CITY OF HAMILTON

BY-LAW NO. 19-300

To Adopt:

Official Plan Amendment No. 128 to the
Urban Hamilton Official Plan

Respecting:

Administrative Amendment

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

1. Amendment No. 128 to the Urban Hamilton Official Plan consisting of Schedule “1”,
hereto annexed and forming part of this by-law, is hereby adopted.

PASSED this 11th day of December, 2019.

______________________________  ______________________________
F. Eisenberger                     A. Holland
Mayor                             City Clerk
Schedule “1”

Urban Hamilton Official Plan
Amendment No. 128

The following text, together with:

<table>
<thead>
<tr>
<th>Appendix “A”</th>
<th>Volume 1: Chapter B – Communities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appendix “B”</td>
<td>Volume 1: Chapter C – City Wide Systems and Designations</td>
</tr>
<tr>
<td>Appendix “C”</td>
<td>Volume 1: Chapter E – Urban Systems and Designations</td>
</tr>
<tr>
<td>Appendix “D”</td>
<td>Volume 1: Chapter F – Implementation</td>
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<tr>
<td>Appendix “E”</td>
<td>Volume 1: Schedule C – Functional Road Classification</td>
</tr>
<tr>
<td>Appendix “F”</td>
<td>Volume 1: Schedule C-2 – Future Right of Way Dedications</td>
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<tr>
<td>Appendix “G”</td>
<td>Volume 2: Chapter B.2.0 – Ancaster Secondary Plans, Section B.2.5 – Meadowlands Neighbourhood III Secondary Plan</td>
</tr>
<tr>
<td>Appendix “H”</td>
<td>Volume 2: Chapter B.5.0 – Glenbrook Secondary Plans – Section B.5.1 – Binbrook Village Secondary Plan</td>
</tr>
<tr>
<td>Appendix “I”</td>
<td>Volume 2: Chapter B.7.0 – Stoney Creek Secondary Plans – Section B.7.4 – Fruitland Winona Secondary Plan</td>
</tr>
<tr>
<td>Appendix “J”</td>
<td>Volume 2: Map B.2.5-1 – Meadowlands Neighbourhood III Secondary Plan – Land Use Plan</td>
</tr>
<tr>
<td>Appendix “K”</td>
<td>Volume 3: Chapter B – Urban Site Specific Policies</td>
</tr>
<tr>
<td>Appendix “L”</td>
<td>Volume 3: Map 2 – Urban Site Specific Key Map</td>
</tr>
</tbody>
</table>

attached hereto, constitutes Official Plan Amendment No. 128 to the Urban Hamilton Official Plan.
1.0 **Purpose and Effect:**

The purpose of this amendment is to correct administrative (e.g. numbering, typographical and grammatical) errors. The effect of this Amendment is to improve clarity and understanding and ensure correctness of the Urban Hamilton Official Plan.

2.0 **Location:**

The lands affected by this Amendment are located within the Urban Area of the City of Hamilton.

3.0 **Basis:**

The basis for permitting this Amendment is:

- Clarify policies by correcting administrative errors (i.e. formatting, numbering, typographical and grammar) in the Urban Hamilton Official Plan.

- Urban Hamilton Official Plan Volume 1, Chapter F, Section F.1.0, Policy 1.1.4 requires that a City-initiated amendment be completed to update and streamline administration of municipal planning policies.

- The proposed Amendment is consistent with the Provincial Policy Statement, 2014 and conforms to the Growth Plan for the Greater Golden Horseshoe, 2019.

4.0 **Actual Changes:**

4.1 **Volume 1 - Parent Plan**

Text

4.1.1 **Chapter B - Communities**

a. That the following policy of Volume 1: Chapter B - Communities be amended, as outlined in Appendix “A”:
   - B.3.2.2.2
4.1.2 Chapter C – City Wide Systems and Designations

a. That the following policies of Volume 1: Chapter C – City Wide Systems and Designations be amended, as outlined in Appendix “B”:
   • C.3.4.1
   • C.4.8.6

4.1.3 Chapter E – Urban Systems and Designations

a. That the following policies of Volume 1: Chapter E – Urban Systems and Designations be amended, as outlined in Appendix “C”:
   • E.2.5.3
   • E.5.5.9

