply to the Fruitland-Winona Secondary Plan area:	Policy C.4.4.12 was deleted in its entirety and subsequent policies were renumbered through OPA No. 65 (Transit Oriented Corridor Zone Implementation). The policies concerning Rapid Transit in Chapter E range from Policies C.4.4.8 through C.4.4.11.	

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	added		
Volume 2: Chapter B.7.4 Fruitland Winona Secondary Plan Policies	B.7.4.13.15 Inter-Regional Transit	B.7.4.13.15 Inter-Regional Transit	Policy C.4.4.12 was
	Network	Network	deleted in its entirety
	In accordance with Policy C.4.4.1312.1	In accordance with Policy C.4.4.12.1 of	and subsequent
	of Volume 1, a proposed inter-modal	Volume 1, a proposed inter-modal	policies were
	transportation terminal has been	transportation terminal has been	renumbered through
D G C	conceptually identified within the vicinity	conceptually identified within the vicinity	OPA No. 65 (Transit
Volume 2: Volume 2: Fruitlan Secondary	of the intersection of Fifty Road and the	of the intersection of Fifty Road and the	Oriented Corridor Zone
	South Service Road as shown on Map	South Service Road as shown on Map	Implementation).
	B.7.4-3 Fruitland-Winona Secondary	B.7.4-3 Fruitland-Winona Secondary	Therefore, Policy
/o/ Sea	Plan – Transportation Classification	Plan – Transportation Classification	C.4.4.13.1 became
- •,	Plan.	Plan.	C.4.4.12.1.