

# Proposed Text Amendments – UHOP Volume 2

Grey highlighted strikethrough text = text to be deleted

**Bolded text** = text to be added

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
<b>Volume 2, Chapter B.2 – Ancaster Secondary Plans</b>			
<p>B.2.3.2.1 Garner Neighbourhood Secondary Plan</p>	<p><del>B.2.3.2.1 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><del>a) 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 located at Nos. 515 (front portion), 523, 527 and 535 Garner Road East shall have a maximum gross leasable area of 1,800 square metres on a site of ±0.8 hectares.</del></p> <p><del>b) 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><del>c) 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</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>For Policy B.2.3.2.1 a): UHOPA No. 25 redesignated the westerly “Local Commercial” lands to “Low Density Residential 2c” and identified the lands as “Site Specific Policy – Area B”. Therefore, the first sentence in Policy B.2.3.2.1 a) is redundant.</p> <p>The second sentence in Policy B.2.3.2.1 a) pertains to the easterly “Local Commercial” site and, since those lands are already subject to Policy B.2.3.6.1 “Site Specific Policy – Area A”, it is appropriate to include the intensity of use provision in Policy B.2.3.6.1 (see below).</p> <p>For Policy B.2.3.1. b): This policy has been deleted because Policy E.3.8.9 c) of Volume 1 addresses matters of compatibility of Local</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	<p><b>apply to the lands designated Local Commercial on Map B.2.3-1 – Garner Neighbourhood Secondary Plan – Land Use Plan.</b></p>		<p>Commercial uses with the surrounding area.</p> <p>For Policy B.2.3.2.1 c): The Commercial and Mixed Zoning By-law Amendment (By-law No. 17-240) included the rezoning of these lands, which are also subject to Site Plan Control.</p>
<p>B.2.3.6.1 Garner Neighbourhood Secondary 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><del>a) b)</del> <b>b)</b> 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><del>b) c)</del> <b>c)</b> Until the Holding provision is removed and the lands are redeveloped, ...</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>The intensity of use reference proposed to be removed from Policy B.2.3.2.1 a) is more appropriately referenced in this Site Specific Policy. New Policy B.2.3.6.1 a) is consistent with the Site Specific Exception No. 328 of Hamilton Zoning By-law No. 05-200, which was established through the Commercial and Mixed Zoning By-law Amendment No. 17-240.</p> <p>Grammatical change in Policy B.2.3.6.1 b) as well as renumbering of policies required.</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	<p><del>e)</del> <b>d)</b> Access to the planned residential uses on the rear portion of the subject land ...</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) Meadowlands Mixed Use Secondary Plan</p>	<p>B.2.4.5.1 a) <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 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> Only restaurants with table service shall be permitted. Fast food restaurants and restaurants with drive-through service shall be prohibited.</p> <p><del>ii)</del> <b>iii)</b> Food stores and department stores shall have a maximum floor area of 950 square metres.</p> <p><del>iii)</del> <b>iv)</b> A maximum of two commercial buildings shall be permitted.</p> <p><del>iv)</del> <b>v)</b> The majority of parking areas shall be located to the rear or side(s) of the building(s) and the frontage</p>	<p>B.2.4.5.1 a) 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 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</p>	<p>The Mixed Use – Medium Density Designation policies within Section E.4.6 of Volume 1 continue to apply, with a few additions /exceptions listed in this section.</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	<p>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>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)</p> <p>Meadowlands Mixed Use Secondary Plan</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> the 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>The Mixed Use – Medium Density Designation policies within Section E.4.6 of Volume 1 continue to apply, with the additions /exceptions listed in this section.</p>
<p>B.2.4.5.1 c)</p> <p>Meadowlands Mixed Use Secondary Plan</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>The Mixed Use – Medium Density Designation policies within Section E.4.6 of Volume 1 continue to apply, with the additions /exceptions listed in this section.</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