4.1.4 Chapter F – Implementation

a. That the following policy of Volume 1: Chapter F – Implementation be amended, as outlined in Appendix “D”:
   • F.1.12.10

Schedules and Appendices

4.1.5 Schedules

a. That Volume 1: Schedule C – Functional Road Classification be amended by:
   i. identifying a portion of Mountain Brow Road as “Major Arterial”;
   ii. identifying Upper Red Hill Valley Parkway south of Rymal Road East from “Major Arterial” to “Proposed Major Arterial”; and
   iii. realigning the “Proposed Collector Road” extending from Twenty Road East to reflect the current Municipal Class Environmental Assessment (EA) process,

   as shown on Appendix “E”, attached to this Amendment.

b. That Volume 1: Schedule C-2 – Future Right of Way Dedications be amended, as outlined in Appendix “F”.

4.2  **Volume 2 - Secondary Plans**

**Text**

4.2.1  *Chapter B.2.0 – Ancaster Secondary Plans – Section B.2.5 – Meadowlands Neighbourhood III Secondary Plan*

a. That the following policy of Volume 2: Chapter B.2.0 – Ancaster Secondary Plans, Section B.2.5 – Meadowlands Neighbourhood III Secondary Plan be amended, as outlined in Appendix “G”, attached to this Amendment:
   - B.2.5.1.1

4.2.2  *Chapter B.5.0 – Glanbrook Secondary Plans – Section B.5.1 – Binbrook Village Secondary Plan*

a. That the following policies of Volume 2: Chapter B.5.0 – Glanbrook Secondary Plans – Section B.5.1 – Binbrook Village Secondary Plan be amended, as outlined in Appendix “H”, attached to this Amendment:
   - B.5.1.13.1
   - B.5.1.13.11

4.2.3  *Chapter B.7.0 – Stoney Creek Secondary Plans – Section B.7.4 – Fruitland Winona Secondary Plan*

a. That the following policies of Volume 2: Chapter B.7.0 – Stoney Creek Secondary Plans – Section B.7.4 – Fruitland Winona Secondary Plan be amended, as outlined in Appendix “I”, attached to this Amendment:
   - B.7.4.13.14
   - B.7.4.13.15

**Maps**

4.2.2  *Map*

a. That Volume 2: Map B.2.5-1 – Meadowlands Neighbourhood III Secondary Plan – Land Use Plan be amended, by adding the letter “a” following the number “1” in the Legend entry “Low Density Residential 1” to read “Low Density Residential 1a”, as shown on Appendix “J”, attached to this Amendment.
4.3 Volume 3 – Special Policy Areas, Area Specific Policies, and Site Specific Policies

Text

4.3.1 Chapter B – Urban Site Specific Policies

a. That Volume 3: Chapter B – Urban Site Specific Policies, Dundas Urban Commercial and Mixed Use Site Specific Policy “UDMU-1” be amended as outlined on Appendix “K”, attached to this Amendment.

Maps and Appendices

4.3.2 Map

a. That Volume 3: Map 2 – Urban Site Specific Key Map be amended by replacing the “UDMU-1” identification with “UDC-1”, as shown on Appendix “L”, attached to this Amendment.

5.0 Implementation:

An implementing Zoning By-Law will give effect to the intended uses on the subject lands.

This Official Plan Amendment is Schedule “1” to By-law No. _____ passed on the 11th day of December, 2019.

The City of Hamilton

F. Eisenberger
MAYOR

A. Holland
CITY CLERK
Appendix “A” – Volume 1: Chapter B - Communities

<table>
<thead>
<tr>
<th>Proposed Change</th>
<th>Proposed New / Revised Policy</th>
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<tbody>
<tr>
<td>Grey highlighted strikethrough text = text to be deleted</td>
<td>Bolded text = text to be added</td>
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<tr>
<td>B.3.2.2.2 The City shall monitor the policies of Sections B.3.2 - Housing and B.2.24 - Residential Intensification, for progress in achieving the housing targets of Policy B.3.2.2.1 and Tables B.3.2.1 and B.3.2.2 - Housing Targets.</td>
<td>B.3.2.2.2 The City shall monitor the policies of Sections B.3.2 - Housing and B.2.4 - Residential Intensification, for progress in achieving the housing targets of Policy B.3.2.2.1 and Tables B.3.2.1 and B.3.2.2 - Housing Targets.</td>
</tr>
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</table>
### Proposed Change

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C.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 designations in accordance with Policies C.3.2.1 and C.3.4.9.

