

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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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 <i>development</i> 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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Volume 1: Chapter F – Implementation, Section 1.12 Existing, Non- Complying and Non- Conforming Uses	F.1.12.10 Council may pass by-laws, in accordance with Subsection 34(10) of the <u>Planning Act, R.S.O., 1990 c. P.13</u> , as amended, to permit expansions or enlargements of any buildings or structures used for purposes prohibited in the applicable zoning by-law if the buildings or structures were lawfully used for the such purposes on the day of the passing of the applicable zoning by-law, provided the by-law maintains the intent and purpose of this Plan.	F.1.12.10 Council may pass by-laws, in accordance with Subsection 34(10) of the <u>Planning Act, R.S.O., 1990 c. P.13</u> , as amended, to permit expansions or enlargements of any buildings or structures used for purposes prohibited in the applicable zoning by-law if the buildings or structures were lawfully used for the such purposes on the day of the passing of the applicable zoning by-law, provided the by-law maintains the intent and purpose of this Plan.	Improper reference to appropriate subsection of the <u>Planning Act, R.S.O., 1990 c. P.13</u> .
Volume 2: Chapter B.5.1 Binbrook Village Secondary Plan Policies	Area Specific Policy – Area A B.5.1.13.1 For lands generally located on the east side of Highway 56, north of Binbrook Road, designated Low Density Residential 2d, and identified as Area Specific Policy – Area A on Map B.5.1-1 – Binbrook Village – Land Use Plan, the following policies shall apply: a) the lands are intended for private and permanent adult lifestyle developments or Low Density Residential 2d <i>development</i> on the following basis: ii) <i>development</i> and <i>redevelopment</i> shall comply with Policies B.5.1.8 10.31 ; and,	Area Specific Policy – Area A B.5.1.13.1 For lands generally located on the east side of Highway 56, north of Binbrook Road, designated Low Density Residential 2d, and identified as Area Specific Policy – Area A on Map B.5.1-1 – Binbrook Village – Land Use Plan, the following policies shall apply: a) the lands are intended for private and permanent adult lifestyle developments or Low Density Residential 2d <i>development</i> on the following basis: ii) <i>development</i> and <i>redevelopment</i> shall comply with Policies B.5.1.10.1; and,	Numbering error – Occurred when the Ontario Municipal Board approved the UHOP and Policy B.5.1.8.3 was renumbered to B.5.1.10.1.

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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.4.4.12 11 – 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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Volume 2: Chapter B.7.4 Fruitland Winona Secondary Plan Policies	B.7.4.13.15 Inter-Regional Transit Network In accordance with Policy C.4.4. 13 12 .1 of Volume 1, a proposed inter-modal transportation terminal has been conceptually identified within the vicinity of the intersection of Fifty Road and the South Service Road as shown on Map B.7.4-3 Fruitland-Winona Secondary Plan – Transportation Classification Plan.	B.7.4.13.15 Inter-Regional Transit Network In accordance with Policy C.4.4.12.1 of Volume 1, a proposed inter-modal transportation terminal has been conceptually identified within the vicinity of the intersection of Fifty Road and the South Service Road as shown on Map B.7.4-3 Fruitland-Winona Secondary Plan – Transportation Classification Plan.	Policy C.4.4.12 was deleted in its entirety and subsequent policies were renumbered through OPA No. 65 (Transit Oriented Corridor Zone Implementation). Therefore, Policy C.4.4.13.1 became C.4.4.12.1.