

## **DRAFT Urban Hamilton Official Plan Amendment No. X**

The following text, together with:

### **Volume 1**

Appendix "A"	Chapter A - Introduction
Appendix "B"	Chapter B – Communities
Appendix "C"	Chapter C – City Wide Systems and Designations
Appendix "D"	Chapter E – Urban Designations
Appendix "E"	Chapter F – Implementation
Appendix "F"	Chapter G – Glossary
Appendix "G"	Schedule A – Provincial Plans
Appendix "H"	Schedule B – Natural Heritage System
Appendix "I"	Schedule B-5 – Detailed Natural Heritage Features – Key Hydrologic Feature Lakes and Littoral Zones
Appendix "J"	Schedule B-6 – Detailed Natural Heritage Features – Environmentally Significant Areas
Appendix "K"	Schedule C – Functional Road Classification
Appendix "L"	Schedule C-2 – Right-of-Way Dedications
Appendix "M"	Schedule E – Urban Structure
Appendix "N"	Schedule E-1 – Urban Land Use Designations
Appendix "N1"	Schedule E-1 – Urban Land Use Designations
Appendix "O"	Appendix A – Parks Classification (Outside of Secondary Plans)
Appendix "P"	Schedule G – Built Boundaries

### **Volume 2**

Appendix "Q"	Chapter B Secondary Plans
Appendix "R"	Map B.2.2-1 – Shaver Neighbourhood Secondary Plan – Land Use Plan
Appendix "S"	Map B.2.3-1 – Garner Neighbourhood Secondary Plan – Land Use Plan
Appendix "T"	Map B.2.5-1 – Meadowlands Neighbourhood III Secondary Plan – Land Use Plan
Appendix "U"	Map B.2.6-1 – Meadowlands Neighbourhood IV Secondary Plan – Land Use Plan
Appendix "V"	Map B.4.2-1 – Waterdown North Secondary Plan – Land Use Plan
Appendix "W"	Map B.5.1-1 – Binbrook Village Secondary Plan – Land Use Plan
Appendix "X"	Map B.5.1-2 – Binbrook Village Secondary Plan – Open Space Linkages

Appendix “Y”	Map B.5.4-1 – Mount Hope Secondary Plan – Land Use Plan
Appendix “Z”	Map B.6.3-1 – Chedmac Secondary Plan – Land Use Plan
Appendix “AA”	Map B.6.7-1 – Centennial Neighbourhoods Secondary Plan – Land Use Plan
Appendix “BB”	Map B.6.7-3 – Centennial Neighbourhoods Secondary Plan – Transportation and Connections
Appendix “CC”	Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Site Specific Policy Areas
Appendix “DD”	Map B.7.1-1 – Western Development Area Secondary Plan – Land Use Plan
Appendix “EE”	Map B.7.2-1 – Old Town Secondary Plan – Land Use Plan
Appendix “FF”	Map B.7.3-1 – Urban Lakeshore Secondary Plan – Land Use Plan
Appendix “GG”	Map B.7.5-1 – Nash Neighbourhood Secondary Plan – Land Use Plan
Appendix “HH”	Map B.7.6-1 – West Mountain (Heritage Green) Secondary Plan – Land Use Plan
Appendix “II”	Map B.7.7-2 – Trinity West Secondary Plan – Natural Heritage System

**Volume 3**

Appendix “JJ”	Chapter B – Urban Area Specific Policies
Appendix “KK”	Chapter C – Urban Site Specific Policies
Appendix “LL”	Map SC-3 – Area Specific Policies
Appendix “MM”	Map 2 – Site Specific Policies Key Map
Appendix “NN”	Map 2a – Site Specific Policies Key Map (Lower City)

attached hereto, constitutes Official Plan Amendment No. X to the Urban Hamilton Official Plan.

**1.0 Purpose and Effect:**

The purpose and effect of this Amendment is to:

- Clarify policies by correcting administrative errors (i.e. formatting, numbering, typographical and grammar);
- Add new policies and remove duplicate and/or redundant wording; and,
- Correct policy and mapping errors.

**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:

- The Amendment reflects existing land uses and approvals and will more accurately guide future development;
- The Amendment will align the Urban Hamilton Official Plan with Provincial legislation regarding Second Dwelling Units; and,
- The Amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the Growth Plan for the Greater Golden Horseshoe, 2019, as amended.

### **4.0 Actual Changes:**

#### **4.1 Volume 1 – Parent Plan**

##### ***Text***

##### **4.1.1 Chapter A – Introduction**

- a. That the following policy of Volume 1: Chapter A – Introduction be amended, as outlined in Appendix “A”, attached to this Amendment:
  - A.1.3

##### **4.1.2 Chapter B – Communities**

- a. That the following policies of Volume 1: Chapter B – Communities be amended, as outlined in Appendix “B”, attached to this Amendment:
  - B.3.2.4.4
  - B.3.2.4.5
  - B.3.2.4.6
  - B.3.3.2.9

##### **4.1.3 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 "C", attached to this Amendment:

- C.3.2.2
- C.4.5.2
- C.4.5.3.1
- C.4.5.5.3
- C.4.5.6.1
- C.4.5.6.3

#### 4.1.4 Chapter E – Urban Designations

a. That the following policies of Volume 1: Chapter E – Urban Designations be amended, as outlined in Appendix "D", attached to this Amendment:

- E.3.3.3
- E.3.4.6
- E.4.5.9
- E.4.6
- E.4.6.7
- E.4.6.9
- E.4.6.30
- E.5.3.9 c)
- E.5.4.6

#### 4.1.5 Chapter F – Implementation

a. That the following policies of Volume 1: Chapter F – Implementation be amended, as outlined in Appendix "E", attached to this Amendment:

- F.1.1
- F.1.7.1 b)
- F.1.7.4
- F.1.17.1
- F.3.2.11.1
- F.3.9
- F.3.9.1
- F.4.1.3

#### 4.1.6 Chapter G – Glossary

a. That Volume 1: Chapter G – Glossary be amended by adding one definition, as outlined in Appendix "F".

### ***Schedules and Appendices***

#### 4.1.7 Schedules

a. That Volume 1: Schedule A – Provincial Plans be amended, as shown on Appendix "G", attached to this Amendment.

b. That Volume 1: Schedule B – Natural Heritage System be amended, as shown on Appendix "H", attached to this Amendment.

- c. That Volume 1: Schedule B-5 – Detailed Natural Heritage Features – Key Hydrologic Feature Lakes and Littoral Zones be amended, as shown on Appendix "I", attached to this Amendment.
- d. That Volume 1: Schedule B-6 – Detailed Natural Heritage Features – Environmentally Significant Areas be amended, as shown on Appendix "J", attached to this Amendment.
- e. That Volume 1: Schedule C – Functional Road Classification be amended, as shown on Appendix "K", attached to this Amendment.
- f. That Volume 1: Schedule C-2 – Right-of-Way Dedications be amended, as shown on Appendix "L", attached to this Amendment.
- g. That Volume 1: Schedule E – Urban Structure be amended, as shown on Appendix "M", attached to this Amendment.
- h. That Volume 1: Schedule E-1 – Urban Land Use Designations be amended, as shown on Appendices "N" and "N1", attached to this Amendment.

#### 4.1.8 Appendices

- a. That Volume 1: Appendix A – Parks Classification (Outside of Secondary Plans) be amended, as shown on Appendix "O", attached to this Amendment.
- b. That Volume 1: Appendix G – Built Boundaries be amended, as shown on Appendix "P", attached to this Amendment.

## 4.2 **Volume 2 – Secondary Plans**

### ***Text***

#### 4.2.1 Chapter B – Secondary Plans

- a. That Volume 2: Chapter B – Secondary Plans be amended to revise, add or delete policies, as outlined in Appendix "Q", attached to this Amendment:
  - B.2.3.2.1
  - B.2.3.6.1
  - B.2.4.5.1 a)
  - B.2.4.5.1 b)
  - B.6.2.5.4 a) i)
  - B.6.2.7.2 c)
  - B.6.2.17.6
  - B.6.6.12.2.11
  - B.6.7.18.2
  - B.6.7.18.3
  - B.6.7.18.4
  - B.6.7.18.5
  - B.7.6.3.1
  - B.7.6.3.3
  - B.7.6.6
  - B.7.6.6.1

- B.2.4.5.1 c)
- B.2.8.16.11
- B.4.3.3.3 d)
- B.5.1.11.1 c)
- B.5.1.11.7 a)
- B.5.2.8.3 a) and c)
- B.5.2.12.1 a)
- B.5.4.9.1
- B.5.4.11.4
- B.5.4.11.9
- B.5.4.11.10
- B.6.1.12.2
- B.6.1.12.19
- B.6.1.15.1 c) i) and ii)
- B.6.7 (Planning Framework)
- B.6.7.3.1 i)
- B.6.7.3.2 f)
- B.6.7.5.1 g)
- B.6.7.5.1 i) ii)
- B.6.7.7.3 d)
- B.6.7.7.4 e)
- B.6.7.8
- B.6.7.12.3 a) and b)
- B.6.7.15.3 b) and c)
- B.6.7.17 d)
- B.6.7.18
- B.6.7.18.1
- B.6.7.18.6
- B.6.7.18.8
- B.6.7.18.9
- B.6.7.18.10
- B.6.7.18.11
- B.6.7.18.12
- B.7.1.1.5
- B.7.2.8.8
- B.7.4.3 d)
- B.7.4.4.2 f)
- B.7.4.10.16 e)
- B.7.4.13.9 b)
- B.7.6 (Reference to Trinity West Secondary Plan)
- B.7.6.8.1
- B.7.6.8.19
- B.7.6.8.21 a)
- B.8.13.1
- B.8.13.2
- B.8.13.3
- B.8.13.4
- B.8.13.5
- B.8.13.6
- B.8.13.7
- B.8.13.8

## **Maps**

### 4.2.2 Maps

- a. That Volume 2: Map B.2.2-1 – Shaver Neighbourhood Secondary Plan – Land Use Plan be amended, as shown on Appendix “R”, attached to this Amendment.
- b. That Volume 2: Map B.2.3-1 – Garner Neighbourhood Secondary Plan – Land Use Plan be amended, as shown on Appendix “S”, attached to this Amendment.
- c. That Volume 2: Map B.2.5-1 – Meadowlands Neighbourhood III Secondary Plan – Land Use Plan be amended, as shown on Appendix “T”, attached to this Amendment.
- d. That Volume 2: Map B.2.6-1 – Meadowlands Neighbourhood IV Secondary Plan – Land Use Plan be amended, as shown on Appendix “U”, attached to this Amendment.
- e. That Volume 2: Map B.4.2-1 – Waterdown North Secondary Plan – Land Use Plan be amended, as shown on Appendix “V”, attached to this Amendment.
- f. That Volume 2: Map B.5.1-1 – Binbrook Village Secondary Plan – Land Use Plan be amended, as shown on Appendix “W”, attached to this Amendment.

- g. That Volume 2: Map B.5.1-2 – Binbrook Village Secondary Plan – Open Space Linkages be amended, as shown on Appendix “X”, attached to this Amendment.
- h. That Volume 2: Map B.5.4-1 – Mount Hope Secondary Plan – Land Use Plan be amended, as shown on Appendix “Y”, attached to this Amendment.
- i. That Volume 2: Map B.6.3-1 – Chedmac Secondary Plan – Land Use Plan be amended, as shown on Appendix “Z”, attached to this Amendment.
- j. That Volume 2: Map B.6.7-1 – Centennial Neighbourhoods Secondary Plan – Land Use Plan be amended, as shown on Appendix “AA”, attached to this Amendment.
- k. That Volume 2: Map B.6.7-3 – Centennial Neighbourhoods Secondary Plan – Transportation and Connections be amended, as shown on Appendix “BB”, attached to this Amendment.
- l. That Volume 2: Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Site Specific Policy Areas be amended, as shown on Appendix “CC”, attached to this Amendment.
- m. That Volume 2: Map B.7.1-1 – Western Development Area Secondary Plan – Land Use Plan be amended, as shown on Appendix “DD”, attached to this Amendment.
- n. That Volume 2: Map B.7.2-1 – Old Town Secondary Plan – Land Use Plan be amended, as shown on Appendix “EE”, attached to this Amendment.
- o. That Volume 2: Map B.7.3-1 – Urban Lakeshore Secondary Plan – Land Use Plan be amended, as shown on Appendix “FF”, attached to this Amendment.
- p. That Volume 2: Map B.7.5-1 – Nash Neighbourhood Secondary Plan – Land Use Plan be amended, as shown on Appendix “GG”, attached to this Amendment.
- q. That Volume 2: Map B.7.6-1 – West Mountain (Heritage Green) Secondary Plan – Land Use Plan be amended, as shown on Appendix “HH”, attached to this Amendment.
- r. That Volume 2: Map B.7.7-2 – Trinity West Secondary Plan – Natural Heritage System be amended, as shown on Appendix “II”, 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 Area Specific Policies

- a. That Volume 3: Chapter B – Urban Area Specific Polices be amended to revise policies, as outlined in Appendix "JJ", attached to this Amendment:
- UH-1
  - USC-4

#### 4.3.2 Chapter C – Urban Site Specific Policies

- a. That Volume 3: Chapter C – Urban Site Specific Polices be amended to revise or add policies, as outlined in Appendix "KK", attached to this Amendment:
- UHC-6
  - UHC-X
  - UHE-X

### ***Maps and Appendices***

#### 4.3.3 Maps

- a. That Volume 2: Map SC-3 – Area Specific Policies be amended, as shown on Appendix "LL", attached to this Amendment.
- b. That Volume 2: Map 2 – Site Specific Policies Key Map be amended, as shown on Appendix "MM", attached to this Amendment.
- c. That Volume 2: Map 2a – Site Specific Policies Key Map (Lower City) be amended, as shown on Appendix "NN", attached to this Amendment.

## **5.0 Implementation:**

An implementing Zoning By-Law Amendment 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 \_\_\_<sup>th</sup> day of \_\_, 2020.



**The  
City of Hamilton**

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F. Eisenberger  
MAYOR

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A. Holland  
CITY CLERK

Appendix “A” – Volume 1, Chapter A – Introduction

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>A.1.3 Function of the Official Plan This Plan projects a long term vision for the physical development of the City over the next 30 years. ...</p> <ul style="list-style-type: none"> <li>• is one of the key implementation mechanisms for the City’s Growth Strategy (GRIDS) and other corporate initiatives including Master Plans (Transportation and Infrastructure, Recreational), and the Social Development Strategy.</li> </ul> <p><b>The Urban Hamilton Official Plan applies to lands within the <i>urban area</i>.</b></p>	<p>A.1.3 Function of the Official Plan This Plan projects a long term vision for the physical development of the City over the next 30 years. ...</p> <ul style="list-style-type: none"> <li>• is one of the key implementation mechanisms for the City’s Growth Strategy (GRIDS) and other corporate initiatives including Master Plans (Transportation and Infrastructure, Recreational), and the Social Development Strategy.</li> </ul> <p>The Urban Hamilton Official Plan applies to lands within the <i>urban area</i>.</p>

Appendix “B” – Volume 1, Chapter B – Communities

Proposed Change	Proposed New / Revised Policy
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>B.3.2.4.4 <del>A</del> <b>secondary dwelling units</b> shall be permitted <del>within</del> <b>on a</b> single, <del>and</del> semi-detached <del>dwellings</del> <b>or townhouse lot</b> in all Institutional, Neighbourhoods, Commercial and Mixed Use designations, as shown on Schedule E-1 – Urban Land Use Designations, <b>provided it complies with all applicable policies</b> and <del>shall be subject to</del> <b>Zoning By-law</b> regulations.</p>	<p>B.3.2.4.4 A <i>secondary dwelling unit</i> shall be permitted on a single, semi-detached or townhouse lot in all Institutional, Neighbourhoods, Commercial and Mixed Use designations, as shown on Schedule E-1 – Urban Land Use Designations, provided it complies with all applicable policies and Zoning By-law regulations.</p>
<p>B.3.2.4.5 <del>Subject to the City undertaking a study, in certain conditions it may be appropriate to permit new detached second dwelling units on lots of existing single detached dwellings.</del> <b>The existing stock of housing shall be retained wherever possible and kept in a safe and adequate condition through use of the City’s Demolition Control by-law, Property Standards by-law, and incentive programs financed by the City or by senior levels of government.</b></p>	<p>B.3.2.4.5 The existing stock of housing shall be retained wherever possible and kept in a safe and adequate condition through use of the City’s Demolition Control by-law, Property Standards by-law, and incentive programs financed by the City or by senior levels of government.</p>
<p>Delete Policy B.3.2.4.6 in its entirety, as it has been renumbered to B.3.2.4.5, as per above.</p> <p><del>B.3.2.4.6 The existing stock of housing shall be retained wherever possible and kept in a safe and adequate condition through use of the City’s Demolition Control by-law, Property Standards by-law, and incentive programs financed by the City or by senior levels of government.</del></p>	
<p>B.3.3.2.9 Urban design plays a significant role in the physical and mental health of our citizens. Community health and well-being shall be enhanced and supported through the following actions, where appropriate:</p> <p>b) ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for <del>passive</del> <b>active</b> and <del>active</del> <b>passive</b> recreation and use;</p>	<p>B.3.3.2.9 Urban design plays a significant role in the physical and mental health of our citizens. Community health and well-being shall be enhanced and supported through the following actions, where appropriate:</p> <p>b) ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for active and <i>passive</i> recreation and use;</p>

Appendix “C” – Volume 1, Chapter C – City Wide Systems and Designations

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>C.3.2.2 The following uses shall be permitted in the Neighbourhoods, Commercial and Mixed Use, and Institutional designations: d) A <del>second dwelling unit</del> <b>secondary dwelling unit</b> shall be permitted <del>within</del> <b>on a</b> single, <del>and</del> semi-detached <b>or townhouse lot</b>, <del>dwellings</del> provided it complies with all applicable policies and the Zoning By-law.</p>	<p>C.3.2.2 The following uses shall be permitted in the Neighbourhoods, Commercial and Mixed Use, and Institutional designations: d) A <i>secondary dwelling unit</i> shall be permitted on a single, semi-detached or townhouse lot, provided it complies with all applicable policies and the Zoning By-law.</p>
<p>C.4.5.2 The road network shall be planned and implemented according to the following functional classifications and right-of-way widths: f) Local roads, subject to the following policies: iii) The City recognizes that in older urban built up areas there are existing <del>road</del> right-of-way widths significantly less than 20.117 metres. Notwithstanding the other <del>road</del> right-of-way <del>widening</del> <b>dedication</b> policies of this Plan, it is the intent of the City to increase these existing <del>road</del> rights-of-ways to a minimum of 15.24 metres with daylight triangles at intersections instead of the minimum required 20.117 metre <del>road</del> right-of-way width, provided all the required road facilities, municipal sidewalks and utilities can be accommodated in this reduced <del>road</del> right-of-way width.</p>	<p>C.4.5.2 The road network shall be planned and implemented according to the following functional classifications and right-of-way widths: f) Local roads, subject to the following policies: iii) The City recognizes that in older urban built up areas there are existing right-of-way widths significantly less than 20.117 metres. Notwithstanding the other right-of-way dedication policies of this Plan, it is the intent of the City to increase these existing rights-of-ways to a minimum of 15.24 metres with daylight triangles at intersections instead of the minimum required 20.117 metre right-of-way width, provided all the required road facilities, municipal sidewalks and utilities can be accommodated in this reduced right-of-way width.</p>
<p>C.4.5.3.1 The City shall identify, conserve and manage identified heritage roads and associated features. Heritage roads shall be defined as those roads which exhibit one or more of the following attributes: c) scenic amenity with a recognizable sense of position or place either viewed from within the <del>road</del> right-of-way or viewed from an exterior viewpoint.</p>	<p>C.4.5.3.1 The City shall identify, conserve and manage identified heritage roads and associated features. Heritage roads shall be defined as those roads which exhibit one or more of the following attributes: c) scenic amenity with a recognizable sense of position or place either viewed from within the right-of-way or viewed from an exterior viewpoint.</p>
<p>C.4.5.5.3 Heritage roads shall be conserved and protected by the appropriate road authority without jeopardizing health and safety with a presumption against any works or undertakings that would adversely affect identified heritage attributes. In particular, within the <del>road</del> right-of-way, the City shall endeavour to retain and protect:</p>	<p>C.4.5.5.3 Heritage roads shall be conserved and protected by the appropriate road authority without jeopardizing health and safety with a presumption against any works or undertakings that would adversely affect identified heritage attributes. In particular, within the right-of-way, the City shall endeavour to retain and protect:</p>
<p>C.4.5.6.1 The City shall require, as a condition of site plan approval, subdivision approval,</p>	<p>C.4.5.6.1 The City shall require, as a condition of site plan approval, subdivision approval,</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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<p>condominium approval and land severance consent, that sufficient lands are conveyed to provide for a <del>road</del> right-of-way dedication in accordance with the designated widths as set out in Section C.4.5.2 or Schedule C-2 – Future Right-of-Way Dedications.</p>	<p>condominium approval and land severance consent, that sufficient lands are conveyed to provide for a right-of-way dedication in accordance with the designated widths as set out in Section C.4.5.2 or Schedule C-2 – Future Right-of-Way Dedications.</p>
<p>C.4.5.6.3 Where a proposed development is subject to site plan approval as detailed in Policy F.1.7 – Site Plan Control, the following provisions shall apply:</p> <p>b) Where feasible, the City shall acquire land through dedication, equally from both sides of the road unless otherwise specified. However, in the built up areas of the City, it may be necessary to acquire more than half of the total dedication from one side of the right-of-way. Where the City requires more than one half of the <del>widening</del> <b>dedication</b> from one side of the right-of-way, the City shall require, from said side of the right-of-way, dedication at no cost to the City of one half of the total proposed <del>widening</del> <b>dedication</b> and shall acquire the remaining land required for the right-of-way dedication through gift, <del>bequeathment</del>, <b>bequeath</b>, purchase, expropriation or other methods.</p>	<p>C.4.5.6.3 Where a proposed development is subject to site plan approval as detailed in Policy F.1.7 – Site Plan Control, the following provisions shall apply:</p> <p>b) Where feasible, the City shall acquire land through dedication, equally from both sides of the road unless otherwise specified. However, in the built up areas of the City, it may be necessary to acquire more than half of the total dedication from one side of the right-of-way. Where the City requires more than one half of the dedication from one side of the right-of-way, the City shall require, from said side of the right-of-way, dedication at no cost to the City of one half of the total proposed dedication and shall acquire the remaining land required for the right-of-way dedication through gift, bequeath, purchase, expropriation or other methods.</p>