C.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 designations in accordance with Policies C.3.2.1 and C.3.4.9.

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.

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.
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<tr>
<td>Grey highlighted strikethrough text = text to be deleted</td>
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<tr>
<td>E.2.5.3 Majority Activity Centres shall be served by a range of transportation modes.</td>
<td>E.2.5.3 Major Activity Centres shall be served by a range of transportation modes.</td>
</tr>
<tr>
<td>E.5.5.9 All development in the Airport Employment Growth District shall comply with Sections B.3.56 63 – Noise, Vibration and Emissions and C.4.8 – Airport.</td>
<td>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.</td>
</tr>
</tbody>
</table>
### F.1.12.10 Council may pass by-laws, in accordance with Subsection 34(10) of the Planning Act, R.S.O., 1990 c. P.13, 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.

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</tr>
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</table>
The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal – see illustration on Schedules E and E-1, Volume 1.

Legend
- Major Arterial
- Minor Arterial
- Collector
- Provincial Highway (Controlled Access)
- Provincial Highway
- Parkway
- Proposed Roads
- Major Arterial
- Minor Arterial
- Collector
- Other Features
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Municipal Boundary
- Lands subject to Non-Decision 113 West Harbour Sailing S

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Schedule C
Functional Road Classification
Appendix “F” – Volume 1: Schedule C-2 – Future Right of Way Dedications

<table>
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<tr>
<td>Modify four (4) entries:</td>
<td>Dundas Street East from Highway 6 to Hamilton Street 36.576 - 45.720; from Hamilton Street to First Street 20.000 - 22.000; from First Street to Avonsyde Boulevard - 36.576 - 45.720; from Avonsyde Boulevard to East City Limit - 47.000</td>
</tr>
<tr>
<td>Dundas Street East (Hwy 5) from Highway 6 to Hamilton Street 36.576 - 45.720; from Hamilton Street to First Street 20.000 - 22.000; from First Street to New East - West Road Avonsyde Boulevard - 36.576 - 45.720; from New East - West Road Avonsyde Boulevard to East City Limit - 47.000</td>
<td></td>
</tr>
<tr>
<td>Modify one entry:</td>
<td>New East-West Road (Waterdown) from Through Waterdown North Development Area - 32.000; from Centre Road to Parkside Drive - 36.000</td>
</tr>
<tr>
<td>New East-West Road (Waterdown) from Through Waterdown North Development Area - 32.000; from Centre Road to Parkside Drive - 36.000; from Parkside Drive to Dundas Street - 36.000</td>
<td></td>
</tr>
<tr>
<td>Add one entry:</td>
<td>Avonsyde Boulevard from Parkside Drive to Dundas Street East - 36.000</td>
</tr>
<tr>
<td>Avonsyde Boulevard from Parkside Drive to Dundas Street East - 36.000</td>
<td></td>
</tr>
<tr>
<td>Modify one entry:</td>
<td>Upper James Street from Rymal Road to 150 metres north of new Highway # 6 South - 45.000</td>
</tr>
<tr>
<td>Upper James Street from Rymal Road to 150 metres north of new Highway # 6 South - 45.000</td>
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### Proposed Change

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<tr>
<td>B.2.5.1.1 The residential areas are designated Low Density Residential (Infill), Low Density Residential 1a, Low Density Residential 2a, Low Density Residential 2c, and Low Density Residential 3b as identified on B.2.5-1 - Meadowlands Neighbourhood III - Land Use Plan.</td>
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### Proposed New / Revised Policy