<p>B.2.8.16.11</p> <p>Ancaster Wilson Street Secondary Plan</p>	<p>B.2.8.16.11 Site Specific Policy – Area K</p> <p>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 – Medium Density – Pedestrian Focus, and known as 280 Wilson Street East, the following policy shall apply:</p> <p>b) In addition to Policy B.2.8.8.5 a), building height shall not exceed 3 storeys for new development where:</p> <p>ii) the existing heritage building on lands located at 280 Wilson Street East is retained on site.</p>	<p>B.2.8.16.11 Site Specific Policy – Area K</p> <p>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 – Medium Density – Pedestrian Focus, and known as 280 Wilson Street East, the following policy shall apply:</p> <p>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>Grammatical / formatting change.</p>
<p><b>Volume 2, Chapter B.4 – Flamborough Secondary Plans</b></p>			
<p>B.4.3.3.3 d)</p> <p>Waterdown South Secondary Plan</p>	<p><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>Deleted in its entirety.</p>	<p>Volume 1 policy changes permit second dwelling units within a single detached, semi-detached, or row house (townhouse) dwelling throughout the City. The existing Volume 2 policy is considered redundant.</p>
<p><b>Volume 2, Chapter B.5 – Glanbrook Secondary Plans</b></p>			
<p>B.5.1.11.1 c)</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</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</p>	<p>OPA No. 109 (By-law No. 18-218) changed the term “road widening” to “right-of-way dedication” in other</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
Binbrook Village Secondary Plan	<p>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>:</p> <p>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>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>:</p> <p>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>policy references, but inadvertently excluded these references. Proposed changes ensure consistency throughout the UHOP.</p>
B.5.1.11.7 a) Binbrook Village Secondary Plan	<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:</p> <p>a) The by-pass shall extend west from Regional Road 56 to Binbrook Road, <del>as</del> identified <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:</p> <p>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>The by-pass intending to reduce the amount of traffic from the village core is Fall Fair Way, which was initially established through Registered Plan No. 1078.</p> <p>Grammatical change.</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
<p>B.5.2.8.3 a) and c)</p> <p>Rymal Road Secondary Plan</p>	<p>Arterial Roads</p> <p>B.5.2.8.3 In addition to Section C.4.5 – Roads Network, the following policies shall apply to lands within the Rymal Road Secondary Plan area:</p> <p>a) Trinity Church Road shall be realigned at Rymal 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>Arterial Roads</p> <p>B.5.2.8.3 In addition to Section C.4.5 – Roads Network, the following policies shall apply to lands within the Rymal Road Secondary Plan area:</p> <p>a) Trinity Church Road shall be realigned at Rymal 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 right-of-way dedication will be taken equally from both sides of Trinity Church Road where it bounds the Rymal Road Secondary Plan area.</p>	<p>OPA No. 109 (By-law No. 18-218) changed the term “road widening” to “right-of-way dedication” in other policy references, but inadvertently excluded these references. Proposed changes ensure consistency throughout the UHOP.</p>
<p>B.5.2.12.1 a)</p> <p>Rymal Road Secondary Plan</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 along</b> of Rymal</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>OPA No. 109 (By-law No. 18-218) changed the term “road widening” to “right-of-way dedication” in other policy references, but inadvertently excluded these references. Proposed changes ensure</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	<p>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</del> <b>from</b> the Lincoln Alexander Parkway; <del>and,</del></p> <p><del>iii</del>iv) the construction of a new signalized collector road intersection with Regional Road 56.</p> <p><del>ii-iii</del>) <del>and</del> 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>;</del> <b>and,</b></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>consistency throughout the UHOP.</p> <p>Separating policies and grammatical changes improves clarity.</p>
<p>B.5.4.9.1 Mount Hope Secondary Plan</p>	<p>B.5.4.9.1 Noise and Other Airport Impacts 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 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>Airport Employment Growth District includes the lands formerly referred to as the Airport Business Park.</p>



## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
<p>B.5.4.11.4 Mount Hope Secondary Plan</p>	<p>Area Specific Policy – Area D B.5.4.11.4 The following policies shall apply to lands located at 3239 to 3331<del>29</del> Homestead Drive and 3260 to 3300 Homestead Drive, designated “Mixed Use – Medium Density” on Map B.5.4-1 – Mount Hope Secondary Plan Land Use Plan ...</p>	<p>Area Specific Policy – Area D 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 Use – Medium Density” on Map B.5.4-1 – Mount Hope Secondary Plan Land Use Plan ...</p>	<p>Staff Report No. PED18197 identified that once the LPAT issued a Decision regarding OPA No. 69 (By-law No. 17-239), lands located at 3331 Homestead Drive should be removed from Site Specific Policy – Area D. LPAT approved OPA No. 69 on December 24, 2018 and corresponding mapping changes are proposed in Appendix “C3” to Report No. PED20201.</p>
<p>B.5.4.11.9 Mount Hope Secondary Plan</p>	<p>Delete Site Specific Policy – Area I in its entirety.  <del>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></p>		<p>OPA No. 117 (By-law No. 18-290) came into force and effect on October 30, 2018, which established Site Specific Policy – Area I to permit the development of four (4) single detached dwellings. However, the identification was removed from the Mount Hope Secondary Plan Land Use Plan when the LPAT approved OPA No. 69 (By-law No. 17-239) on December 24, 2018. Staff Report No. PED18197 identified that once the LPAT issued a Decision regarding OPA No. 69, the lands should be removed from Site Specific Policy –</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
			<p>Area D and redesignated “Low Density Residential 2” to reflect the proposed development of four (4) single detached dwellings.</p> <p>Proposed changes to Schedule E-1 will reflect the Secondary Plan changes. The current Zoning of the lands is within Hamilton Zoning By-law No. 05-200 and will be updated once the new residential zoning implementation is completed.</p>
<p>B.5.4.11.10 Mount Hope Secondary Plan</p>	<p>B.5.4.11.10 Area Specific Policy – Area J</p> <p>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.</p>	<p>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.</p>	<p>Number “5” inadvertently excluded.</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
<b>Volume 2, Chapter B.6 – Hamilton Secondary Plans</b>			
<p>B.6.1.12.2</p> <p>Downtown Hamilton Secondary Plan</p>	<p>B.6.1.12.2 <del>Public right-of-way 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.</p>	<p>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.</p>	<p>OPA No. 109 (By-law No. 18-218) changed the term “road widening” to “right-of-way dedication” in other policy references, but inadvertently excluded these references. Proposed changes ensure consistency throughout the UHOP.</p>
<p>B.6.1.12.19</p> <p>Downtown Hamilton Secondary Plan</p>	<p>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.</p>	<p>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.</p>	<p>OPA No. 109 (By-law No. 18-218) changed the term “road widening” to “right-of-way dedication” in other policy references, but inadvertently excluded this reference. Proposed change ensures consistency throughout the UHOP.</p>
<p>B.6.1.15.1 c) i) and ii)</p> <p>Downtown Hamilton Secondary Plan</p>	<p>B.6.1.15.1 <b>Area A-1</b> 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</p>	<p>B.6.1.15.1 <b>Area A-1</b> 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,</p>	<p>Formatting error.</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	<p>plant for the generation and transmission of heat, steam and electricity shall be permitted provided the following criteria are met:</p> <p><del>ii</del> i) the proposed noise levels and emissions from the utility operation comply with provincial requirements; and,</p> <p><del>iii</del> 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>a utility plant for the generation and transmission of heat, steam and electricity shall be permitted provided the following criteria are met:</p> <p>i) the proposed noise levels and emissions from the utility operation comply with provincial requirements; and,</p> <p>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) i) Ainslie Wood Westdale Secondary Plan</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:</p> <p>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. <del>Existing, legal 3, 4,</del></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:</p> <p>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>Volume 1 policy changes permit second dwelling units within a single detached, semi-detached, or row house (townhouse) dwelling throughout the City. Therefore, the sentence in this Volume 2 policy is considered redundant. Other policy changes improve clarity.</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	<del>and 5-plexes shall be recognized as permitted uses.</del>		
B.6.2.7.2 c)  Ainslie Wood Westdale Secondary Plan	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>eb</del> – Mixed Use – Medium Density Designation.	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.	Policy reference error.
B.6.2.17.6  Ainslie Wood Westdale Secondary Plan	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:	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:	Numbering error.
B.6.6.12.2.11  Strathcona Secondary Plan	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.	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.	OPA No. 109 (By-law No. 18-218) changed the term “road widening” to “right-of-way dedication” in other policy references, but inadvertently excluded these references. Proposed changes ensure consistency throughout the UHOP.
B.6.7	B.6.7 The planning framework for the Centennial Node supports	B.6.7 The planning framework for the Centennial Node supports	Map B.6.7-3 – Transportation and