Appendix “D” – Volume 1, Chapter E – Urban Designations

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
Add new policy under Section E.3.3 – Residential Uses – General Policies as Policy E.3.3.3.	E.3.3.3 <i>Secondary dwelling units</i> shall not be included in the calculation of residential density.
E.3.4.6 Development in areas dominated by low density residential uses shall be designed in accordance with the following criteria: a) Direct access from lots <del>to</del> adjacent to major or minor arterial roads shall be discouraged.	E.3.4.6 Development in areas dominated by low density residential uses shall be designed in accordance with the following criteria: a) Direct access from lots adjacent to major or minor arterial roads shall be discouraged.
E.4.5.9 Until the secondary plan is approved, the minimum density for residential and mixed use buildings shall be 100 units per hectare with lower density <del>uses</del> <b>built forms</b> abutting existing low density residential areas.	E.4.5.9 Until the secondary plan is approved, the minimum density for residential and mixed use buildings shall be 100 units per hectare with lower density built forms abutting existing low density residential areas.
E.4.6 Mixed Use – Medium Density Designation The Mixed Use – Medium Density designation is found within the Community Nodes, <i>Urban Corridors</i> , and Neighbourhood elements of the Urban Structure. The intent of the Mixed Use – Medium Density designation is to permit a full range of retail, service commercial, entertainment, and residential accommodation at a moderate scale <b>and to increase the proportion of multiple storey, mixed use buildings that have retail and service commercial uses at grade</b> . The designation recognizes the traditional mixed use main streets in the City (outside of the Downtown Mixed Use area), as well as other large commercial areas which serve the surrounding community or a series of neighbourhoods and which are intended to evolve and intensify into mixed use, pedestrian oriented areas. Increasing the number of people who work and live within the area designated Mixed Use – Medium Density will also contribute to the planned function of the area as a people place.	E.4.6 Mixed Use – Medium Density Designation The Mixed Use – Medium Density designation is found within the Community Nodes, <i>Urban Corridors</i> , and Neighbourhood elements of the Urban Structure. The intent of the Mixed Use – Medium Density designation is to permit a full range of retail, service commercial, entertainment, and residential accommodation at a moderate scale and to increase the proportion of multiple storey, mixed use buildings that have retail and service commercial uses at grade. The designation recognizes the traditional mixed use main streets in the City (outside of the Downtown Mixed Use area), as well as other large commercial areas which serve the surrounding community or a series of neighbourhoods and which are intended to evolve and intensify into mixed use, pedestrian oriented areas. Increasing the number of people who work and live within the area designated Mixed Use – Medium Density will also contribute to the planned function of the area as a people place.
E.4.6.7 Lands designated Mixed Use - Medium Density shall contain a range of <b>densities and</b> building heights <del>and densities</del> to a maximum <del>height</del> of six storeys, which shall be set out in the implementing zoning by-law. The specific permitted heights and densities shall depend on the area and be established through secondary plans, where one exists, and the zoning by-law.	E.4.6.7 Lands designated Mixed Use - Medium Density shall contain a range of densities and building heights to a maximum of six storeys, which shall be set out in the implementing zoning by-law. The specific permitted heights and densities shall depend on the area and be established through secondary plans, where one exists, and the zoning by-law.
E.4.6.9 The predominant built form shall be mid rise and low rise <b>mixed use</b> buildings. <del>The intent is to</del>	E.4.6.9 The predominant built form shall be mid rise and low rise mixed use buildings that have

Proposed Change	Proposed New / Revised Policy
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>increase the proportion of multiple storey, mixed use buildings that have retail and service commercial stores at grade; however, <del>single use commercial buildings and medium density ground related housing forms shall</del> <b>also</b> be permitted, except for <i>pedestrian focus streets</i> as listed by Policy E.4.3.1.</p>	<p>retail and service commercial uses at grade. Single use commercial buildings and medium density ground related housing forms shall also be permitted, except for <i>pedestrian focus streets</i> as listed by Policy E.4.3.1.</p>
<p>Delete Policy E.4.6.30 in its entirety.</p> <p><del>E.4.6.30 — Notwithstanding the uses permitted in Section E.4.6.5 b) — Mixed Use Medium Density Designation, drive through facilities within the buildings existing at the date of final approval and coming in to effect of the Sections of this Official Plan shall be permitted on the following properties: (OPA 24)</del></p> <p><del>a) 130-136 Kenilworth North, and;</del></p> <p><del>b) 473 Concession Street.</del></p>	
<p>Delete Subsection E.5.3. 9 c) in its entirety.</p> <p>E.5.3.9 In addition to the requirements of Section E.5-Employment Area Designations, the following conditions shall apply to a <i>cannabis growing and harvesting facility</i>:</p> <p><del>e) notwithstanding E.5.3.2, retail sales shall not be permitted;</del></p>	
<p>E.5.4.6 Retail establishments shall serve the businesses and employees of the Employment Area, shall be limited to 500 square metres of gross floor area <b>per lot</b>, and shall only be permitted where the supporting uses for the business park are permitted by Policy E.5.4.4.</p>	<p>E.5.4.6 Retail establishments shall serve the businesses and employees of the Employment Area, shall be limited to 500 square metres of gross floor area per lot, and shall only be permitted where the supporting uses for the business park are permitted by Policy E.5.4.4.</p>
<p>Delete Subsection E.5.4.9 c) in its entirety.</p> <p>E.5.4.9 In addition to the requirements of Section E.5-Employment Area Designations, the following conditions shall apply to a <i>cannabis growing and harvesting facility</i>:</p> <p><del>c) notwithstanding E.5.4.3, retail sales shall not be permitted;</del></p>	
<p>Delete Subsection E.5.5.10 c) in its entirety.</p> <p>E.5.5.10 In addition to the requirements of Section E.5 – Employment Area-Airport Employment Growth District Designation, the following conditions shall apply to a <i>cannabis growing and harvesting facility</i>:</p>	

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
c) <del>notwithstanding E.5.5.1, retail sales shall not be permitted;</del>	



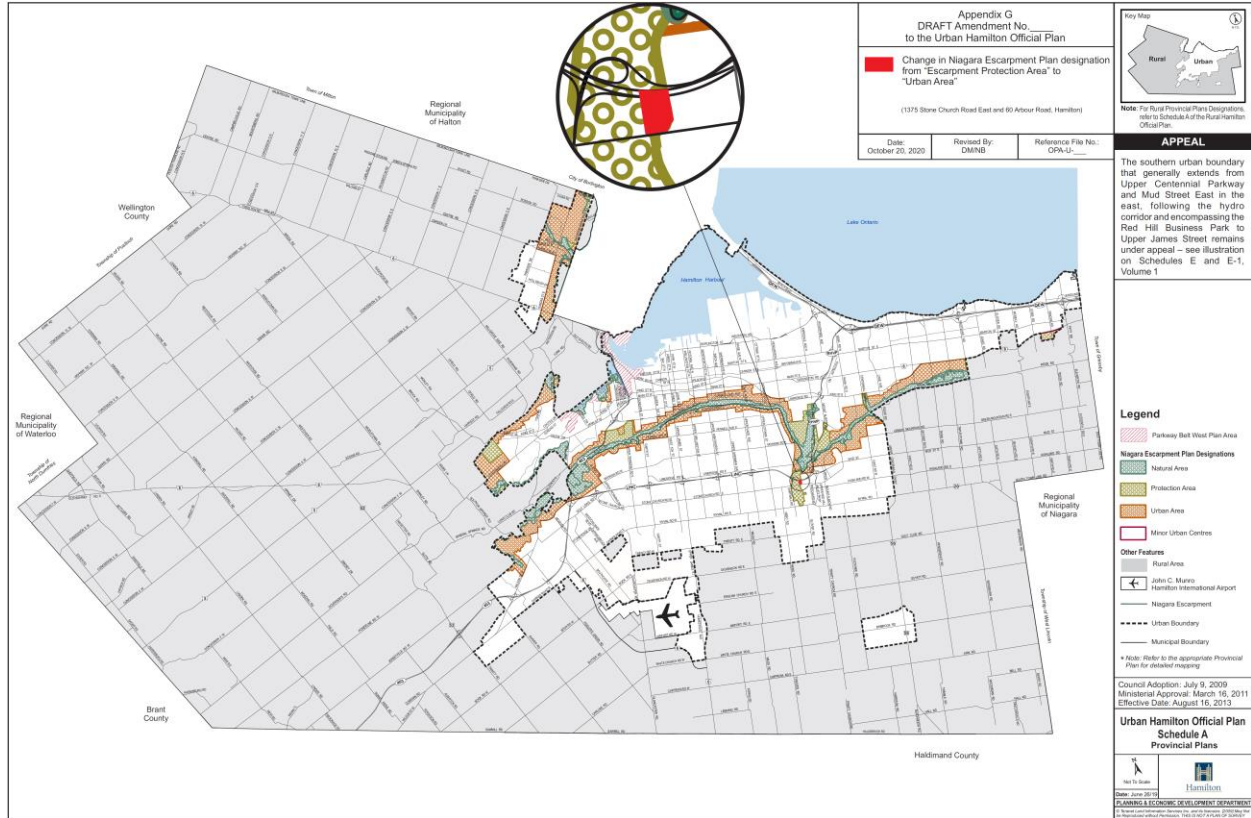
Appendix “E” – Volume 1, Chapter F – Implementation

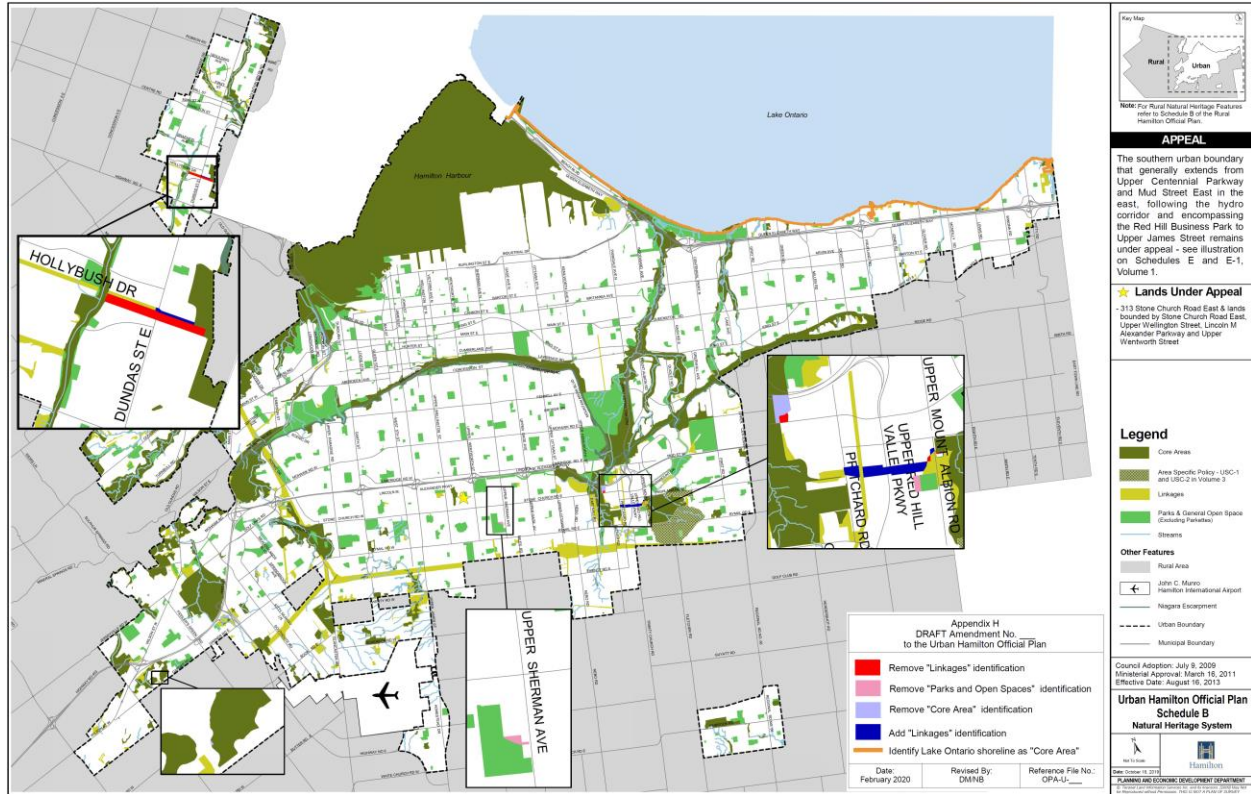
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
<p>F.1.1 Official Plan The Official Plan provides the direction for managing growth and change in the City <b>for lands within the urban area</b> over a 30 year time frame. Any municipal by-law or public work must comply with the policies of this Plan.</p>	<p>F.1.1 Official Plan The Official Plan provides the direction for managing growth and change in the City for lands within the <i>urban area</i> over a 30 year time frame. Any municipal by-law or public work must comply with the policies of this Plan.</p>
<p>F.1.7.1 Site plan control shall be used to achieve the following planning objectives: b) obtain <del>road widenings</del> <b>right-of-way dedications</b>;</p>	<p>F.1.7.1 Site plan control shall be used to achieve the following planning objectives: b) obtain right-of-way dedications;</p>
<p>F.1.7.4 Council may require, as a condition of site plan approval, the deeding of land for <del>road widening</del> <b>right-of-way dedication</b> purposes in accordance with the policies in Section C.4.0 – Integrated Transportation Network.</p>	<p>F.1.7.4 Council may require, as a condition of site plan approval, the deeding of land for right-of-way dedication purposes in accordance with the policies in Section C.4.0 – Integrated Transportation Network.</p>
<p>F.1.17.1 Public meetings under the Planning Act, R.S.O., 1990 c. P.13 shall not be required for minor administrative amendments to this Plan <b>or the Zoning By-law</b>, such as format changes, typographical errors, grammatical errors and policy <b>or regulation</b> number changes.</p>	<p>F.1.17.1 Public meetings under the Planning Act, R.S.O., 1990 c. P.13 shall not be required for minor administrative amendments to this Plan or the Zoning By-law, such as format changes, typographical errors, grammatical errors and policy or regulation number changes.</p>
<p>F.3.2.11.1 Where a request is made by a proponent of a <i>development</i> application to reduce or waive requirements for conveyance of lands for <del>road widenings</del> <b>right-of-way dedications, including</b> or daylight triangles, as set out in Section C.4.5.2, Schedule C-2 – Future <del>Road Widenings</del> <b>Right-of-Way Dedications</b>, or Section C.4.5.7, proponents may 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).</p>	<p>F.3.2.11.1 Where a request is made by a proponent of a <i>development</i> application to reduce or waive requirements for conveyance of lands for right-of-way dedications, including daylight triangles, as set out in Section C.4.5.2, Schedule C-2 – Future Right-of-Way Dedications, or Section C.4.5.7, proponents may 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).</p>
<p>Add new policy section heading to Section F.3.0 – Other Implementation Tools as Section F.3.9 Property Maintenance and Occupancy By-laws.</p>	<p>F.3.9 Property Maintenance and Occupancy By-laws</p>
<p>Add new policies under Section F.3.0 – Other Implementation Tools as Policies F.3.9.1 and F.3.9.2.</p>	<p>F.3.9.1 Council will endeavour to maintain and improve the condition of all properties through enforcement of Zoning, Building, and Property Standards By-laws. F.3.9.2 Council will enforce By-laws pursuant to the <u>Planning Act, R.S.O., 1990 c. P.13</u>: a) Setting forth property standards for the</p>

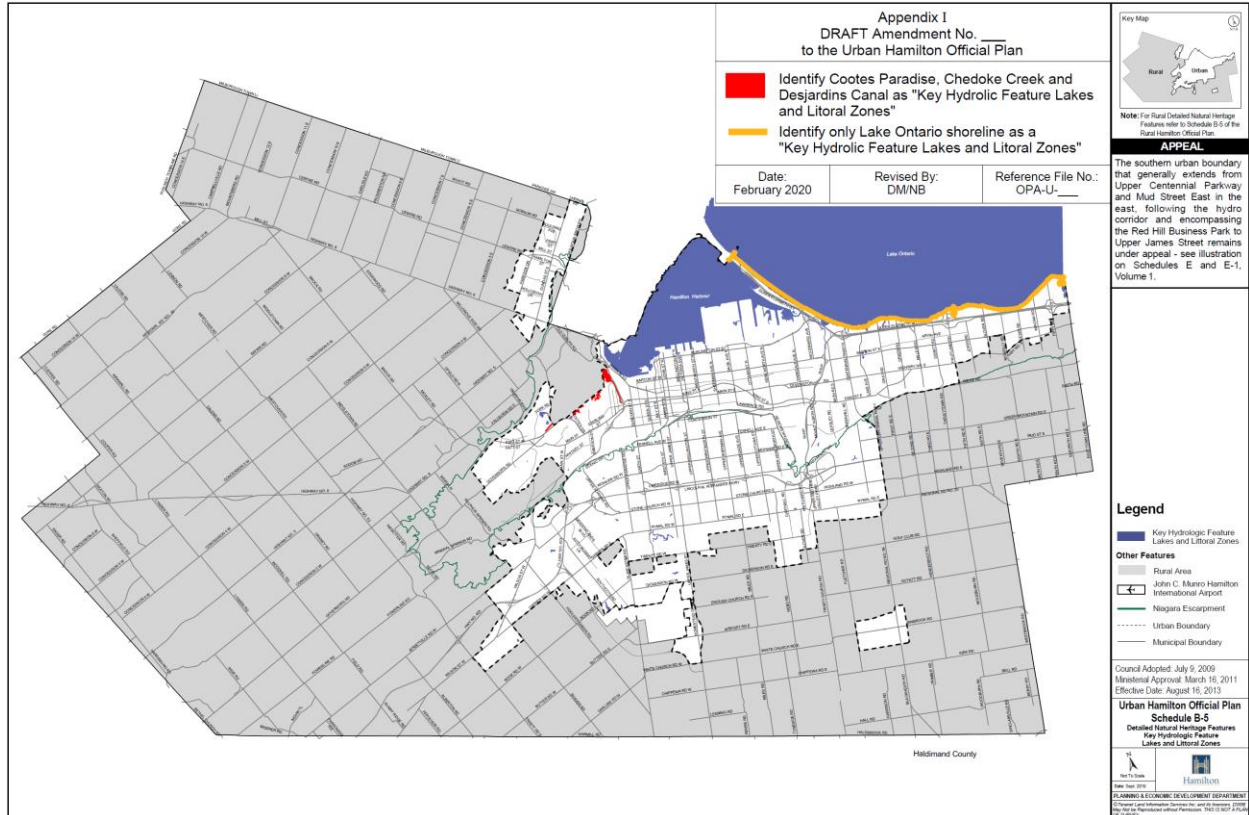
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
	<p>maintenance and occupancy of all property within the City;</p> <p>b) Prohibiting the use or occupancy of any property that does not conform to the standards;</p> <p>c) Requiring property to be repaired and maintained to comply with those standards; and,</p> <p>d) Requiring lands cleared of buildings or structures to be left in a graded and levelled condition and free of debris or refuse.</p> <p>F.3.9.3 Council will endeavour to raise the standards of new development, both intrinsically and in relation to the immediate environment, through the strengthening and wider application of site plan control policies pursuant to the <u>Planning Act, R.S.O., 1990 c. P.13.</u></p> <p>F.3.9.4 On its own initiative and complementary to the enforcement of property standards on private properties, Council will undertake to keep in a fit and well-maintained condition all municipal properties and structures, and to provide, or maintain in good repair, such municipal services as roads, sidewalks, water and sewage facilities and other public works.</p>
<p>F.4.1.3 In instances where the City is deeded land for public highways, <del>road widening</del> <b>right-of-way dedication</b>, parkland, storm water management, easements, or for any other purpose, the City may require evidence, as a condition of the transfer, that no environmental contamination has occurred on the subject lands or that the lands have been restored to the satisfaction of the City, and/or other conditions as determined by the City.</p>	<p>F.4.1.3 In instances where the City is deeded land for public highways, right-of-way dedication, parkland, storm water management, easements, or for any other purpose, the City may require evidence, as a condition of the transfer, that no environmental contamination has occurred on the subject lands or that the lands have been restored to the satisfaction of the City, and/or other conditions as determined by the City.</p>

Appendix “F” – Volume 1, Chapter G – Glossary

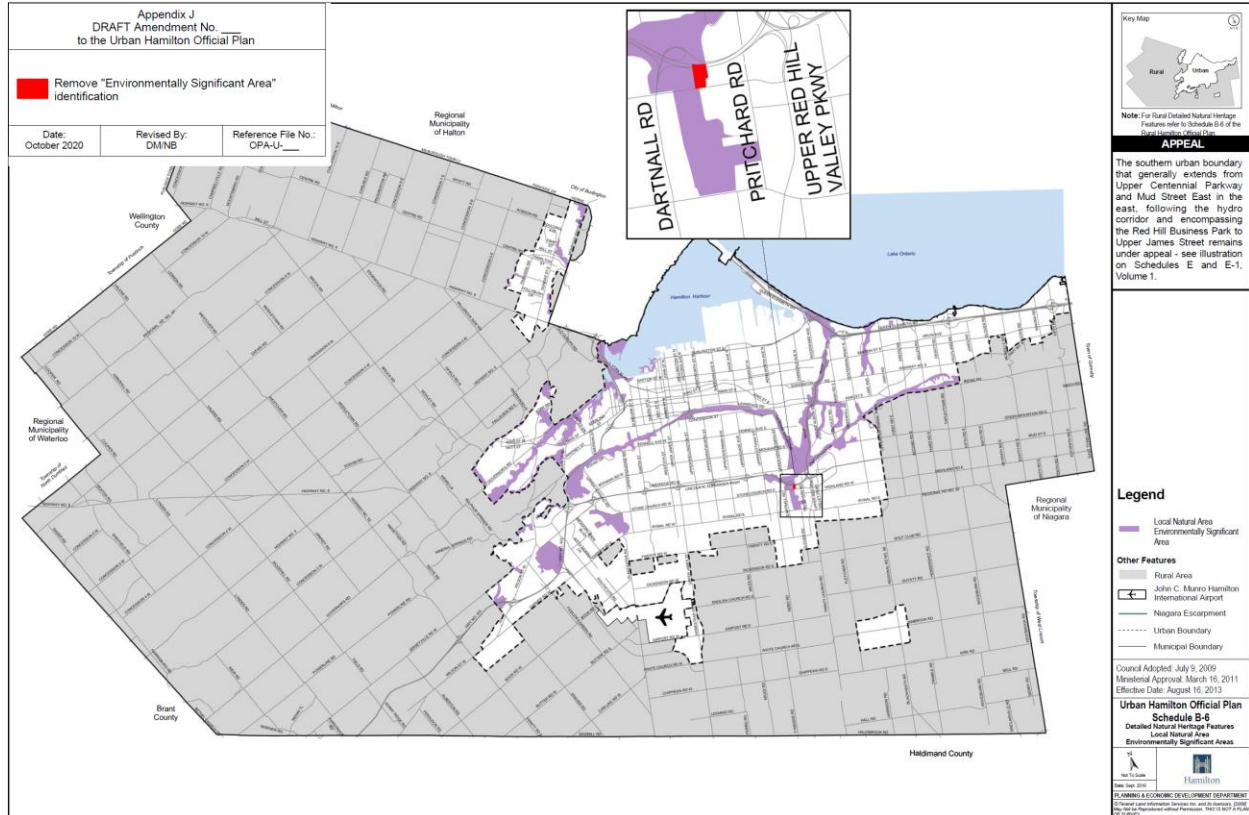
<b>Proposed Change</b>	<b>Proposed New Policy</b>
<del>Grey highlighted strikethrough text = text to be deleted</del>	<b>Bolded text</b> = text to be added
Add definition of Secondary Dwelling Unit to Chapter G – Glossary.	<b>Secondary Dwelling Unit:</b> means a dwelling unit that is accessory to and located on the same lot as the principal dwelling and shall be physically located within the principal dwelling, or located within an accessory building to the principal dwelling.