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<td>B.2.5.1.1 The residential areas are designated Low Density Residential (Infill), Low Density Residential 1a, Low Density Residential 2a, Low Density Residential 2c, and Low Density Residential 3b as identified on B.2.5-1 - Meadowlands Neighbourhood III - Land Use Plan.</td>
</tr>
<tr>
<td>Proposed Change</td>
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<tr>
<td>--------------------------------------------------------------------------------</td>
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<tr>
<td><strong>Area Specific Policy – Area A</strong> B.5.1.13.1 For lands generally located on the</td>
</tr>
<tr>
<td>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:</td>
</tr>
<tr>
<td>a) the lands are intended for private and permanent adult lifestyle developments or Low Density Residential 2d development on the following basis:</td>
</tr>
<tr>
<td>ii) development and redevelopment shall comply with Policies B.5.1.10.1; and,</td>
</tr>
<tr>
<td><strong>Site Specific Policy – Area K</strong> B.5.1.13.11 In addition to Section B.5.1.4.5</td>
</tr>
<tr>
<td>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.</td>
</tr>
</tbody>
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Appendix “I” – Volume 2: Chapter B.7.0 – Stoney Creek Secondary Plans – Section B.7.4 – Fruitland Winona Secondary Plan

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<tr>
<td><strong>B.7.4.13.14 Rapid Transit</strong></td>
<td>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:</td>
</tr>
<tr>
<td>In addition to Policies C.4.4.8 through C.4.4.11</td>
<td><strong>B.7.4.13.14 Rapid Transit</strong></td>
</tr>
<tr>
<td>– Rapid Transit of Volume 1, the following policies</td>
<td>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:</td>
</tr>
<tr>
<td>shall apply to the Fruitland-Winona Secondary Plan</td>
<td><strong>B.7.4.13.15 Inter-Regional Transit Network</strong></td>
</tr>
<tr>
<td>area:</td>
<td>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.</td>
</tr>
<tr>
<td>B.7.4.13.15 Inter-Regional Transit Network</td>
<td><strong>B.7.4.13.15 Inter-Regional Transit Network</strong></td>
</tr>
<tr>
<td>In accordance with Policy C.4.4.13.21 of Volume 1,</td>
<td>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.</td>
</tr>
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<td></td>
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<td>been conceptually identified within the vicinity of</td>
<td></td>
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<tr>
<td>the intersection of Fifty Road and the South Service</td>
<td></td>
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<tr>
<td>Road as shown on Map B.7.4-3 Fruitland-Winona</td>
<td></td>
</tr>
<tr>
<td>Secondary Plan - Transportation Classification Plan.</td>
<td></td>
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</table>
Appendix J
APPROVED Amendment No. 128
to the Urban Hamilton Official Plan

Replace "Low Density Residential 1" Designation with "Low Density Residential 1a" Designation in the Legend
Change style of the "Low Density Residential 2a" Designation in the Legend

Date: Nov. 21, 2019
Revised By: DM/NB
Reference File No.: CI-19-E

Legend
Residential Designations
- Low Density Residential (Infill/Existing)
- Low Density Residential 1
- Low Density Residential 2a
- Low Density Residential 2c
- Low Density Residential 3b
- Parkette
- Neighbourhood Park
- General Open Space
- Natural Open Space

Other Designations
- Local Commercial
- Institutional
- Utility
- SWM
- Storm Water Management

Other Features
- Area or Site Specific Policy
- Proposed Roads
- Secondary Plan Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Meadowlands Neighbourhood III
Secondary Plan
Land Use Plan
Map B.2.5.1

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<table>
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<tr>
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<tr>
<td>UDMUC-1 Lands located at 71 Main Street and a portion of 10 Baldwin Street, former Town of Dundas</td>
<td>UDC-1 Lands located at 71 Main Street and a portion of 10 Baldwin Street, former Town of Dundas</td>
</tr>
</tbody>
</table>
The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal – see illustration on Schedules E and E-1, Volume 1.

Legend
- Site Specific Areas (SSA)
- Urban boundary
- Rural boundary
- Municipal boundary
- Niagara Escarpment
- Rural Area
- John C. Munro Hamilton International Airport

Key Map

For Rural Site Specific Areas, refer to Volume 3: Appendix A of the Rural Hamilton Official Plan.

Volume 3: Map 2

Urban Site Specific Key Map

Note: Not to Scale

City Map

Rural

Urban

Note: For Rural Site Specific Areas, refer to Volume 3: Appendix A of the Rural Hamilton Official Plan.