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
Centennial Neighbourhoods Secondary Plan	provincial policy directions regarding 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 areas</del> <b>higher order transit station areas</b> and along priority <i>transit</i> corridors.	provincial policy directions regarding 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</i> station areas and along priority <i>transit</i> corridors.	Connection refers to these locations as “Higher Oder Transit Station Areas”, so this change is for consistency.
B.6.7.3.1 i) Centennial Neighbourhoods Secondary Plan	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;	B.6.7.3.1 Land Use i) Promote and encourage appropriate development in proximity to <i>higher order transit</i> stations in support of and to take advantage of investment in public transit;	Map B.6.7-3 – Transportation and Connection refers to these locations as “Higher Oder Transit Stations”, so this change is for consistency.
B.6.7.3.2 f) Centennial Neighbourhoods Secondary Plan	B.6.7.3.2 Urban Design f) Encourage public space enhancements at <del>major transit station areas</del> <b>in higher order transit station areas</b> to support opportunities for gathering and social interaction; and,	B.6.7.3.2 Urban Design f) Encourage public space enhancements in <i>higher order transit</i> station areas to support opportunities for gathering and social interaction; and,	Map B.6.7-3 – Transportation and Connection refers to these locations as “Higher Oder Transit Station Areas”, so this change is for consistency.
B.6.7.5.1 g) Centennial Neighbourhoods Secondary Plan	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.	B.6.7.5.1 g) The minimum building height for all buildings on lands with frontage on Queenston Road shall be 3 storeys.	Provides greater clarity that the minimum building height applies all buildings fronting Queenston Road.
B.6.7.5.1 i) Centennial Neighbourhoods Secondary Plan	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	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 –	Provides greater clarity that existing buildings are still permitted (i.e., if there is a consent), even though they may not meet the minimum height requirement. Section 4.21 of Hamilton Zoning By-law No. 05-200 permits