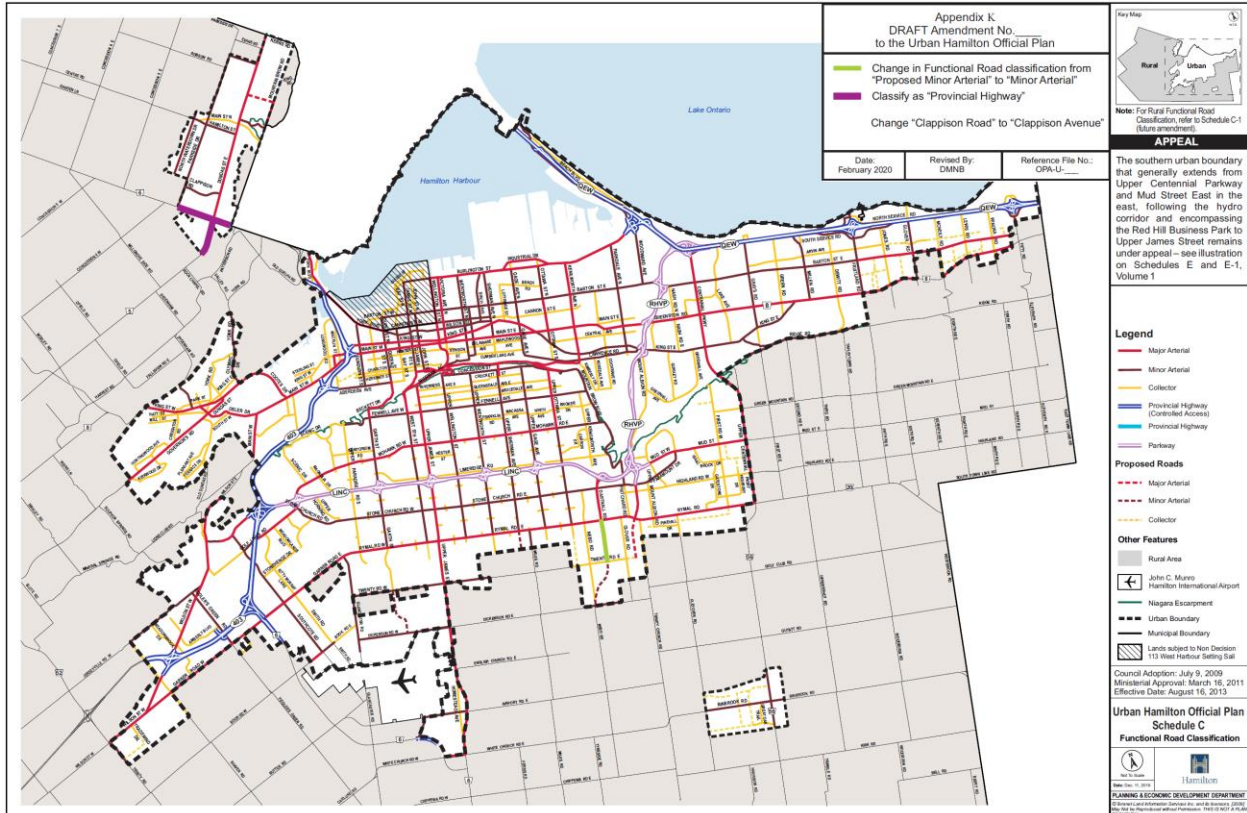










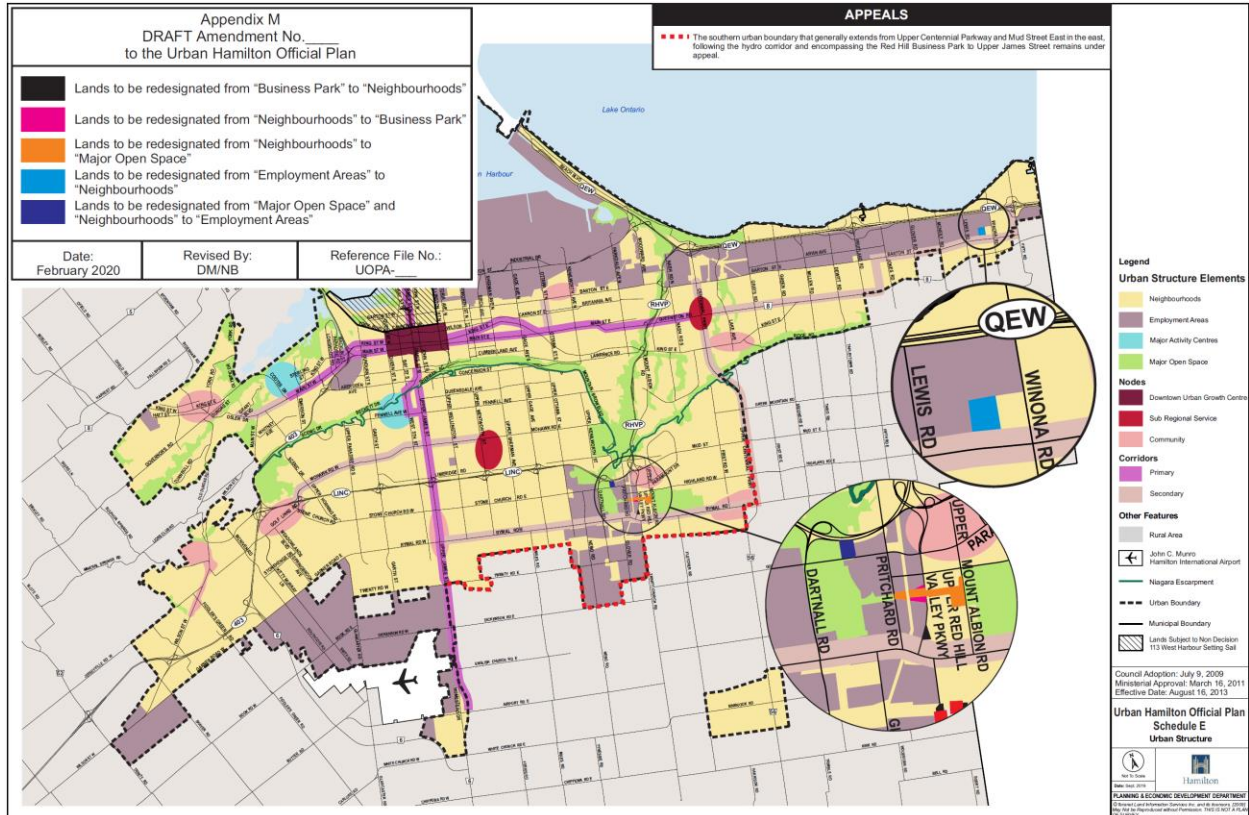


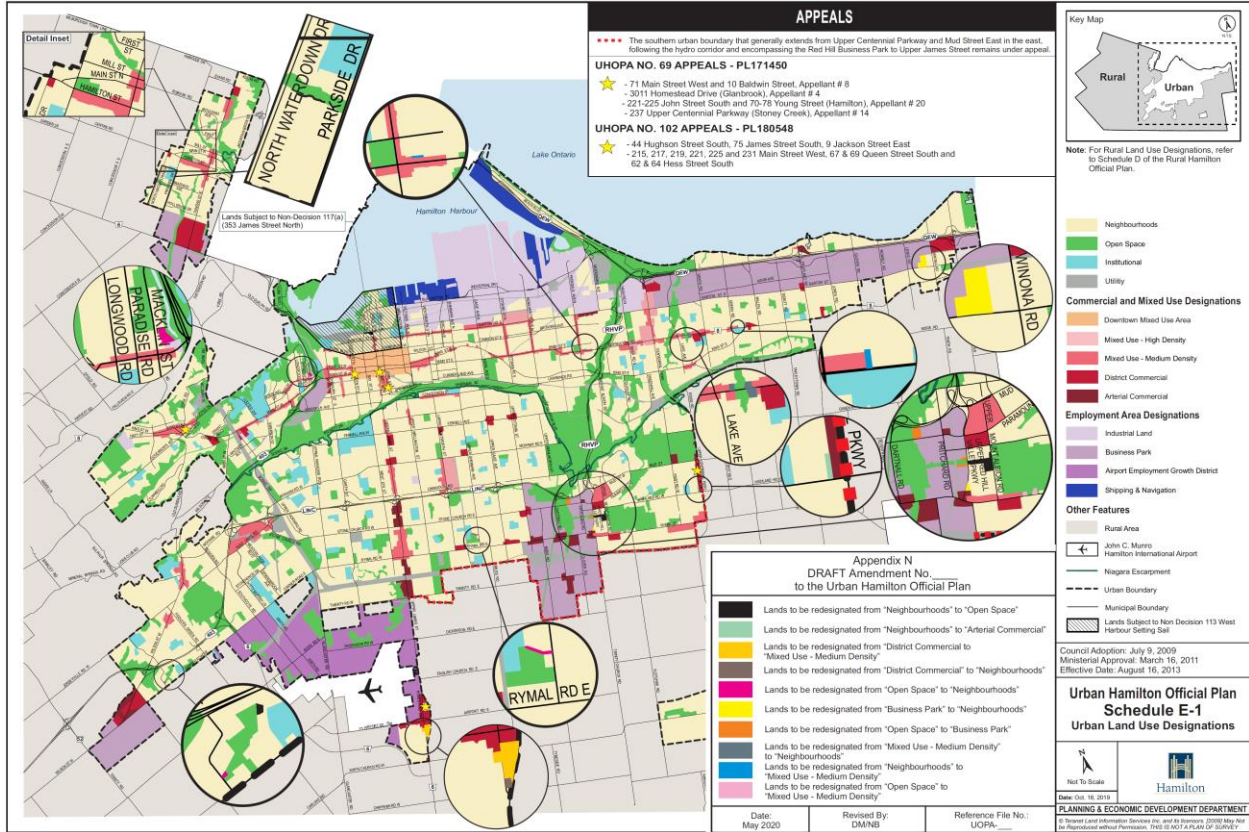


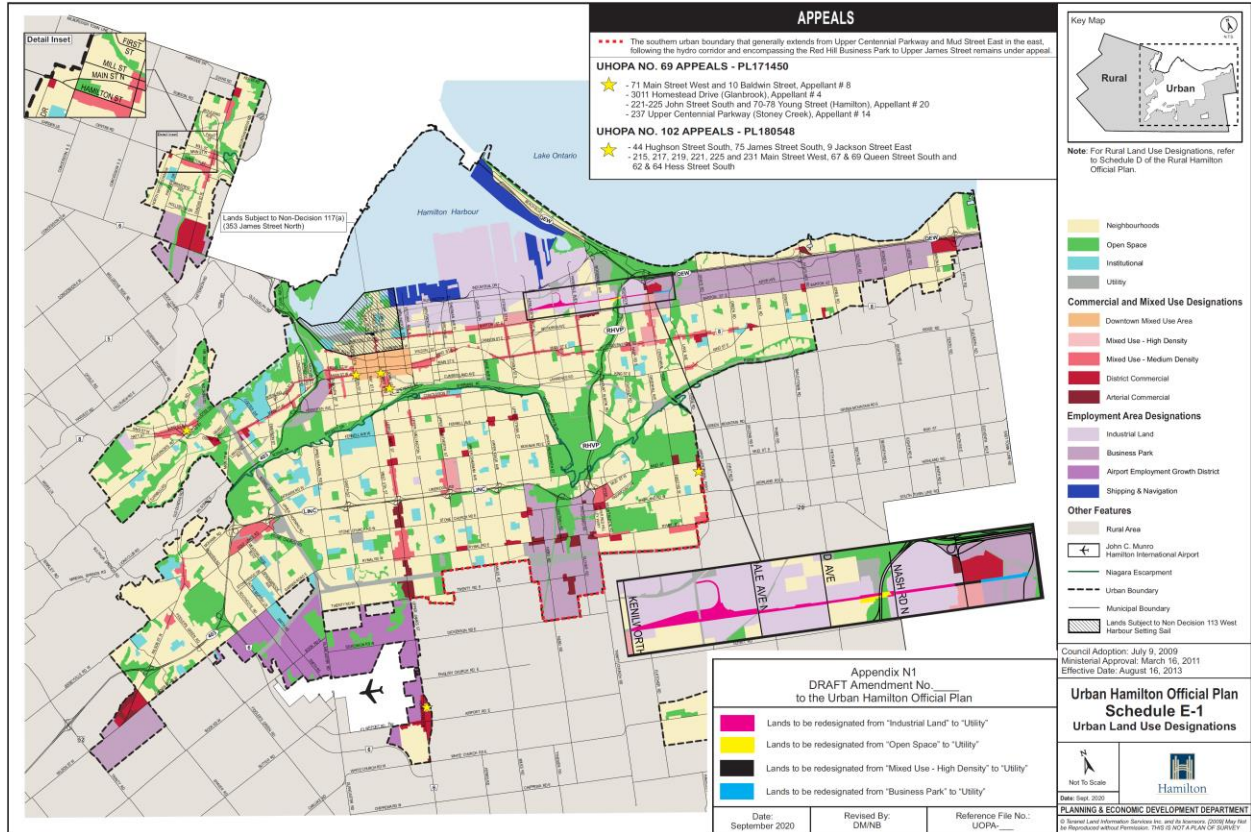
Appendix “L” – Volume 1, Schedule C-2 – Right-of-Way Dedications

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
Modify entry:  Anchor Road from <del>Rymal Road</del> <b>End</b> to Stone Church Road – 30.480	Anchor Road from End to Stone Church Road – 30.480
Add one entry:  <b>Bay Street North from King Street to Cannon Street – 26.213</b>	Bay Street North from King Street to Cannon Street – 26.213
Add one entry:  <b>Bay Street South from King Street to Main Street – 26.213</b>	Bay Street South from King Street to Main Street – 26.213
Add one entry:  <b>Bay Street South from Main Street to Hunter Street – 26.213</b>	Bay Street South from Main Street to Hunter Street – 26.213
Modify entry:  King Street West ( <b>Dundas</b> ) from Woodley’s Lane to Bond Street – 36.576	King Street West (Dundas) from Woodley’s Lane to Bond Street – 36.576
Modify entry:  King Street West ( <b>Dundas</b> ) from Bond Street to <del>York Road</del> <b>Cross Street</b> – 20.117	King Street West (Dundas) from Bond Street to Cross Street – 20.117
Add entry:  <b>King Street East (Dundas) from Cross Street to York Road – 20.117</b>	King Street East (Dundas) from Cross Street to York Road – 20.117
Modify entry:  King Street West ( <b>Hamilton</b> ) from Highway 403 to Queen Street – 26.213	King Street West (Hamilton) from Highway 403 to Queen Street – 26.213
Modify entry:  King Street East ( <b>Hamilton</b> ) from Redhill Creek to Battlefield Drive – 36.576	King Street East (Hamilton) from Redhill Creek to Battlefield Drive – 36.576
Modify entry:  King Street East ( <b>Hamilton</b> ) from Battlefield Drive to Queenston Road – 26.213	King Street East (Hamilton) from Battlefield Drive to Queenston Road – 26.213
Modify entry:  King Street East ( <b>Hamilton</b> ) from Wellington Street to Victoria Avenue – 26.213	King Street East (Hamilton) from Wellington Street to Victoria Avenue – 26.213

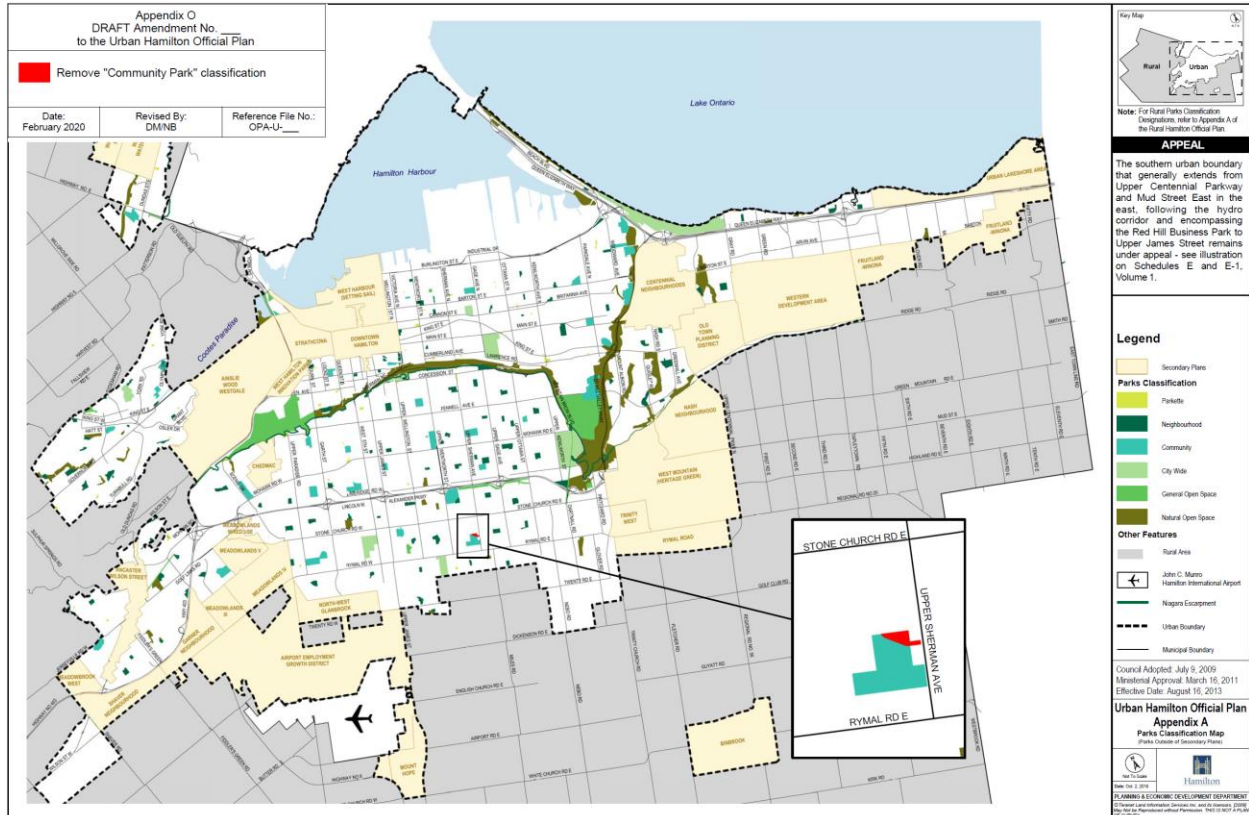
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
Delete one entry:  <del>King William Street from Queen Street to Wellington Street – 26.213</del>	
Add one entry:  <b>Main Street West from Queen Street to James Street – 26.213</b>	Main Street West from Queen Street to James Street – 26.213
Add one entry:  <b>Main Street East from James Street to Wellington Street – 26.213</b>	Main Street East from James Street to Wellington Street – 26.213
Add entry to Roads with Offset Dedications:  <b>Bay Street North from Cannon Street to Barton Street – P-749A Survey</b>	Bay Street North from Cannon Street to Barton Street – P-749A Survey
Modify entry in Roads with Offset Dedications:  Bay Street from Barton Street to Strachan Street – 6.096m widening offset to the west side	Bay Street from Barton Street to Strachan Street – 6.096m widening offset to the west side
Add one entry to Roads with Offset Dedications:  <b>James Street North from King William Street to York Boulevard – 13.72m widening offset to the west side</b>	James Street North from King William Street to York Boulevard – 13.72m widening offset to the west side
Add one entry to Roads with Offset Dedications:  <b>York Boulevard from MacNab Street to James Street – Part 1 of Plan 62R-18629</b>	York Boulevard from MacNab Street to James Street – Part 1 of Plan 62R-18629

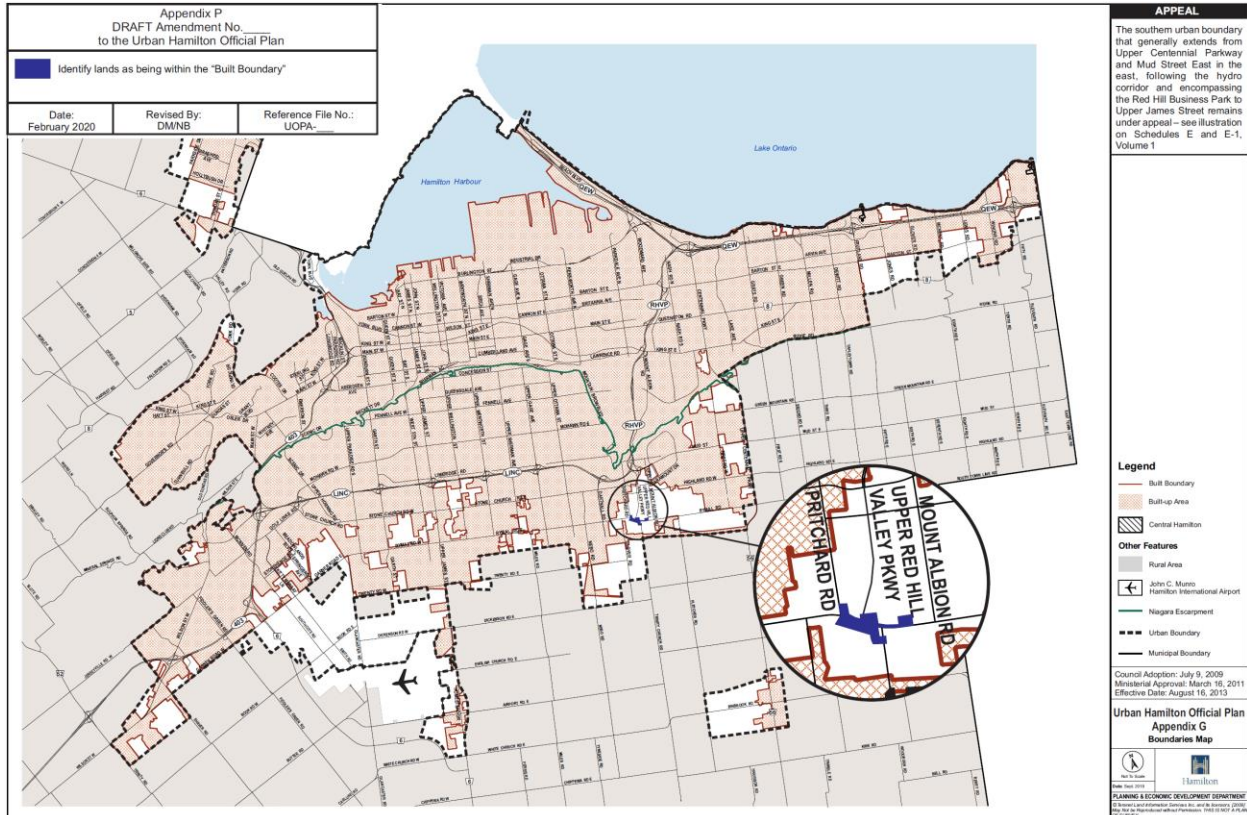












Appendix “Q” – Volume 2, Chapter B – Secondary Plans

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>B.2.3.2.1 <del>In addition to Section E.3.8 – Local Commercial Designation and notwithstanding Policy E.3.8.8 of Volume 1, the following policies shall apply to the lands designated Local Commercial on Map B.2.3-1 – Garner Neighbourhood – Land Use Plan:</del></p> <p>a) <del>The westerly Local Commercial facility shall have a maximum gross leasable area of 1,200 square metres on a site of ±0.5 hectares. The easterly Local Commercial site <b>located at Nos. 515 (front portion), 523, 527 and 535 Garner Road East</b> shall have a maximum gross leasable area of 1,800 square metres on a site of ±0.8 hectares.</del></p> <p>b) <del>Adequate landscaping, buffering, on-site parking, loading area and screened refuse disposal shall be provided to minimize impacts on adjacent land uses.</del></p> <p>c) <del>New Local Commercial facilities shall require a zoning by-law amendment and site plan approval.</del></p> <p><b>Section E.3.8 – Local Commercial Designation of Volume 1 shall apply to the lands designated Local Commercial on Map B.2.3-1 – Garner Neighbourhood Secondary Plan – Land Use Plan.</b></p>	<p>B.2.3.2.1 Section E.3.8 – Local Commercial Designation of Volume 1 shall apply to the lands designated Local Commercial on Map B.2.3-1 – Garner Neighbourhood Secondary Plan – Land Use Plan.</p>
<p>B.2.3.6.1 Site Specific Policy – Area A</p> <p>In addition to Section B.2.3.2 – Local Commercial Designation, the following policies shall apply to the lands located at Nos. 515 (front portion), 523, 527 and 535 Garner Road East, and identified as Site Specific Policy – Area A on Map B.2.3-1 – Garner Neighbourhood – Land Use Plan:</p> <p><b>a) Notwithstanding Policy E.3.8.8 of Volume 1, the maximum gross floor area of commercial uses shall be 1,800 square metres.</b></p> <p>a) <del>b)</del> The City shall utilize a Holding provision <del>in order</del> to ensure that the subject lands are assembled and developed in a comprehensive manner. ...</p> <p>b) <del>c)</del> Until the Holding provision is removed and the lands are redeveloped, ...</p> <p>c) <del>d)</del> Access to the planned residential uses on the rear portion of the subject land ...</p>	<p>B.2.3.6.1 Site Specific Policy – Area A</p> <p>In addition to Section B.2.3.2 – Local Commercial Designation, the following policies shall apply to the lands located at Nos. 515 (front portion), 523, 527 and 535 Garner Road East, and identified as Site Specific Policy – Area A on Map B.2.3-1 – Garner Neighbourhood – Land Use Plan:</p> <p>a) Notwithstanding Policy E.3.8.8 of Volume 1, the maximum gross floor area of commercial uses shall be 1,800 square metres.</p> <p>b) The City shall utilize a Holding provision to ensure that the subject lands are assembled and developed in a comprehensive manner. ...</p> <p>c) Until the Holding provision is removed and the lands are redeveloped, ...</p> <p>d) Access to the planned residential uses on the rear portion of the subject land ...</p>
<p>B.2.4.5.1 a) <del>Notwithstanding</del> <b>In addition to</b></p>	<p>B.2.4.5.1 a) In addition to Section E.4.6 – Mixed</p>



<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Section E.4.6 – Mixed Use – Medium Density Designation of Volume 1, the following policies shall apply to the lands designated Mixed Use – Medium Density on Map B.2.4-1 – Meadowlands Mixed Use – Land Use Plan and located at the southeast corner of Golf Links Road and Cloverleaf Drive:</p> <p>i) The commercial development shall include a retail component that serves the day-to-day needs of residents in immediate parts of Meadowlands.</p> <p><b>ii) Notwithstanding Policy E.4.6.5 a) of Volume 1,</b> <del>Only</del> restaurants with table service shall be permitted. Fast food restaurants and restaurants with drive-through service shall be prohibited.</p> <p><del>iii) iii)</del> Food stores and department stores shall have a maximum floor area of 950 square metres.</p> <p><del>iii) iv)</del> A maximum of two commercial buildings shall be permitted.</p> <p><del>iv) v)</del> The majority of parking areas shall be located to the rear or side(s) of the building(s) and the frontage along Golf Links Road shall be well landscaped.</p> <p>vi) Harrogate Drive shall be extended to the rear of the property and the primary access to parking shall be provided from Harrogate Drive.</p>	<p>Use – Medium Density Designation of Volume 1, the following policies shall apply to the lands designated Mixed Use – Medium Density on Map B.2.4-1 – Meadowlands Mixed Use – Land Use Plan and located at the southeast corner of Golf Links Road and Cloverleaf Drive:</p> <p>i) The commercial development shall include a retail component that serves the day-to-day needs of residents in immediate parts of Meadowlands.</p> <p>ii) Notwithstanding Policy E.4.6.5 a) of Volume 1, only restaurants with table service shall be permitted. Fast food restaurants and restaurants with drive-through service shall be prohibited.</p> <p>iii) Food stores and department stores shall have a maximum floor area of 950 square metres.</p> <p>iv) A maximum of two commercial buildings shall be permitted.</p> <p>v) The majority of parking areas shall be located to the rear or side(s) of the building(s) and the frontage along Golf Links Road shall be well landscaped.</p> <p>vi) Harrogate Drive shall be extended to the rear of the property and the primary access to parking shall be provided from Harrogate Drive.</p>
<p>B.2.4.5.1 b) <del>Notwithstanding</del> <b>In addition to</b> Section E.4.6 – Mixed Use – Medium Density Designation of Volume 1, the following policies shall apply to the lands designated Mixed Use – Medium Density on Map B.2.4-1 – Meadowlands Mixed Use – Land Use Plan and located at the southwest corner of Golf Links Road and Stone Church Road:</p> <p>iv) <b>Notwithstanding Policy E.4.6.8 of Volume 1,</b> <del>The</del> maximum building height shall be six storeys.</p>	<p>B.2.4.5.1 b) In addition to Section E.4.6 – Mixed Use – Medium Density Designation of Volume 1, the following policies shall apply to the lands designated Mixed Use – Medium Density on Map B.2.4-1 – Meadowlands Mixed Use – Land Use Plan and located at the southwest corner of Golf Links Road and Stone Church Road:</p> <p>iv) Notwithstanding Policy E.4.6.8 of Volume 1, the maximum building height shall be six storeys.</p>
<p>B.2.4.5.1 c) <del>Notwithstanding</del> <b>In addition to</b> Section E.4.6 – Mixed Use – Medium Density Designation of Volume 1, the following policies shall apply to the lands designated Mixed Use – Medium Density on Map B.2.4-1 – Meadowlands Mixed Use – Land Use Plan and located south of the Lincoln Alexander Parkway and Golf Links Road interchange, and east Stone Church Road:</p>	<p>B.2.4.5.1 c) In addition to Section E.4.6 – Mixed Use – Medium Density Designation of Volume 1, the following policies shall apply to the lands designated Mixed Use – Medium Density on Map B.2.4-1 – Meadowlands Mixed Use – Land Use Plan and located south of the Lincoln Alexander Parkway and Golf Links Road interchange, and east Stone Church Road:</p>
<p>B.2.8.16.11 Site Specific Policy – Area K For the lands identified as Site Specific Policy – Area K on Map B.2.8-1 Ancaster Wilson Street Secondary Plan – Land Use Plan, designated Mixed Use –</p>	<p>B.2.8.16.11 Site Specific Policy – Area K For the lands identified as Site Specific Policy – Area K on Map B.2.8-1 Ancaster Wilson Street Secondary Plan – Land Use Plan, designated Mixed Use –</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>Medium Density – Pedestrian Focus, and known as 280 Wilson Street East, the following policy shall apply: b) In addition to Policy B.2.8.8.5 a), building height shall not exceed 3 storeys for new development where: <del>ii) – the existing heritage building on lands located at 280 Wilson Street East is retained on site.</del></p>	<p>Medium Density – Pedestrian Focus, and known as 280 Wilson Street East, the following policy shall apply: b) In addition to Policy B.2.8.8.5 a), building height shall not exceed 3 storeys for new development where the existing heritage building on lands located at 280 Wilson Street East is retained on site.</p>
<p>Delete Policy B.4.3.3.3 d) in its entirety.  <del>B.4.3.3.3d) Second dwelling units may be permitted in single detached and semi-detached dwellings in all residential designations subject to the requirements of the Zoning By-law, in accordance with Policy B.3.2.4.4 of Volume 1.</del></p>	
<p>B.5.1.11.1 In addition to Section C.4.0 – Integrated Transportation Network of Volume 1, the following general policies shall apply to the transportation network in Binbrook Village to encourage the development of an efficient, practical and safe system of internal roads and other corridors to accommodate the movement of people in private vehicles, public transit, and by <i>active transportation</i>: c) All lands required for new internal public roads, <del>road widenings</del> <b>right-of-way dedications</b> for existing public roads and/or day-lighting triangles, shall be dedicated free of charge and free of all encumbrances at the time of development or redevelopment to the satisfaction of the City in accordance with Policy C.4.5.2 – Functional Classification and C.4.5.6 – <del>Road Widening</del> <b>Right-of-Way Dedication</b> of Volume 1.</p>	<p>B.5.1.11.1 In addition to Section C.4.0 – Integrated Transportation Network of Volume 1, the following general policies shall apply to the transportation network in Binbrook Village to encourage the development of an efficient, practical and safe system of internal roads and other corridors to accommodate the movement of people in private vehicles, public transit, and by <i>active transportation</i>: c) All lands required for new internal public roads, right-of-way dedications for existing public roads and/or day-lighting triangles, shall be dedicated free of charge and free of all encumbrances at the time of development or redevelopment to the satisfaction of the City in accordance with Policy C.4.5.2 – Functional Classification and C.4.5.6 – Right-of-Way Dedication of Volume 1.</p>
<p>B.5.1.11.7 To redirect local residential neighbourhood through traffic away from the Mixed Use - Medium Density designation, a Mixed Use – Medium Density designation by-pass road shall be established according to the following policies: a) The by-pass shall extend west from Regional Road 56 to Binbrook Road, <del>as identified</del> <b>as Fall Fair Way</b> on Map B.5.1-1 – Binbrook Village – Land Use Plan.</p>	<p>B.5.1.11.7 To redirect local residential neighbourhood through traffic away from the Mixed Use - Medium Density designation, a Mixed Use – Medium Density designation by-pass road shall be established according to the following policies: a) The by-pass shall extend west from Regional Road 56 to Binbrook Road, identified as Fall Fair Way on Map B.5.1-1 – Binbrook Village – Land Use Plan.</p>
<p>B.5.2.8.3 Arterial Roads In addition to Section C.4.5 – Roads Network, the following policies shall apply to lands within the Rymal Road Secondary Plan area: a) Trinity Church Road shall be realigned at Rymal</p>	<p>B.5.2.8.3 Arterial Roads In addition to Section C.4.5 – Roads Network, the following policies shall apply to lands within the Rymal Road Secondary Plan area: a) Trinity Church Road shall be realigned at Rymal</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>Road to align with the Upper Red Hill Valley Parkway 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 Red Hill Valley Parkway north of Rymal Road, additional <del>road widening</del> <b>right-of-way dedications</b> may be required at the intersection with Rymal Road.</p> <p>c) In accordance with Policy C.4.5.6.3 b) – <del>Road Widening</del> <b>Right-of-Way Dedications</b> of Volume 1, the required <del>road widening</del> <b>right-of-way dedication</b> will be taken equally from both sides of Trinity Church Road where it bounds the Rymal Road Secondary Plan area.</p>	<p>Road to align with the Upper Red Hill Valley Parkway 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 Red Hill Valley Parkway north of Rymal Road, additional right-of-way dedications may be required at the intersection with Rymal Road.</p> <p>c) In accordance with Policy C.4.5.6.3 b) – Right-of-Way Dedications of Volume 1, the required <b>right-of-way</b> dedication will be taken equally from both sides of Trinity Church Road where it bounds the Rymal Road Secondary Plan area.</p>
<p>B.5.2.12.1 Transportation Phasing</p> <p>a) The full development of the Rymal Road Secondary Plan area will rely on the transportation capacity provided by the following road improvements:</p> <p>i) <del>widening</del> <b>the dedication of sufficient lands</b> along of Rymal Road to <b>establish</b> four lanes plus turn lanes;</p> <p>ii) the <b>southerly extension of</b> Upper Red Hill Valley Parkway <del>to from</del> the Lincoln Alexander Parkway; <del>and,</del></p> <p><del>iii</del> <b>iv</b>) the construction of a new signalized collector road intersection with Regional Road 56.</p> <p><del>ii-iii</del> <b>and</b> the <del>widening</del> <b>dedication of sufficient land along</b> Regional Road 56 to <b>establish</b> four lanes from Rymal Road to the new collector road intersection; <del>and,</del></p>	<p>B.5.2.12.1 Transportation Phasing</p> <p>a) The full development of the Rymal Road Secondary Plan area will rely on the transportation capacity provided by the following road improvements:</p> <p>i) the dedication of sufficient lands along Rymal Road to establish four lanes plus turn lanes;</p> <p>ii) the southerly extension of Upper Red Hill Valley Parkway from the Lincoln Alexander Parkway;</p> <p>iii) the dedication of sufficient land along Regional Road 56 to establish four lanes from Rymal Road to the new collector road intersection; and,</p> <p>iv) the construction of a new signalized collector road intersection with Regional Road 56.</p>
<p>B.5.4.9.1 Noise and Other Airport Impacts</p> <p>Mount Hope Secondary Plan area is in the vicinity of John C. Munro International Airport, Highway 6, and the Airport <del>Business Park</del> <b>Employment Growth District</b>. All of these uses have the potential to cause negative impacts on nearby <i>sensitive land uses</i>. To ensure that negative impacts on <i>sensitive land uses</i> are minimised and the operations of John C. Munro International Airport, Highway 6, and the Airport <del>Business Park</del> <b>Employment Growth District</b> are not compromised:</p>	<p>B.5.4.9.1 Noise and Other Airport Impacts</p> <p>Mount Hope Secondary Plan area is in the vicinity of John C. Munro International Airport, Highway 6, and the Airport Employment Growth District. All of these uses have the potential to cause negative impacts on nearby <i>sensitive land uses</i>. To ensure that negative impacts on <i>sensitive land uses</i> are minimised and the operations of John C. Munro International Airport, Highway 6, and the Airport Employment Growth District are not compromised:</p>
<p>Area Specific Policy – Area D</p> <p>B.5.4.11.4 The following policies shall apply to lands located at 3239 to 33<del>31</del><b>29</b> Homestead Drive and 3260 to 3300 Homestead Drive, designated “Mixed</p>	<p>Area Specific Policy – Area D</p> <p>B.5.4.11.4 The following policies shall apply to lands located at 3239 to 3329 Homestead Drive and 3260 to 3300 Homestead Drive, designated “Mixed</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
Use – Medium Density” on Map B.5.4-1 – Mount Hope Secondary Plan Land Use Plan ...	Use – Medium Density” on Map B.5.4-1 – Mount Hope Secondary Plan Land Use Plan ...
Delete Policy B.5.4.11.9 in its entirety.  <del>B.5.4.11.9 Site Specific Policy – Area I Notwithstanding Sections E.4.6 and E.4.7 of Volume 1, Sections B.5.4.4.1 and B.5.4.4.2 of Volume 2, and Policy B.5.4.11.4 of Volume 2, for lands located at 3331 Homestead Drive and identified as Site Specific Policy – Area I, four new single detached dwellings shall be permitted, in accordance with Policy B.5.4.2.2 a) of Volume 2.</del>	
B.5.4.11.10 Area Specific Policy – Area J Notwithstanding Section C.4.8.8 and Table C.4.8.1, Subsection 2 of Volume 1 and Policy B.5.4.9.1 d) of Volume 2, for a portion of lands located at 78 and 80 Marion Street and 3302 and 3306 Homestead Drive and identified as Area Specific Policy – Area J, residential development may be permitted in the form of single detached dwellings between 28 – 30 NEF noise contours.	B.5.4.11.10 Area Specific Policy – Area J Notwithstanding Section C.4.8.8 and Table C.4.8.1, Subsection 2 of Volume 1 and Policy B.5.4.9.1 d) of Volume 2, for a portion of lands located at 78 and 80 Marion Street and 3302 and 3306 Homestead Drive and identified as Area Specific Policy – Area J, residential development may be permitted in the form of single detached dwellings between 28 – 30 NEF noise contours.
B.6.1.12.2 Public right-of-way <del>road widenings</del> <b>dedications</b> may be required in order to provide for expanded public realm, landscaping, or to accommodate additional street capacity. Public right-of-way <del>widenings</del> <b>dedications</b> shall not be taken from streets within the Downtown Hamilton Secondary Plan area except for each street segment identified in Schedule C-2 – Future <del>Road Widening</del> <b>Right-of-Way Dedications</b> of Volume 1 and shall be taken in accordance with Policy C.4.5.6 – <del>Road Widening</del> <b>Right-of-Way Dedications</b> of Volume 1.	B.6.1.12.2 Public right-of-way-dedications may be required in order to provide for expanded public realm, landscaping, or to accommodate additional street capacity. Public right-of-way dedications shall not be taken from streets within the Downtown Hamilton Secondary Plan area except for each street segment identified in Schedule C-2 – Future-Right-of-Way Dedications of Volume 1 and shall be taken in accordance with Policy C.4.5.6 –Right-of-Way Dedications of Volume 1.
B.6.1.12.19 Notwithstanding Policy B.6.1.12.2, as it relates to the <i>priority transit corridor</i> , any lands required for the <i>priority transit corridor</i> shall be dedicated to the City, to the satisfaction of the City in accordance with Section C.4.5.6 – <del>Road Widening</del> <b>Right-of-Way Dedications</b> of Volume 1.	B.6.1.12.19 Notwithstanding Policy B.6.1.12.2, as it relates to the <i>priority transit corridor</i> , any lands required for the <i>priority transit corridor</i> shall be dedicated to the City, to the satisfaction of the City in accordance with Section C.4.5.6 –Right-of-Way Dedications of Volume 1.
B.6.1.15.1 Area A-1 c) in addition to Policy B.6.1.15.1 a), for the lands shown on Map B.6.1-1 – Downtown Hamilton Secondary Plan – Land Use Plan as Site Specific Policy – Area A-1, a utility plant for the generation and transmission of heat, steam and electricity shall be permitted provided the following criteria are met:	B.6.1.15.1 Area A-1 c) in addition to Policy B.6.1.15.1 a), for the lands shown on Map B.6.1-1 – Downtown Hamilton Secondary Plan – Land Use Plan as Site Specific Policy – Area A-1, a utility plant for the generation and transmission of heat, steam and electricity shall be permitted provided the following criteria are met:

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p><del>iii) i) the proposed noise levels and emissions from the utility operation comply with provincial requirements; and,</del>  <del>iii) ii) appropriate buffering is provided and maintained between the utility use and adjacent (existing and future planned) residential and institutional uses to mitigate potential adverse noise and air emission related impacts.</del></p>	<p>i) the proposed noise levels and emissions from the utility operation comply with provincial requirements; and,            ii) appropriate buffering is provided and maintained between the utility use and adjacent (<i>existing</i> and future planned) residential and institutional uses to mitigate potential adverse noise and air emission related impacts.</p>
<p>B.6.2.5.4 a) The following policies shall apply to the lands designated Low Density Residential 2 on Map B.6.2-1 – Ainslie Wood Westdale – Land Use Plan:            i) <b>Notwithstanding Policy E.3.4.3 of Volume 1, Low Density Residential 2 areas permitted uses shall include</b> single detached dwellings, semi-detached dwellings, duplexes, street townhouses, <b>and existing legal 3, 4, and 5-plexes.</b> <del>These uses shall include dwellings with accessory apartments/second dwelling units.</del> Single detached housing shall be the primary form of housing in most of these areas, especially in the interior of neighbourhoods. Existing, legal 3, 4, and 5-plexes shall be recognized as permitted uses.</p>	<p>B.6.2.5.4 a) The following policies shall apply to the lands designated Low Density Residential 2 on Map B.6.2-1 – Ainslie Wood Westdale – Land Use Plan:            i) Notwithstanding Policy E.3.4.3 of Volume 1, permitted uses shall include single detached dwellings, semi-detached dwellings, duplexes, street townhouses, and existing legal 3, 4, and 5-plexes. Single detached housing shall be the primary form of housing in most of these areas, especially in the interior of neighbourhoods.</p>
<p>B.6.2.7.2 c) Other permitted building forms may include low rise apartment buildings which are entirely residential, other residential uses subject to the Medium Density Residential designation policies, and low rise commercial buildings, subject to Policy B.6.2.7.2 <del>cb</del> – Mixed Use – Medium Density Designation.</p>	<p>B.6.2.7.2 c) Other permitted building forms may include low rise apartment buildings which are entirely residential, other residential uses subject to the Medium Density Residential designation policies, and low rise commercial buildings, subject to Policy B.6.2.7.2 b) – Mixed Use – Medium Density Designation.</p>
<p>B.6.2.17.6 In addition to Policy B.6.2.17.6<del>5</del>, the following policies shall apply to the lands located on Main Street between Hollywood Avenue and Highway 403, designated Mixed Use – Medium Density, and identified as Area Specific Policy – Area E on Map B.6.2-1 – Ainslie Wood Westdale – Land Use Plan:</p>	<p>B.6.2.17.6 In addition to Policy B.6.2.17.5, the following policies shall apply to the lands located on Main Street between Hollywood Avenue and Highway 403, designated Mixed Use – Medium Density, and identified as Area Specific Policy – Area E on Map B.6.2-1 – Ainslie Wood Westdale – Land Use Plan:</p>
<p>B.6.6.12.2.11 In addition to <del>p</del>Policy C.4.5.6 – <del>Road Widening</del> <b>Right-of-Way Dedications</b> of Volume 1, Dundurn Street South, between Main Street West and King Street West shall have an ultimate right-of-way width of 30.5 metres. Any required land for the <del>widening</del> <b>dedication</b> shall be taken from the western side of the road.</p>	<p>B.6.6.12.2.11 In addition to Policy C.4.5.6 –Right-of-Way Dedications of Volume 1, Dundurn Street South, between Main Street West and King Street West shall have an ultimate right-of-way width of 30.5 metres. Any required land for the dedication shall be taken from the western side of the road.</p>
<p>B.6.7 The planning framework for the Centennial Node supports provincial policy directions regarding</p>	<p>B.6.7 The planning framework for the Centennial Node supports provincial policy directions regarding</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>the efficient use of land, intensifying within existing <i>built-up areas</i>, and creating <i>transit-supportive</i> densities around <del>major transit station area</del> <b>higher order transit station areas</b> and along priority <i>transit corridors</i>.</p>	<p>the efficient use of land, intensifying within existing <i>built-up areas</i>, and creating <i>transit-supportive</i> densities around <i>higher order transit station areas</i> and along priority <i>transit corridors</i>.</p>
<p>B.6.7.3.1 Land Use i) Promote and encourage appropriate development in proximity to <del>major transit station areas</del> <b>higher order transit stations</b> in support of and to take advantage of investment in public transit;</p>	<p>B.6.7.3.1 Land Use i) Promote and encourage appropriate development in proximity to <i>higher order transit stations</i> in support of and to take advantage of investment in public transit;</p>
<p>B.6.7.3.2 Urban Design f) Encourage public space enhancements <del>at major transit station areas</del> <b>in higher order transit station areas</b> to support opportunities for gathering and social interaction; and,</p>	<p>B.6.7.3.2 Urban Design f) Encourage public space enhancements in <i>higher order transit station areas</i> to support opportunities for gathering and social interaction; and,</p>
<p>B.6.7.5.1 g) The minimum building height for all <b>buildings on</b> lands with frontage on Queenston Road shall be 3 storeys.</p>	<p>B.6.7.5.1 g) The minimum building height for all buildings on lands with frontage on Queenston Road shall be 3 storeys.</p>
<p>B.6.7.5.1 i) Notwithstanding Policy E.4.3.4 a) and b) of Volume 1, Policy B.6.7.5.1 g) and Policies B.6.7.7.5 a) and b), to support the continued use and gradual transition of commercial sites, for properties designated Mixed Use – Medium Density or Mixed Use – High Density, the following requirements shall apply: ii) <del>For all sites, limited small scale additions or expansions to buildings existing on the date of approval of this Plan may be permitted which do not meet the minimum building heights and which are not built directly up to the street line.</del> <b>Buildings existing on the date of approval of this Plan that do not meet minimum building heights and/or setback requirements are permitted. Limited small scale additions or expansions to existing buildings may also be permitted.</b></p>	<p>B.6.7.5.1 i) Notwithstanding Policy E.4.3.4 a) and b) of Volume 1, Policy B.6.7.5.1 g) and Policies B.6.7.7.5 a) and b), to support the continued use and gradual transition of commercial sites, for properties designated Mixed Use – Medium Density or Mixed Use – High Density, the following requirements shall apply: ii) Buildings existing on the date of approval of this Plan that do not meet minimum building heights and/or setback requirements are permitted. Limited small scale additions or expansions to existing buildings may also be permitted.</p>
<p>B.6.7.7.3 d) Where a Transition Area is located on any portion of a property, as identified on Appendix <del>F</del> <b>A</b> – Centennial Neighbourhoods – Transition Areas, the development shall demonstrate an appropriate transition to adjacent uses and is subject to Policy B.6.7.13.</p>	<p>B.6.7.7.3 d) Where a Transition Area is located on any portion of a property, as identified on Appendix A – Centennial Neighbourhoods – Transition Areas, the development shall demonstrate an appropriate transition to adjacent uses and is subject to Policy B.6.7.13.</p>
<p>B.6.7.7.4 e) Where a Transition Area is located on any portion of a property, as identified on Appendix <del>F</del> <b>A</b> – Centennial Neighbourhoods – Transition</p>	<p>B.6.7.7.4 e) Where a Transition Area is located on any portion of a property, as identified on Appendix A – Centennial Neighbourhoods – Transition Areas,</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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Areas, development shall demonstrate an appropriate transition to adjacent uses and is subject to Policy B.6.7.13.	development shall demonstrate an appropriate transition to adjacent uses and is subject to Policy B.6.7.13.
B.6.7.8 Employment Area Designations Employment areas in the Secondary Plan are located north of Barton Street East. East of Centennial Parkway North, employment uses are generally located along Barton Street East. West of Centennial Parkway North is a large area of industrial uses located adjacent to the planned GO <i>transit</i> rail and bus facility, a <del>major transit station area</del> <b>higher order transit station</b> .	B.6.7.8 Employment Area Designations Employment areas in the Secondary Plan are located north of Barton Street East. East of Centennial Parkway North, employment uses are generally located along Barton Street East. West of Centennial Parkway North is a large area of industrial uses located adjacent to the planned GO <i>transit</i> rail and bus facility, a <i>higher order transit station</i> .
B.6.7.12.3 Streetscape and Public Realm a) Proposed <del>Major Transit Station Areas</del> <b>higher order transit station areas</b> have been conceptually identified on Map B.6.7-3 – Centennial Neighbourhoods – Transportation Connections. b) The <del>development</del> of corner sites around existing and proposed <del>major transit</del> <b>higher order transit</b> stations presents an opportunity for publicly accessible corner plazas to be created as part of <i>development</i> .	B.6.7.12.3 Streetscape and Public Realm a) Proposed <i>higher order transit station areas</i> have been conceptually identified on Map B.6.7-3 – Centennial Neighbourhoods – Transportation Connections. b) The <i>development</i> of corner sites around existing and proposed <i>higher order transit</i> stations presents an opportunity for publicly accessible corner plazas to be created as part of <i>development</i> .
B.6.7.15.3 Public Transit Network and Rapid Transit b) Proposed <del>major transit</del> <b>higher order transit</b> stations and <del>major transit station areas</del> <b>higher order transit station areas</b> are identified on Map B.6.7-3 – Centennial Neighbourhoods – Transportation and Connections. Minor changes to the location of <del>major transit stations</del> <b>higher order transit stations</b> associated with planned <i>rapid transit</i> on Queenston Road may be permitted without amendment to this plan. c) The <del>major transit</del> <b>higher order transit</b> station on Queenston Road near Centennial Parkway may continue to be used as a hub for bus <i>transit</i> as well as <i>rapid transit</i> .	B.6.7.15.3 Public Transit Network and Rapid Transit b) Proposed <i>higher order transit</i> stations and <i>higher order transit station areas</i> are identified on Map B.6.7-3 – Centennial Neighbourhoods – Transportation and Connections. Minor changes to the location of <i>higher order transit</i> stations associated with planned <i>rapid transit</i> on Queenston Road may be permitted without amendment to this plan. c) The <i>higher order transit</i> station on Queenston Road near Centennial Parkway may continue to be used as a hub for bus <i>transit</i> as well as <i>rapid transit</i> .
B.6.7.17 d) A Municipal Servicing Study shall be undertaken by the City to confirm network capacity and determine if there are any specific water, sanitary and stormwater <i>infrastructure</i> gaps within the area, as well as verify downstream and upstream impacts through system modelling. The City shall ensure that the cost of any <b>necessary</b> growth-related improvements <del>needed are</del> <b>is</b> incorporated into the capital budget planning process.	B.6.7.17 d) A Municipal Servicing Study shall be undertaken by the City to confirm network capacity and determine if there are any specific water, sanitary and stormwater <i>infrastructure</i> gaps within the area, as well as verify downstream and upstream impacts through system modelling. The City shall ensure the cost of any necessary growth-related improvements is incorporated into the capital budget planning process.

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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<p>B.6.7.18 <b>Area and</b> Site Specific Policies  <b>Area and</b> Site Specific Policy Areas have been identified on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – <b>Area and</b> Site Specific Policy Areas.</p>	<p>B.6.7.18 Area and Site Specific Policies  Area and Site Specific Policy Areas have been identified on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas.</p>
<p>B.6.7.18.1 Site Specific Policy – Area A (395 and 397 Centennial Parkway North, 25 Arrowsmith Road and 185 Bancroft Street)  For the lands located at 395 and 397 Centennial Parkway North, 25 Arrowsmith Road and 185 Bancroft Street, designated Light Industrial and shown as <b>Site Specific Policy</b> – Area A on Map B.6.7-4 – Centennial Neighbourhoods – <b>Area and</b> Site Specific Policy Areas, the following policies shall apply:</p>	<p>B.6.7.18.1 Site Specific Policy – Area A (395 and 397 Centennial Parkway North, 25 Arrowsmith Road and 185 Bancroft Street)  For the lands located at 395 and 397 Centennial Parkway North, 25 Arrowsmith Road and 185 Bancroft Street, designated Light Industrial and shown as Site Specific Policy – Area A on Map B.6.7-4 – Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply:</p>
<p>B.6.7.18.2 Site Specific Policy – Area B (71, 83 and 85 Centennial Parkway South)  For the lands located at 71, 83 and 85 Centennial Parkway South, designated Medium Density Residential 3 and shown as <b>Site Specific Policy</b> – Area B on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – <b>Area and</b> Site Specific Policy Areas, the following policies shall apply:</p>	<p>B.6.7.18.2 Site Specific Policy – Area B (71, 83 and 85 Centennial Parkway South)  For the lands located at 71, 83 and 85 Centennial Parkway South, designated Medium Density Residential 3 and shown as Site Specific Policy – Area B on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, the following policies shall apply:</p>
<p>B.6.7.18.3 Site Specific Policy – Area C (460 Kenora Avenue)  For the lands located at 460 Kenora Avenue, designated Light Industrial and shown as <b>Site Specific Policy</b> – Area C on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – <b>Area and</b> Site Specific Policy Areas, the following additional policies shall apply:</p>	<p>B.6.7.18.3 Site Specific Policy – Area C (460 Kenora Avenue)  For the lands located at 460 Kenora Avenue, designated Light Industrial and shown as Site Specific Policy – Area C on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, the following additional policies shall apply:</p>
<p>B.6.7.18.4 Site Specific Policy – Area D (502 to 560 Centennial Parkway North)  For the lands located at 502 to 560 Centennial Parkway North, designated District Commercial and Business Park and shown as <b>Site Specific Policy</b> – Area D on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – <del>Land Use Plan</del> <b>Area and Site Specific Policy Areas</b>, the following policies shall apply:</p>	<p>B.6.7.18.4 Site Specific Policy – Area D (502 to 560 Centennial Parkway North)  For the lands located at 502 to 560 Centennial Parkway North, designated District Commercial and Business Park and shown as Site Specific Policy – Area D on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, the following policies shall apply:</p>
<p>B.6.7.18.5 Area/Site Specific Policy – Area E (505 to 537 Queenston Road)  For lands located at 505 to 537 Queenston Road, designated Medium Density Residential 3 and</p>	<p>B.6.7.18.5 Area Specific Policy – Area E (505 to 537 Queenston Road)  For lands located at 505 to 537 Queenston Road, designated Medium Density Residential 3 and</p>



<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
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shown as Area Specific Policy – Area E on Map B.6.7-4 – Centennial Neighbourhoods – <b>Area and Site Specific Policy Areas</b> , the following policies shall apply:	shown as Area Specific Policy – Area E on Map B.6.7-4 – Centennial Neighbourhoods – Area and Site Specific Policy Areas, the following policies shall apply:
B.6.7.18.6 a) <del>Special</del> <b>Site Specific Policy</b> – Area F (Eastgate Square Mall) is the largest commercial site in the Centennial Neighbourhoods Secondary Plan, and is the focal point of the Centennial Node. ...	B.6.7.18.6 a) Site Specific Policy – Area F (Eastgate Square Mall) is the largest commercial site in the Centennial Neighbourhoods Secondary Plan, and is the focal point of the Centennial Node. ...
B.6.7.18.8 Area Specific Policy – Area H (north side of Barton Street) For the lands located on the north side of Barton Street East, designated Light Industrial and Business Park, shown as <b>Area Specific Policy – Area H</b> on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – <b>Area and Site Specific Policy Areas</b> , ...	B.6.7.18.8 Area Specific Policy – Area H (north side of Barton Street) For the lands located on the north side of Barton Street East, designated Light Industrial and Business Park, shown as Area Specific Policy – Area H on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, ...
B.6.7.18.9 <del>Area</del> <b>Site Specific Policy</b> – Area I (45 Goderich Road) For the lands located at 45 Goderich Road, designated Arterial Commercial and shown as <b>Site Specific Policy – Area I</b> on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – <b>Area and Site Specific Policy Areas</b> , the following policies shall apply:	B.6.7.18.9 Site Specific Policy – Area I (45 Goderich Road) For the lands located at 45 Goderich Road, designated Arterial Commercial and shown as Site Specific Policy – Area I on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, the following policies shall apply:
B.6.7.18.10 <del>Area</del> <b>Site Specific Policy</b> – Area J (860 Queenston Road) For the lands located at 860 Queenston Road, designated Mixed Use – Medium Density and Natural Open Space, and shown as <b>Site Specific Policy – Area J</b> on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – <b>Area and Site Specific Policy Areas</b> , the following policies shall apply:	B.6.7.18.10 Site Specific Policy – Area J (860 Queenston Road) For the lands located at 860 Queenston Road, designated Mixed Use – Medium Density and Natural Open Space, and shown as Site Specific Policy – Area J on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, the following policies shall apply:
B.6.7.18.11 <del>Area</del> <b>Site Specific Policy</b> – Area K (398, 400, and 402 Nash Road North and 30, 50, and 54 Bancroft Street) For the lands located at 398, 400, 402 Nash Road North and 30, 50, 54 Bancroft Street, designated Light Industrial and shown as <b>Site Specific Policy – Area K</b> on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – <b>Area and Site Specific Policy Areas</b> , ...	B.6.7.18.11 Area Specific Policy – Area K (398, 400, and 402 Nash Road North and 30, 50, and 54 Bancroft Street) For the lands located at 398, 400, 402 Nash Road North and 30, 50, 54 Bancroft Street, designated Light Industrial and shown as Area Specific Policy – Area K on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, ...
B.6.7.18.12 Area Specific Policy – Area L (670, 674, 686, 692, 700 and 706 Queenston Road) For the lands located at 670, 674, 686, 692, 700 and	B.6.7.18.12 Area Specific Policy – Area L (670, 674, 686, 692, 700 and 706 Queenston Road) For the lands located at 670, 674, 686, 692, 700 and

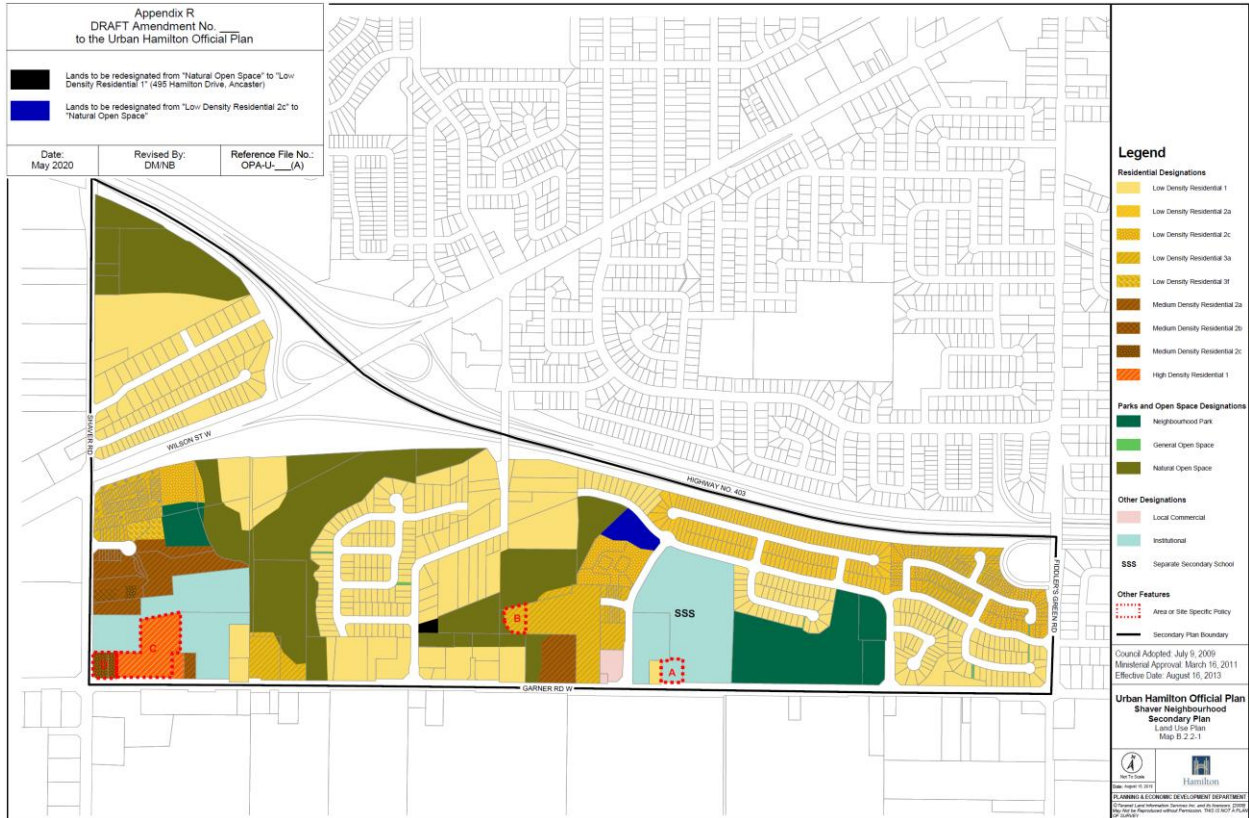
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p>706 Queenston Road, designated Mixed Use – High Density and shown as <b>Area Specific Policy – Area L</b> on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – <b>Area and</b> Site Specific Policy Areas, the following policies shall apply:</p>	<p>706 Queenston Road, designated Mixed Use – High Density and shown as Area Specific Policy – Area L on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, the following policies shall apply:</p>
<p>B.7.1.1.5 High Density <b>Residential 1</b> Designation Section E.3.6 – High Density Residential of Volume 1 shall apply to the lands designated High Density <b>Residential 1</b> on Map B.7.1-1– Western Development Area – Land Use Plan.</p>	<p>B.7.1.1.5 High Density Residential 1 Designation Section E.3.6 – High Density Residential of Volume 1 shall apply to the lands designated High Density Residential 1 on Map B.7.1-1– Western Development Area – Land Use Plan.</p>
<p>B.7.2.8.8 Site Specific Policy – Area H Notwithstanding Policy E.3.6.6 b) of Volume 1 <del>and Policy B.7.2.2.4 a) of Volume 2</del>, for lands located at 928 Queenston Road, Stoney Creek, designated High Density Residential 1, and identified as Site Specific Policy – Area H on Map B.7.2-1 – Old Town – Land Use Plan, the maximum net residential density shall be 290 units per hectare.</p>	<p>B.7.2.8.8 Site Specific Policy – Area H Notwithstanding Policy E.3.6.6 b) of Volume 1, for lands located at 928 Queenston Road, Stoney Creek, designated High Density Residential 1, and identified as Site Specific Policy – Area H on Map B.7.2-1 – Old Town – Land Use Plan, the maximum net residential density shall be 290 units per hectare.</p>
<p>B.7.4.3 d) When <del>considering</del> <b>reviewing</b> an application for-development <b>within the Fruitland Winona Secondary Plan area</b>, the following matters shall be evaluated: ii) <del>The consideration of</del> Transition in height and density to adjacent and existing residential development; iv) The policies in Section 7.4.14 – Block Servicing Strategy and all other applicable policies <b>of this Secondary Plan.</b></p>	<p>B.7.4.3 d) When reviewing an application for development within the Fruitland Winona Secondary Plan area, the following matters shall be evaluated: ii) Transition in height and density to adjacent and existing residential development; iv) The policies in Section 7.4.14 – Block Servicing Strategy and all other applicable policies of this Secondary Plan.</p>
<p>Delete Policy B.7.4.4.2 f) in its entirety.  <del>B.7.4.4.2 f) Second dwelling units shall be permitted within all single and semi-detached dwellings on lands designated Residential on Map B.7.4-1 – Fruitland Winona Secondary Plan – Land Use Plan.</del></p>	
<p>B.7.4.10.16 Barton Street Pedestrian Promenade The Barton Street Pedestrian Promenade is a four meter wide trail planned to extend from Fruitland Road to Fifty Road on the south side of Barton Street as identified on Map B.7.4-3 – Fruitland-Winona Secondary Plan – Transportation Classification Plan. In addition to Policy 7.4.13.2 of this Plan, the following policies shall apply to the Barton Street Pedestrian Promenade and lands fronting the south side of Barton Street:</p>	<p>B.7.4.10.16 Barton Street Pedestrian Promenade The Barton Street Pedestrian Promenade is a four meter wide trail planned to extend from Fruitland Road to Fifty Road on the south side of Barton Street as identified on Map B.7.4-3 – Fruitland-Winona Secondary Plan – Transportation Classification Plan. In addition to Policy 7.4.13.2 of this Plan, the following policies shall apply to the Barton Street Pedestrian Promenade and lands fronting the south side of Barton Street:</p>

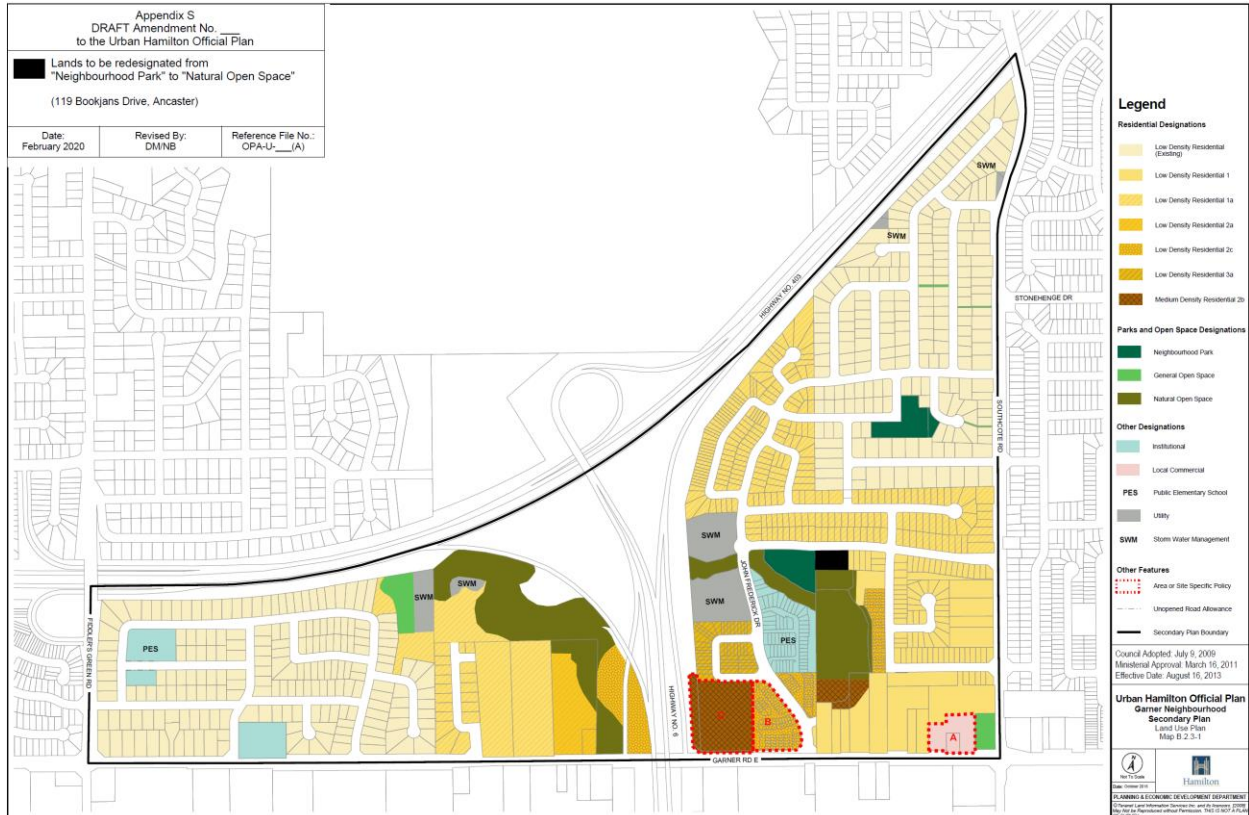
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p>Grey highlighted strikethrough text = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>e) The required <del>road widening</del> <b>right-of-way dedication</b> for the pedestrian promenade shall not exceed 4 metres; however, <del>widenings</del> <b>dedications</b> less than 4 metres may be taken where identified through the Barton Street Environmental Assessment.</p>	<p>e) The required right-of-way dedication for the pedestrian promenade shall not exceed 4 metres; however, dedications less than 4 metres may be taken where identified through the Barton Street Environmental Assessment.</p>
<p>B.7.4.13.9 Access Management In addition to Section C.4.5.8 – Access Management of Volume 1, the following policies shall apply to the Fruitland-Winona Secondary Plan area: b) The alignment of the local road network shall be detailed within the plans of subdivision in accordance with the Block Servicing Strategy and policies of Section 7.4.14. The rights-of-way of all streets within and bordering the Secondary Plan area shall be protected and dedicated to the City in accordance Section C.4.5.6 – <del>Road Widening</del> <b>Right-of-Way Dedications</b> of Volume 1;</p>	<p>B.7.4.13.9 Access Management In addition to Section C.4.5.8 – Access Management of Volume 1, the following policies shall apply to the Fruitland-Winona Secondary Plan area: b) The alignment of the local road network shall be detailed within the plans of subdivision in accordance with the Block Servicing Strategy and policies of Section 7.4.14. The rights-of-way of all streets within and bordering the Secondary Plan area shall be protected and dedicated to the City in accordance Section C.4.5.6 – Right-of-Way Dedications of Volume 1;</p>
<p>B.7.6 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, east of <del>the</del> Trinity <del>East West</del> Secondary Plan Boundary, north of Highland Road, west of Upper Red Hill Valley Parkway to north of the interchange of Mud Street and the Redhill Expressway, west of the existing Upper Mount Albion Road, to the Niagara Escarpment.</p>	<p>B.7.6 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, east of the Trinity West Secondary Plan Boundary, north of Highland Road, west of Upper Red Hill Valley Parkway to north of the interchange of Mud Street and the Redhill Expressway, west of the existing Upper Mount Albion Road, to the Niagara Escarpment.</p>
<p>B.7.6.3.1 The commercial areas for the West Mountain (Heritage Green) Secondary Plan area are designated Local Commercial, <b>District Commercial</b>, Arterial Commercial and Mixed Use – Medium Density on Map B.7.6-1 – West Mountain (Heritage Green) – Land Use Plan.</p>	<p>B.7.6.3.1 The commercial areas for the West Mountain (Heritage Green) Secondary Plan area are designated Local Commercial, District Commercial, Arterial Commercial and Mixed Use – Medium Density on Map B.7.6-1 – West Mountain (Heritage Green) – Land Use Plan.</p>
<p>B.7.6.3.3 Add new policy to Section B.7.6.3 – West Mountain (Heritage Green) Secondary Plan as Policy B.7.6.3.3 and renumber subsequent policies accordingly.</p>	<p>B.7.6.3.3 District Commercial Designation Section E.4.7 – District Commercial Designation of Volume 1 shall apply to the lands designated District Commercial on Map B.7.6-1 – West Mountain (Heritage Green) Secondary Plan – Land Use Plan.</p>
<p>B.7.6.6 Add new section to Section B.7.6.3 – West Mountain (Heritage Green) Secondary Plan as Policy B.7.6.6 and renumber subsequent policies accordingly.</p>	<p>B.7.6.6 Institutional Designation</p>
<p>B.7.6.6.1 Add new policy to Section B.7.6.3 – West</p>	<p>B.7.6.6.1 Sections B.3.5 – Community</p>

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
Grey highlighted strikethrough text = text to be deleted	<b>Bolded text</b> = text to be added
Mountain (Heritage Green) Secondary Plan as Policy B.7.6.6.1.	Facilities/Services Policies, E.3.10 – Community Facilities/Services, and E.6.0 – Institutional Designation shall apply to the lands designated Institutional on Map B.7.1-1 – West Mountain (Heritage Green) – Land Use Plan.
B.7.6.8.1 West Mountain Core Area ... The West Mountain Core Area shall serve as the commercial centre of the surrounding community and shall be a destination place. Notwithstanding Section E.4.6 – Mixed Use Medium Area of Volume 1, policies B.7.6.8.9.1 through B.7.6.8.9.16, inclusive, shall apply to the West Mountain Core Area.	B.7.6.8.1 West Mountain Core Area ... The West Mountain Core Area shall serve as the commercial centre of the surrounding community and shall be a destination place. Notwithstanding Section E.4.6 – Mixed Use Medium Area of Volume 1, policies B.7.6.9.1 through B.7.6.9.16, inclusive, shall apply to the West Mountain Core Area.
B.7.6.8.19 Site Specific Policy – Area C <b>In addition to the uses permitted in Section E.4.8 of Volume 1 and Policy B.7.6.3.4 b) of Volume 2,</b> for land located north of Highland Road West, on the west side of Upper Centennial Parkway, <b>designated Arterial Commercial</b> and <del>shown</del> <b>identified</b> as Site Specific Policy – Area C on Map B.7.6-1 – West Mountain Area (Heritage Green) – Land Use Plan, <del>the following policies shall apply:</del> a) <del>In addition to the uses permitted in Section E.4.8 of Volume 1,</del> District Commercial uses shall also be permitted in accordance with Policy E.4.7 of Volume 1.	B.7.6.8.19 Site Specific Policy – Area C In addition to the uses permitted in Section E.4.8 of Volume 1 and Policy B.7.6.3.4 b) of Volume 2, for land located north of Highland Road West, on the west side of Upper Centennial Parkway, designated Arterial Commercial and identified as Site Specific Policy – Area C on Map B.7.6-1 – West Mountain Area (Heritage Green) – Land Use Plan, District Commercial uses shall also be permitted in accordance with Policy E.4.7 of Volume 1.
Area Specific Policy – Area E B.7.6.8.21 The following policy shall apply to lands known as 1050 Paramount Drive and identified as Area Specific Policy “E” on Map B.7.6-1 – West Mountain (Heritage Green) Land Use Plan: a) Notwithstanding the gross floor area criteria of Policy E.3.8.6 and Policy B.7.6.3.2 b) <b>of Volume 1,</b> the maximum gross floor area of any individual commercial establishment shall be 500 square metres and the maximum combined gross floor areas of any grouping of local commercial uses shall be 2,000 square metres.	Area Specific Policy – Area E B.7.6.8.21 The following policy shall apply to lands known as 1050 Paramount Drive and identified as Area Specific Policy “E” on Map B.7.6-1 – West Mountain (Heritage Green) Land Use Plan: a) Notwithstanding the gross floor area criteria of Policy E.3.8.6 and Policy B.7.6.3.2 b) of Volume 1, the maximum gross floor area of any individual commercial establishment shall be 500 square metres and the maximum combined gross floor areas of any grouping of local commercial uses shall be 2,000 square metres.
Insert new subsection heading immediately above Policy B.8.13.1	Cultural Heritage
B.8.13.1 There are buildings, <i>structures</i> and <i>cultural heritage landscapes</i> of varying degrees of heritage interest and value in the Secondary Plan Area which are both included and not included in Hamilton’s Register of Property of Cultural Heritage Value or Interest and Inventory of Buildings of Architectural	B.8.13.1 There are buildings, <i>structures</i> and <i>cultural heritage landscapes</i> of varying degrees of heritage interest and value in the Secondary Plan Area which are both included and not included in Hamilton’s Register of Property of Cultural Heritage Value or Interest and Inventory of Buildings of Architectural

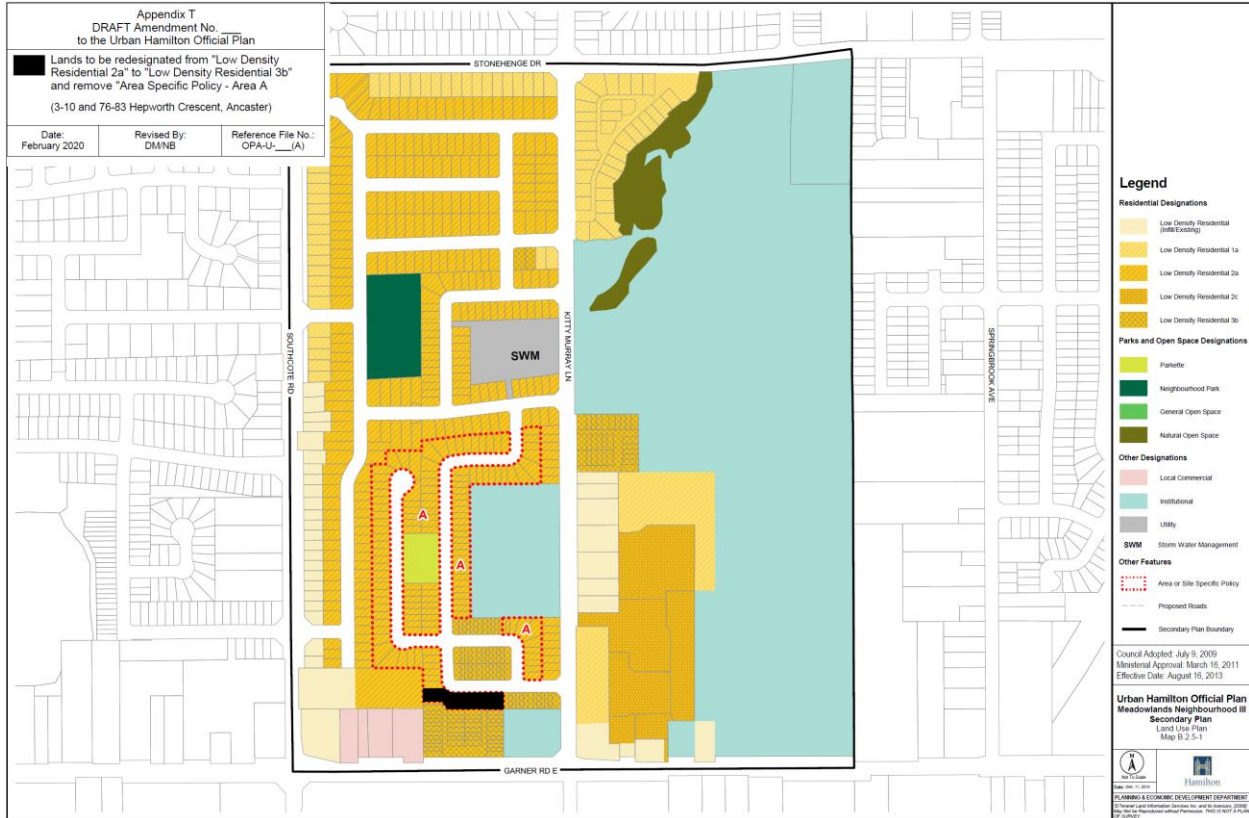
Proposed Change	Proposed New / Revised Policy
<p><del>Grey highlighted strikethrough text = text to be deleted</del></p>	<p><b>Bolded text = text to be added</b></p>
<p><del>and/or Historical Interest. and prior to approval of development applications a cultural heritage conservation plan statement shall be prepared in accordance with Section B.3.4.2.11 of Volume 1. The retention and conservation of buildings of architectural or historical merit on their original sites and the promotion of the integration of these resources into new development proposals in their original use or an appropriate adaptive re-use shall be encouraged.</del></p>	<p>and/or Historical Interest.</p>
<p><del>B.8.13.2 Prior to development approvals, a Stage 2 archaeological assessment shall be completed to the satisfaction of the City and the Province. No grading or other disturbance shall take place on any site within the Airport Employment Growth District prior to the issuance of a letter of clearance from the Province. The Stage 2 archaeological assessment shall be undertaken in accordance with Policy F.3.2.4 – Archaeological Assessments of Volume 1. The City may also require a higher standard of conservation, care and protection for archaeological resources based on prevailing conditions and circumstances within the City and the results of any dialogue with First Nations and their interests.</del> <b>The retention and conservation of buildings of architectural or historical merit on their original sites and the promotion of the integration of these resources into new development proposals in their original use or an appropriate adaptive re-use shall be encouraged.</b></p>	<p>B.8.13.2 The retention and conservation of buildings of architectural or historical merit on their original sites and the promotion of the integration of these resources into new development proposals in their original use or an appropriate adaptive re-use shall be encouraged.</p>
<p><del>B.8.13.3 Prior to development approvals, for those cultural heritage resources that require a Cultural Heritage Impact Assessment as determined by the cultural heritage conservation plan statement noted in Policy B.8.13.1 above, a Stage 2 Heritage Assessment shall be completed to the satisfaction of the City and the Province. No disturbance to the building, site or its surroundings shall take place within the Airport Employment Growth District until the study is reviewed and accepted. The Stage 2 Heritage Assessment shall be undertaken in accordance with Policy F.3.2.3 – Cultural Heritage Impact Assessments of Volume 1.</del> <b>Prior to approval of development applications, a cultural heritage conservation plan statement shall be prepared in accordance with Section B.3.4.2.11 of</b></p>	<p>B.8.13.3 Prior to approval of development applications, a cultural heritage conservation plan statement shall be prepared in accordance with Section B.3.4.2.11 of Volume 1.</p>

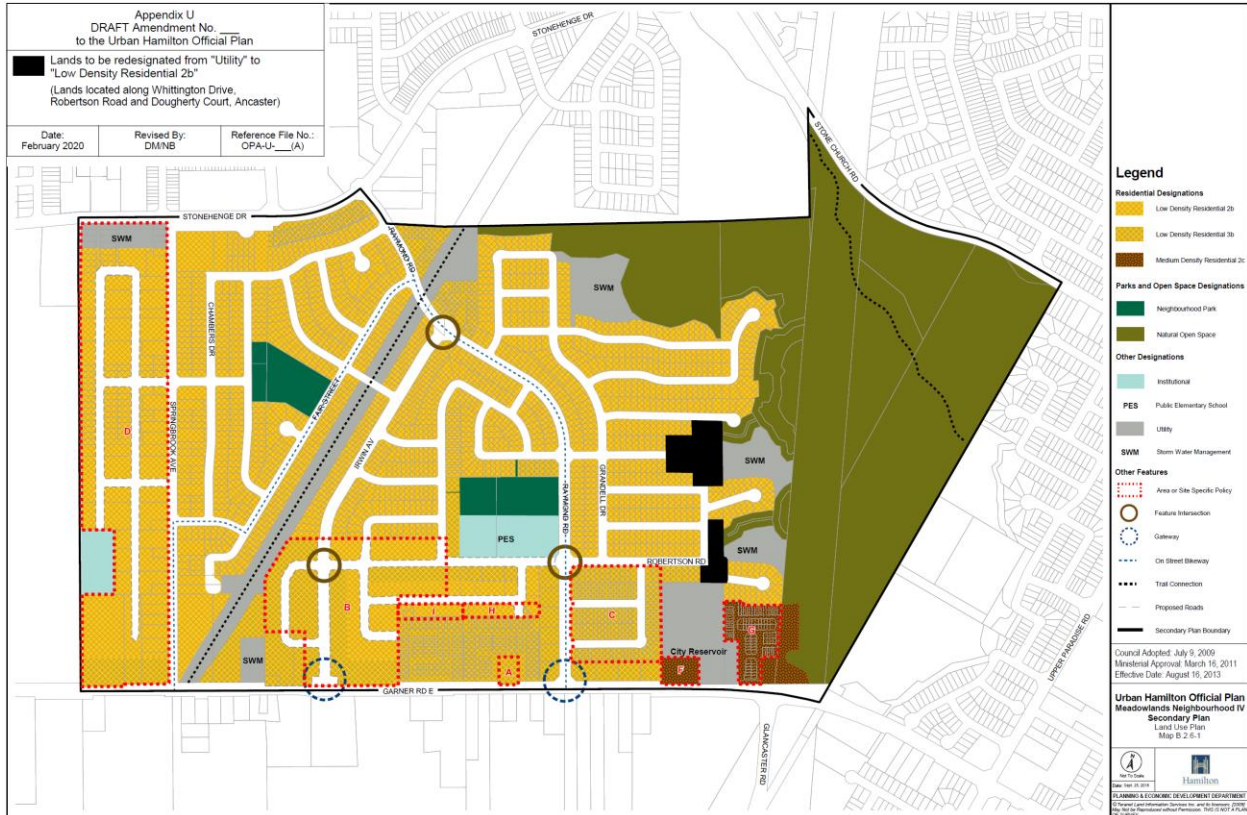
<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p><b>Volume 1.</b></p> <p>Add new policies under Section B.8.13 – Heritage as Policies B.8.13.4, B.8.13.5, B.8.13.6, B.8.13.7 and B.8.13.8, and add new subsection heading immediately above Policy B.8.13.4</p>	<p>Archaeological Assessments</p> <p>B.8.13.4 Prior to approval of <i>development</i> applications, a Stage 2 archaeological assessment shall be completed to the satisfaction of the City.</p> <p>B.8.13.5 Until such time as the Stage 2 archaeological assessment and any subsequent required archaeological assessment, has been cleared by the City, no grading or other disturbance shall take place on any site within the Airport Employment Growth District.</p> <p>B.8.13.6 The City may also require a higher standard of conservation, care and protection for <i>archaeological resources</i> based on prevailing conditions and circumstances within the City and the results of any dialogue with First Nations and their interests.</p> <p>Cultural Heritage Impact Assessments</p> <p>B.8.13.7 Prior to approval of <i>development</i> applications, for those <i>cultural heritage resources</i> that require a <i>Cultural Heritage Impact Assessment</i>, as determined by the <i>cultural heritage conservation plan statement</i> noted in Policy B.8.13.3 above, a <i>Cultural Heritage Impact Assessment</i> shall be completed to the satisfaction of the City.</p> <p>B.8.13.8 Pending the completion of the <i>cultural heritage conservation plan statement</i> noted in Policy B.8.13.3 above, and prior to <i>development</i> approvals of any property containing <i>cultural heritage resources</i> identified by the City:</p> <p>a) A <i>Cultural Heritage Impact Assessment</i> shall be completed to the satisfaction of the City, in accordance with Policy B.3.4.2.12 of Volume 1; and,</p> <p>b) Until such time as the <i>Cultural Heritage Impact Assessment</i> referenced in Policy B.8.13.8 a) above and any associated reports have been cleared by the City, no disturbance to the building, site or its surroundings shall take place within the Airport Employment Growth District.</p>

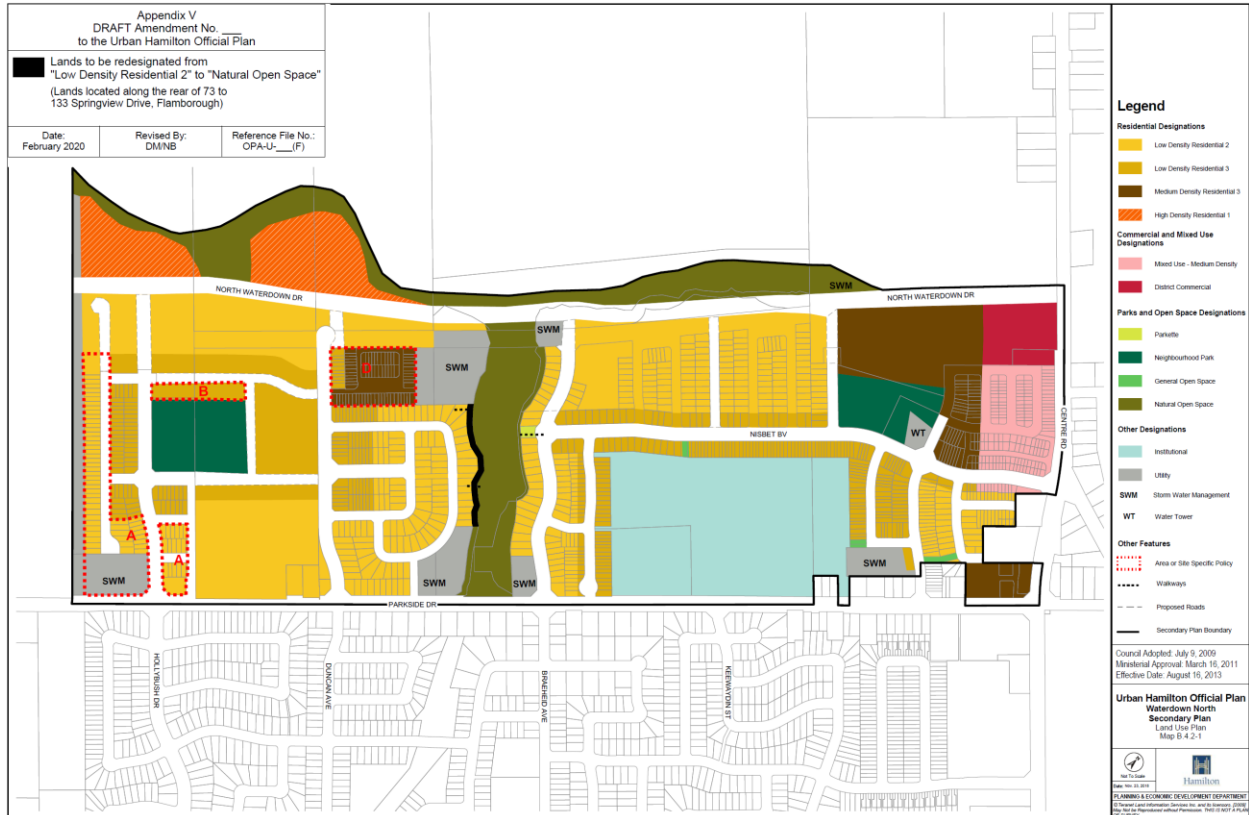


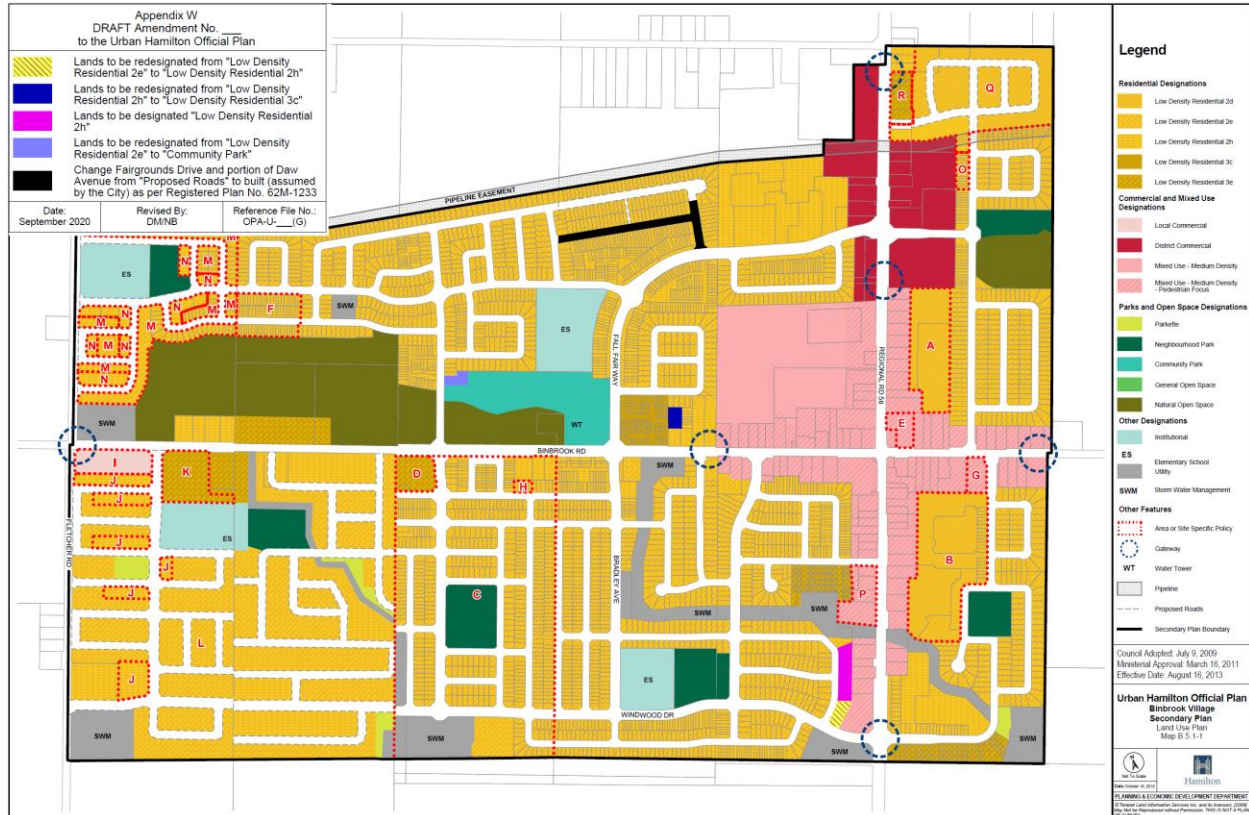




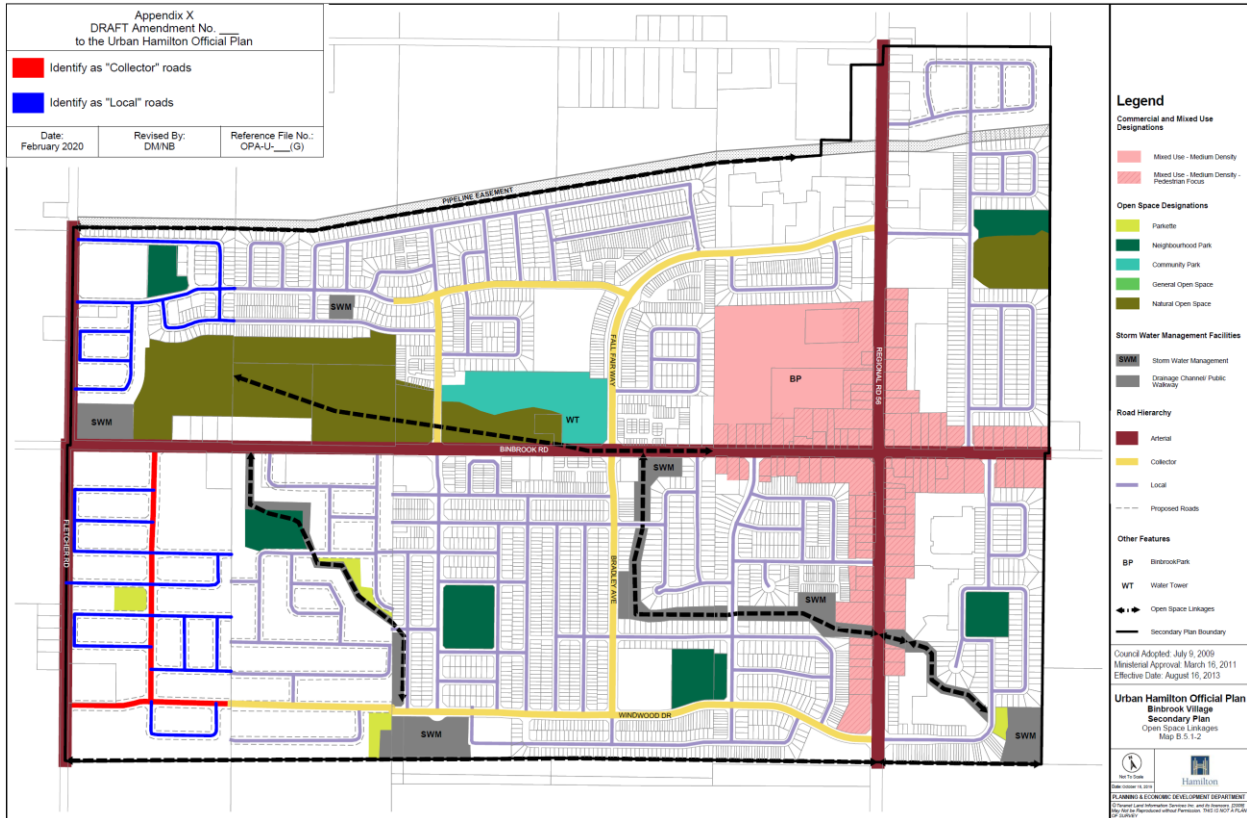


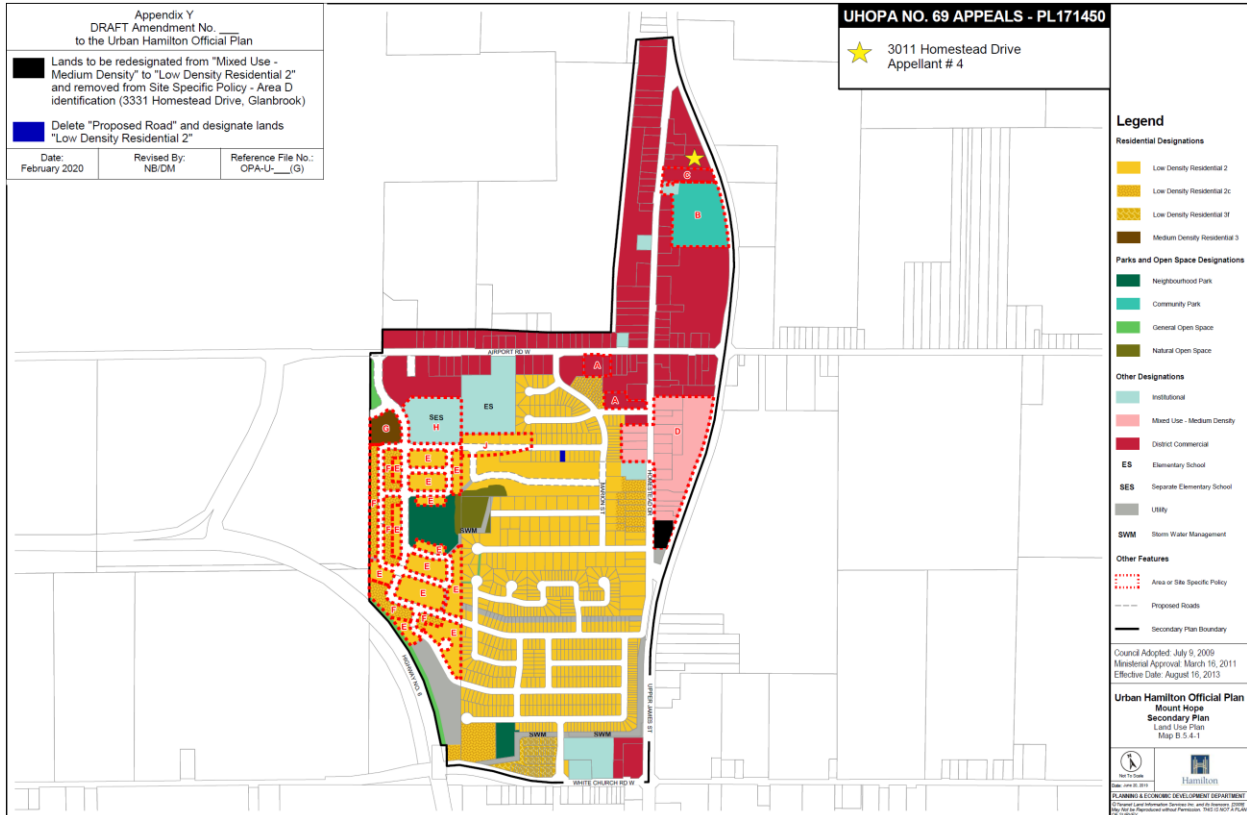




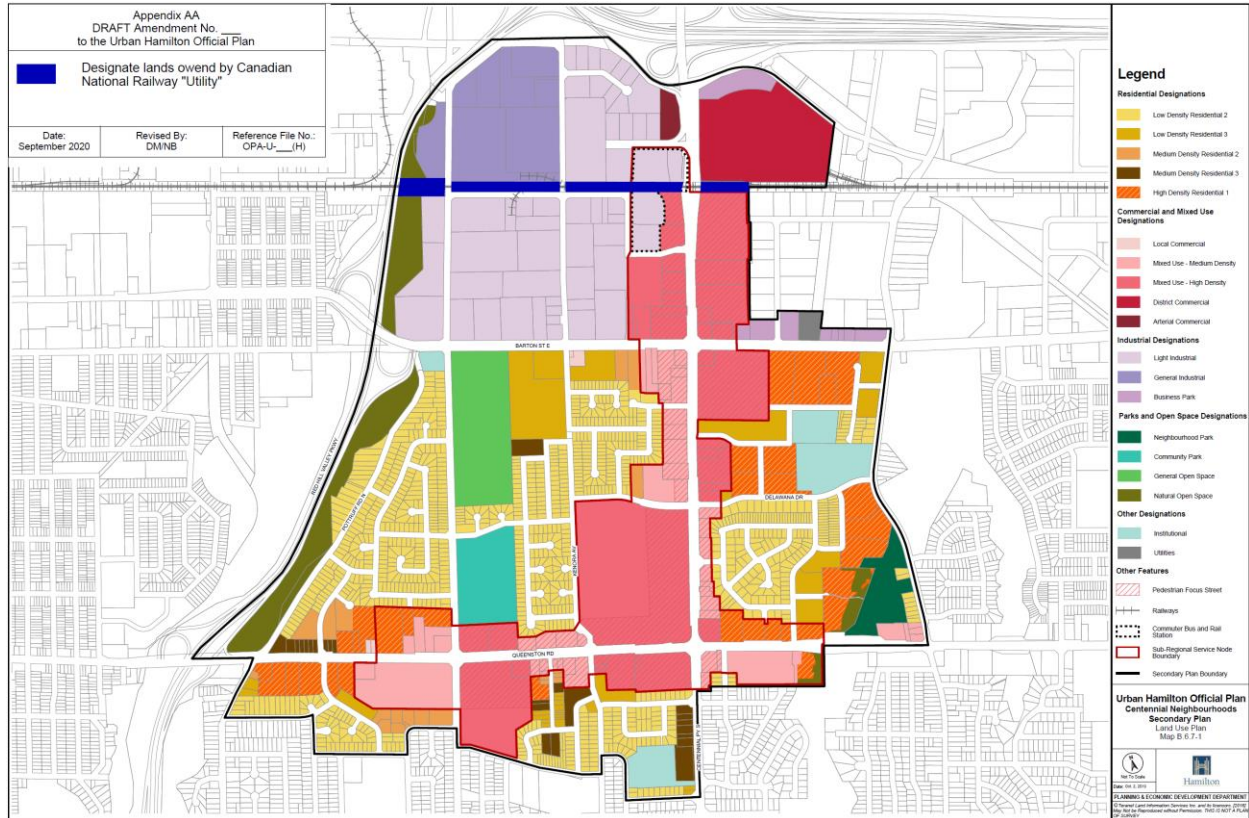




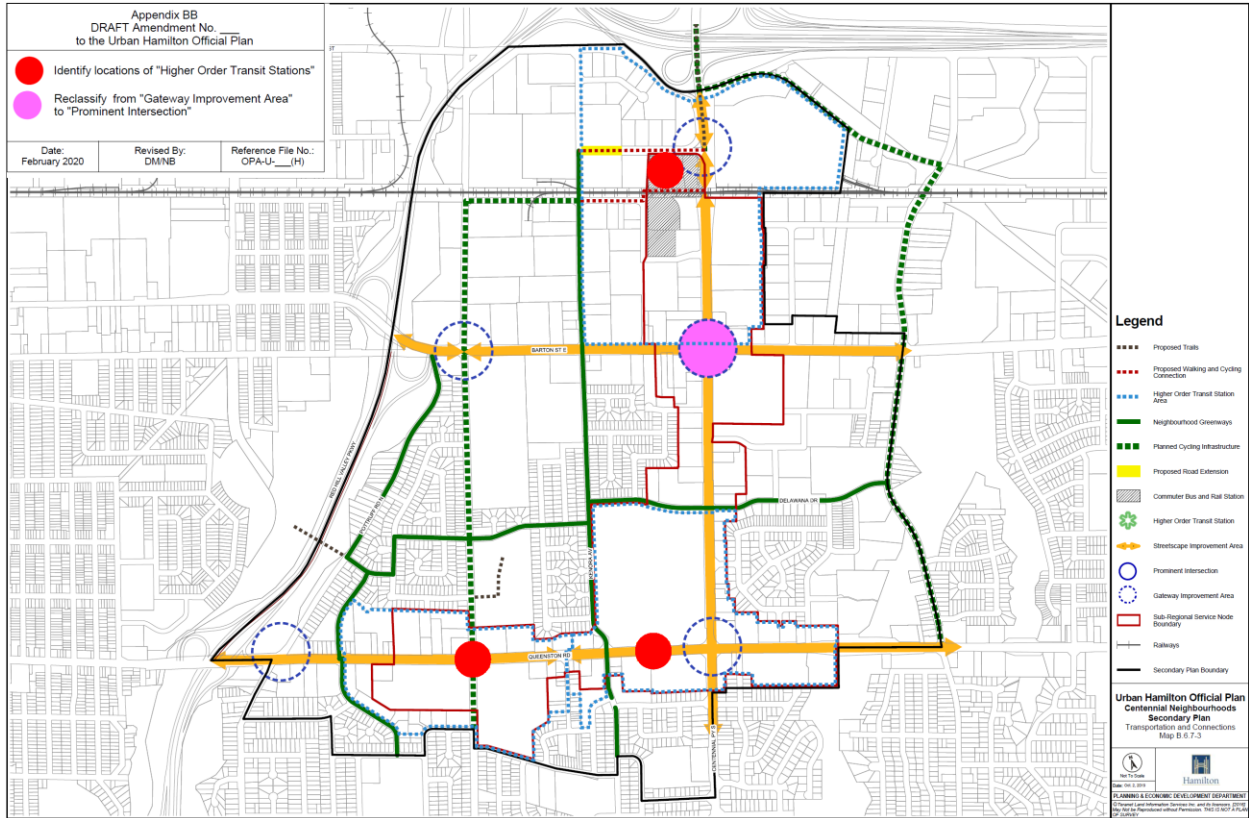


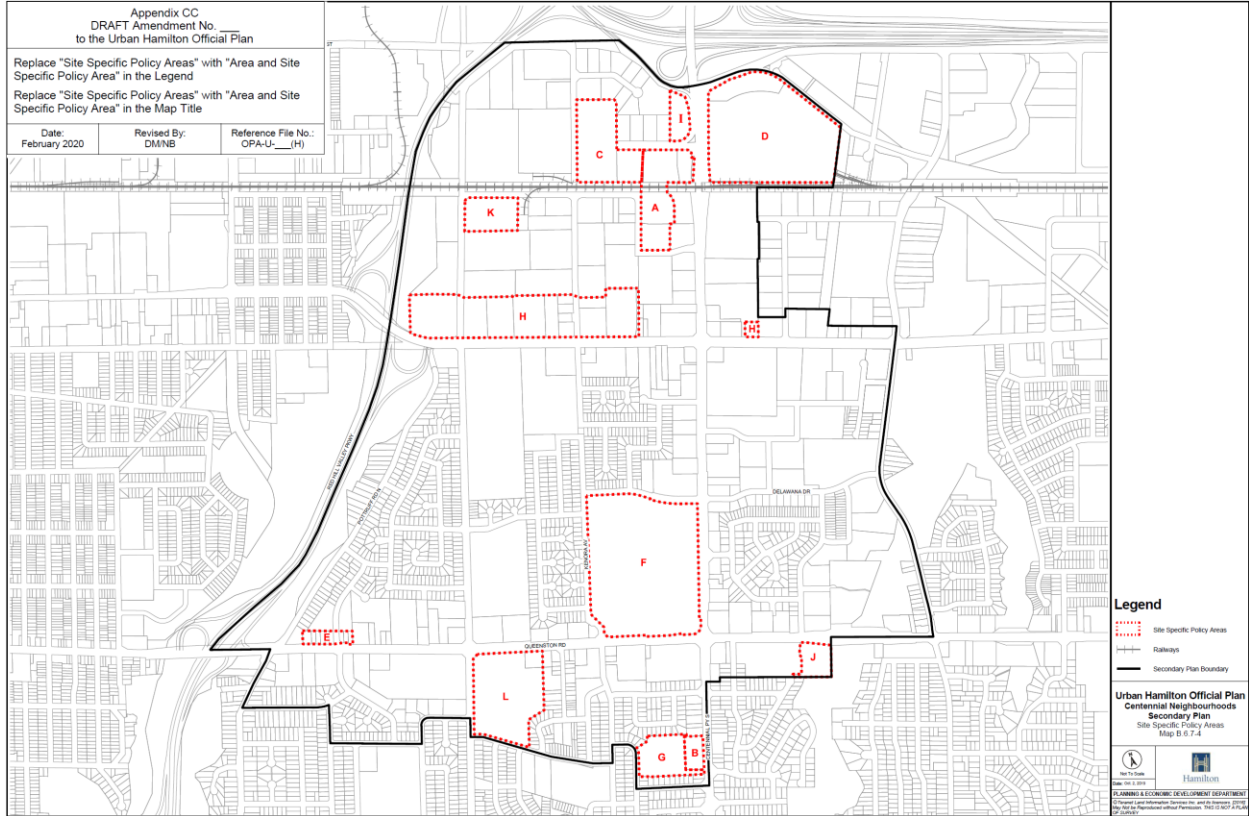


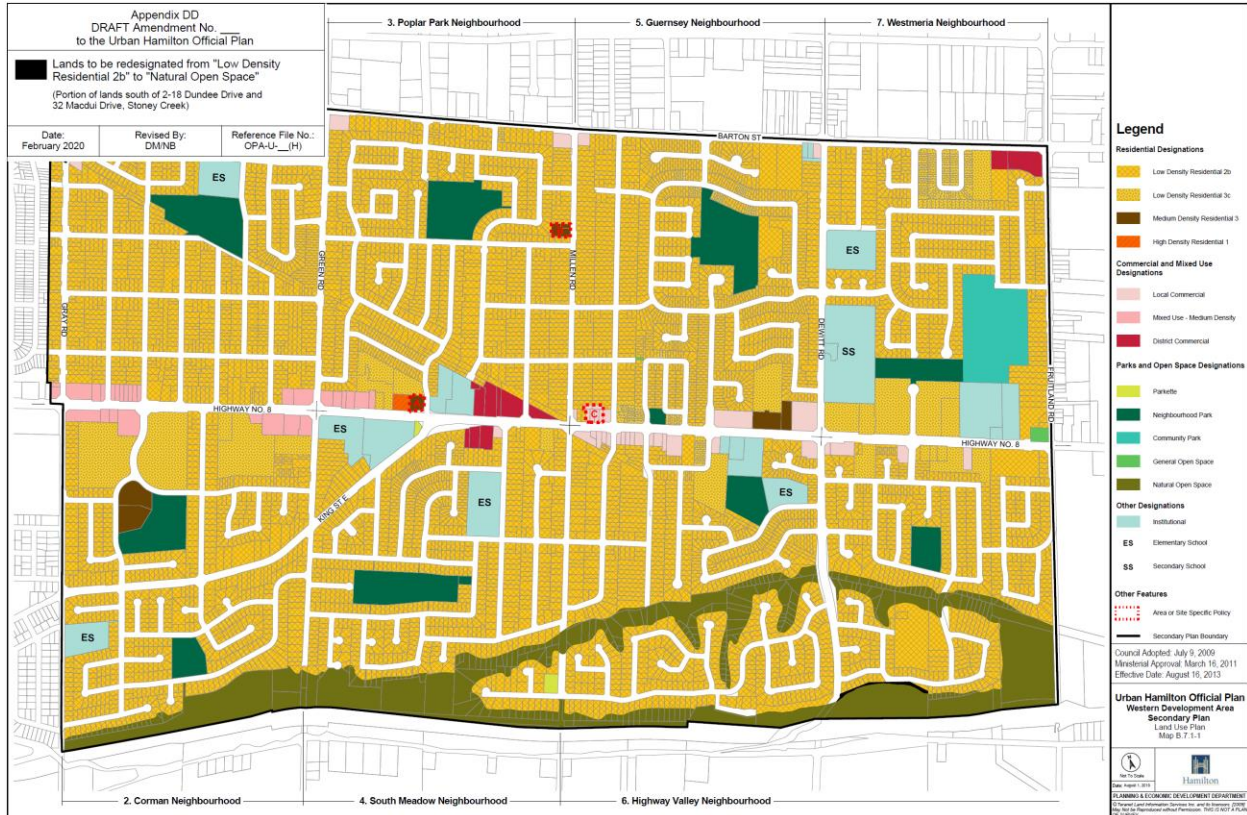


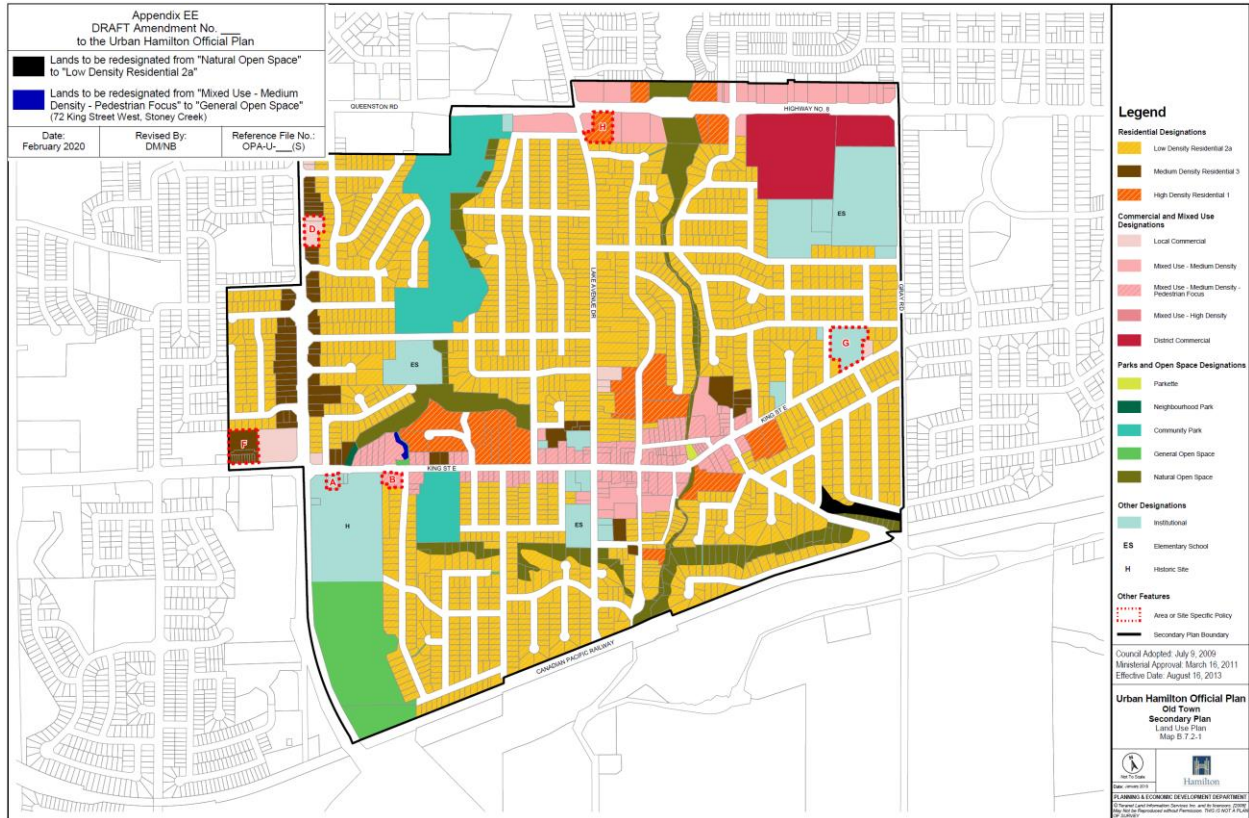




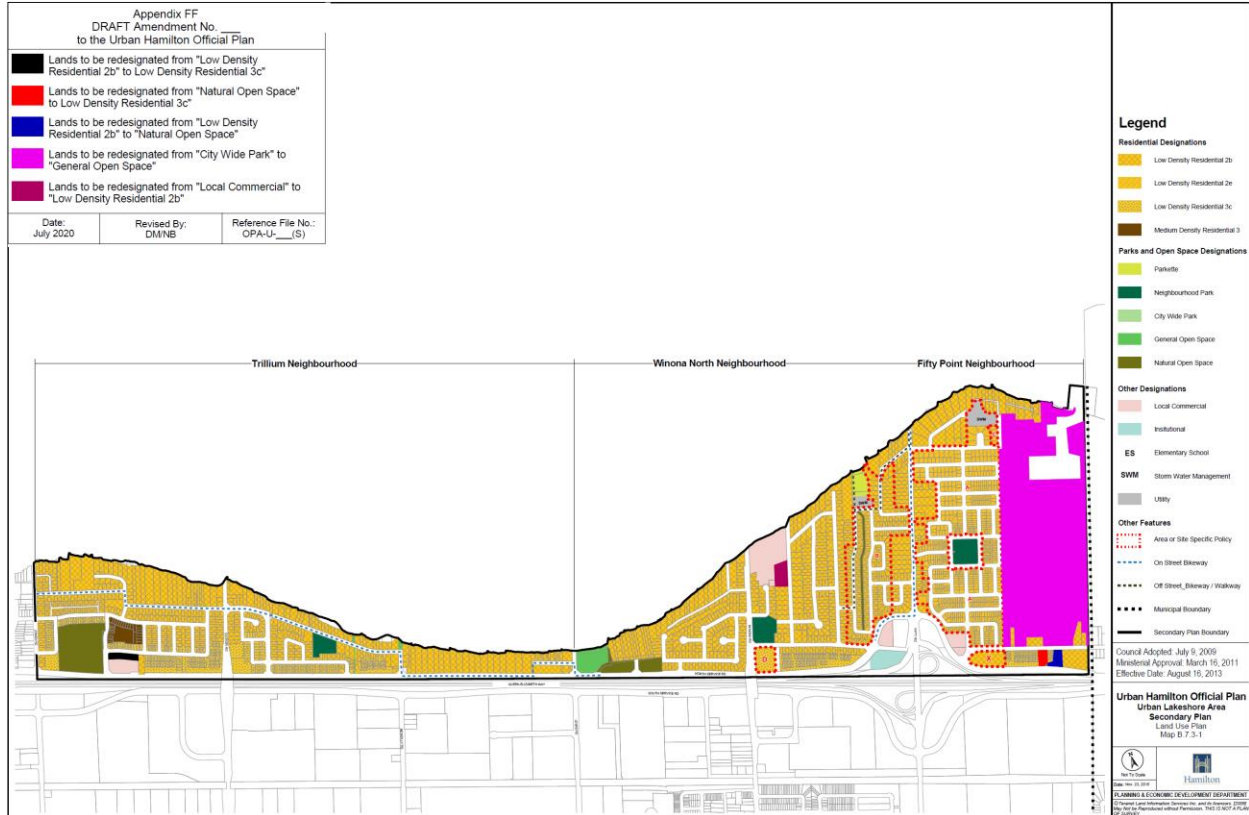


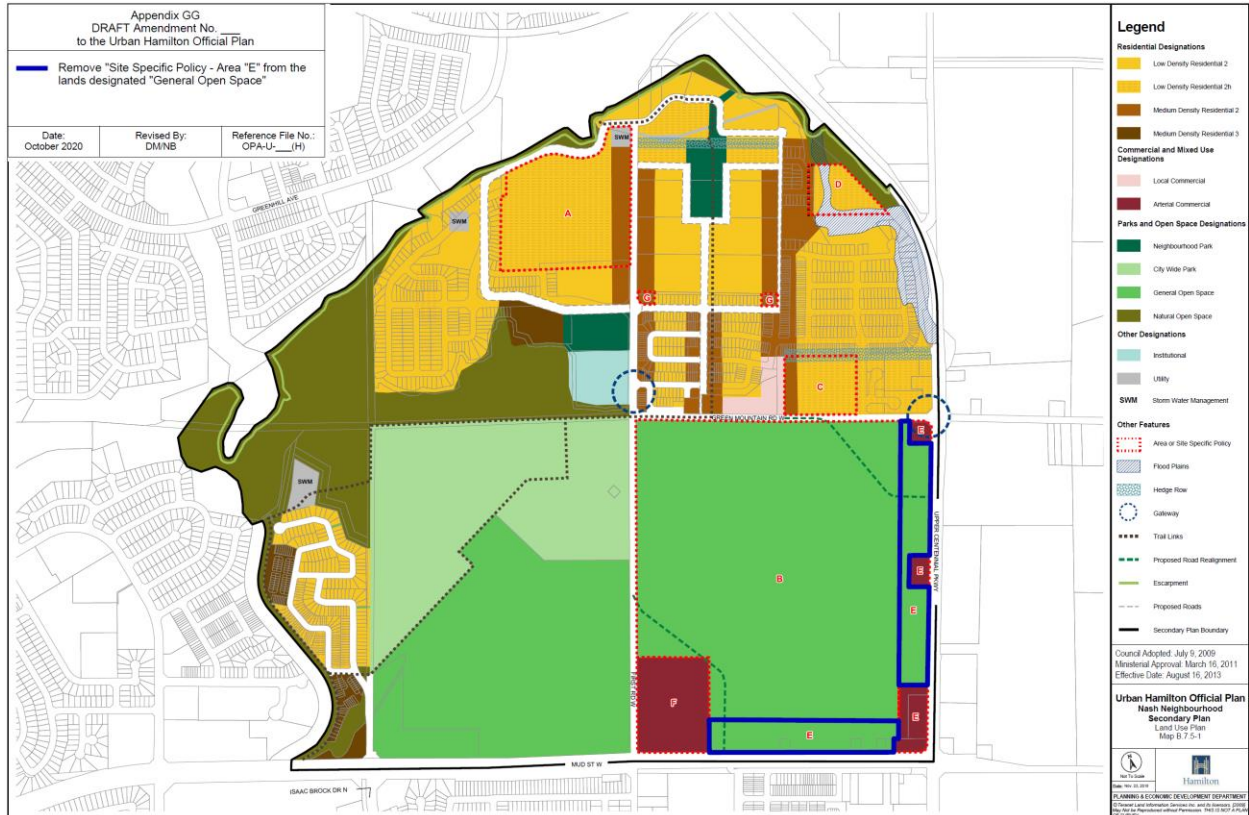


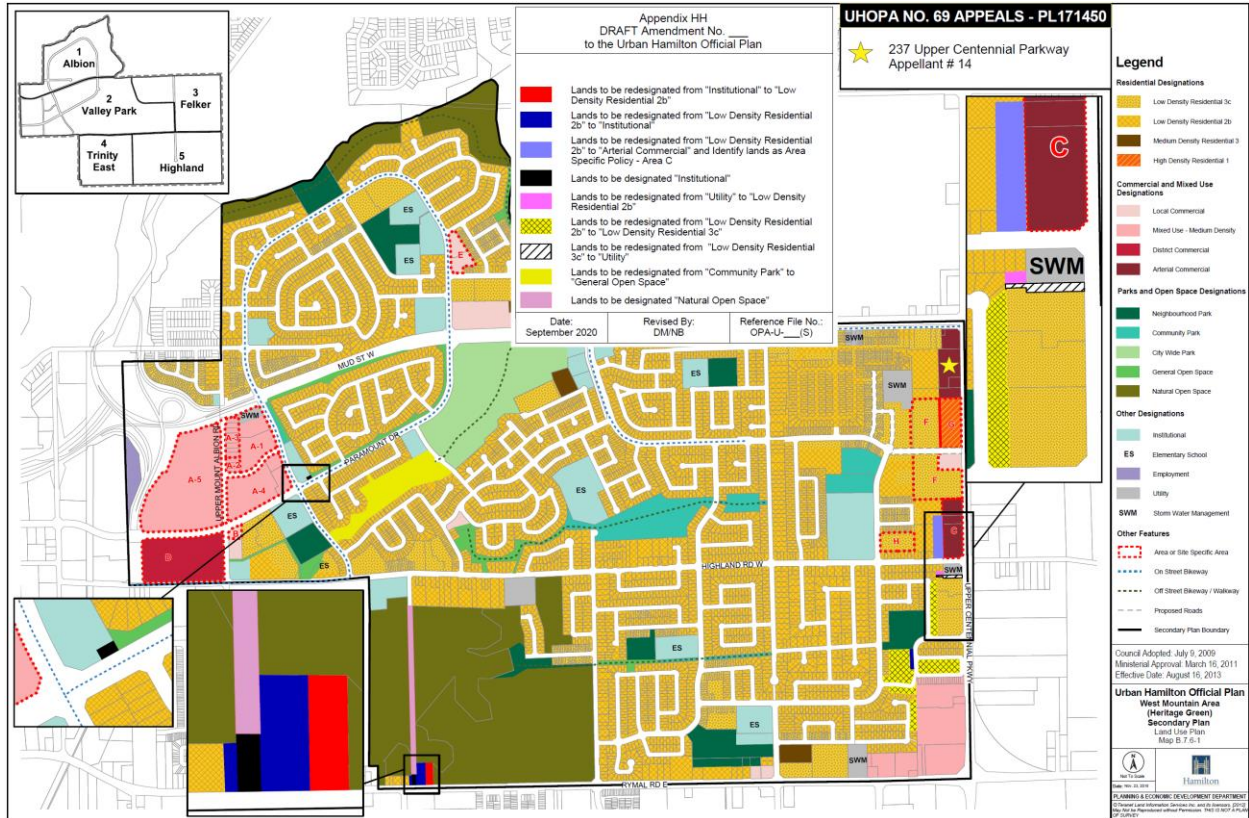
















Appendix “JJ” – Volume 3, Chapter B – Area Specific Policies

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<p><del>Grey highlighted strikethrough text</del> = text to be deleted</p>	<p><b>Bolded text</b> = text to be added</p>
<p>UH-1 Lands located along the edge of the Bayfront Employment Area, Hester Street, and west of Upper Wellington Street, north of Hester Street</p> <p>1.0 Area Specific UH-1, comprised of UH-1a to UH-1g inclusive, shown on Maps H-1, <del>H-2, H-3 and to H-5 inclusive</del> include the following areas:</p> <p>e) The lands south of Barton Street in the McQuesten West Neighbourhood designated Arterial Commercial shown as UH-1e on Map H-3; <b>and, ...</b></p> <p>1.1 Notwithstanding Sections C.3.4 – Utility Designation, E.3 – Neighbourhoods Designation, and E.4 – Commercial and Mixed Use Designations of Volume 1, lands within Area Specific UH-1 on Maps H-1, <b>H-2, H-3 and to H-5 inclusive</b> shall be zoned to allow for the continuation of existing industrial or commercial uses that are compatible with surrounding non-employment land uses.</p>	<p>UH-1 Lands located along the edge of the Bayfront Employment Area, Hester Street, and west of Upper Wellington Street, north of Hester Street</p> <p>1.0 Area Specific UH-1, comprised of UH-1a to UH-1g inclusive, shown on Maps H-1, H-2, H-3 and H-5 include the following areas:</p> <p>e) The lands south of Barton Street in the McQuesten West Neighbourhood designated Arterial Commercial shown as UH-1e on Map H-3; and, ...</p> <p>1.1 Notwithstanding Sections C.3.4 – Utility Designation, E.3 – Neighbourhoods Designation, and E.4 – Commercial and Mixed Use Designations of Volume 1, lands within Area Specific UH-1 on Maps H-1, H-2, H-3 and H-5 shall be zoned to allow for the continuation of existing industrial or commercial uses that are compatible with surrounding non-employment land uses.</p>
<p>USC-4 Lands located north of the QEW on the east <del>and west</del> side of the Fruitland Road/QEW interchange and south of North Service Road <del>and Lakeview Drive</del>.</p>	<p>USC-4 Lands located north of the QEW on the east side of the Fruitland Road/QEW interchange and south of North Service Road.</p>

Appendix “KK” – Volume 3, Chapter C – Site Specific Policies

<b>Proposed Change</b>	<b>Proposed New / Revised Policy</b>
<del>Grey highlighted strikethrough text</del> = text to be deleted	<b>Bolded text</b> = text to be added
UHC-6 Lands located at 55 Rymal Road East, <b>former City of Hamilton</b>	UHC-6 Lands located at 55 Rymal Road East, former City of Hamilton
Add Site Specific Policy UHC-X.	<p>UHC-X Lands located at 130-136 Kenilworth Street North and 473 Concession Street, former City of Hamilton</p> <p>1.0 Notwithstanding the uses permitted in Section E.4.6.5 b) – Mixed Use – Medium Density Designation, for the lands located at 130-136 Kenilworth Street North and 473 Concession Street, drive through facilities shall be permitted within <i>existing</i> buildings.</p>
Add Site Specific Policy UHE-X.	<p>UHE-X Lands located at 1375 Stone Church Road East and 60 Arbour Road, former City of Hamilton</p> <p>1.0 In addition to the uses permitted in Policy E.5.4.3 – Employment Area – Business Park Designation of Volume 1, for the lands designated Employment Area – Business Park, located at 1375 Stone Church Road East and 60 Arbour Road, a wedding chapel having a maximum gross floor area of 300 square metres may also be permitted.</p> <div data-bbox="841 1077 1328 1549" style="border: 1px solid black; padding: 5px; margin-top: 10px;"> </div> <p style="text-align: center; margin-top: 10px;">Site Specific Policy UHE-X: 1375 Stone Church Road East and 60 Arbour Road, Hamilton</p>