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	<p>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>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>modest expansions from a Zoning perspective. In addition, this policy provides greater clarity in that only limited small scale additions are permitted within this designation; whereas Volume 1, Policy F.1.12.9 does not specify such a restriction elsewhere in the Urban Area.</p>
<p>B.6.7.7.3 d)                      Centennial Neighbourhoods Secondary Plan</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>Reference correction. The Transition Areas Map is identified as Appendix A in the Secondary Plan.</p>
<p>B.6.7.7.4 e)                      Centennial Neighbourhoods Secondary Plan</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 Areas, 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 A – Centennial Neighbourhoods – Transition Areas, development shall demonstrate an appropriate transition to adjacent uses and is subject to Policy B.6.7.13.</p>	<p>Reference correction. The Transition Areas Map is identified as Appendix A in the Secondary Plan.</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
<p>B.6.7.8</p> <p>Centennial Neighbourhoods Secondary Plan</p>	<p>B.6.7.8 Employment Area Designations</p> <p>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>.</p>	<p>B.6.7.8 Employment Area Designations</p> <p>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>.</p>	<p>Map B.6.7-3 – Transportation and Connection refers to these locations as “Higher Oder Transit Stations”, so this change is for consistency.</p>
<p>B.6.7.12.3 a) and b)</p> <p>Centennial Neighbourhoods Secondary Plan</p>	<p>B.6.7.12.3 Streetscape and Public Realm</p> <p>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. ...</p> <p>b) The <i>development</i> 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>.</p>	<p>B.6.7.12.3 Streetscape and Public Realm</p> <p>a) Proposed <i>higher order transit station areas</i> have been conceptually identified on Map B.6.7-3 – Centennial Neighbourhoods – Transportation Connections. ...</p> <p>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>.</p>	<p>Map B.6.7-3 – Transportation and Connection refers to these locations as “Higher Oder Transit Stations” and “Higher Order Transit Station Areas”, so this change is for consistency.</p>
<p>B.6.7.15.3 b) and c)</p>	<p>B.6.7.15.3 Public Transit Network and Rapid Transit</p> <p>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</p>	<p>B.6.7.15.3 Public Transit Network and Rapid Transit</p> <p>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</p>	<p>Map B.6.7-3 – Transportation and Connection refers to these locations as “Higher Oder Transit Stations” and “Higher Order Transit</p>



## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
Centennial Neighbourhoods Secondary Plan	<p>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.</p> <p>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>.</p>	<p>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.</p> <p>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>.</p>	Station Areas”, so this change is for consistency.
B.6.7.17 d) Centennial Neighbourhoods Secondary Plan	<p>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 <del>that</del> the cost of any <b>necessary</b> growth-related improvements <del>needed are</del> <b>is</b> incorporated into the capital budget planning process.</p>	<p>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.</p>	Grammatical changes.
B.6.7.18 Centennial Neighbourhoods Secondary Plan	<p>B.6.7.18 <b>Area and Site Specific Policies</b></p> <p><b>Area and Site Specific Policy</b> Areas have been identified on Map B.6.7-4 – Centennial Neighbourhoods</p>	<p>B.6.7.18 <b>Area and Site Specific Policies</b></p> <p>Area and Site Specific Policy Areas have been identified on Map B.6.7-4 – Centennial</p>	Policy section contains both Area and Site Specific Policies.

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	Secondary Plan – <b>Area and Site Specific Policy Areas.</b>	Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas.	
B.6.7.18.1  Centennial Neighbourhoods Secondary Plan	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 – Area A</b> on Map B.6.7-4 – Centennial Neighbourhoods – <b>Area and Site Specific Policy Areas</b> , the following policies shall apply:	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:	Uses naming convention for Site Specific Policy Areas that is consistent with the UHOP.
B.6.7.18.2  Centennial Neighbourhoods Secondary Plan	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 – Area B</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.6.7.18.2 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:	Uses naming convention for Site Specific Policy Areas that is consistent with the UHOP.
B.6.7.18.3	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>	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	Uses naming convention for Site Specific Policy Areas that is consistent with the UHOP.

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
Centennial Neighbourhoods Secondary Plan	– Area C on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – <b>Area and Site Specific Policy Areas</b> , the following additional policies shall apply:	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:	
B.6.7.18.4 Centennial Neighbourhoods Secondary Plan	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 – Area D</b> on Map B.6.7-14 – Centennial Neighbourhoods Secondary Plan – <del>Land Use Plan</del> <b>Area and Site Specific Policy Areas</b> , the following policies shall apply:	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:	Incorrect reference to associated mapping. Map B.6.7-14 – Centennial Neighbourhoods Secondary Plan – Land Use Plan does not identify any Area or Site Specific Policy Areas. Uses naming convention for Site Specific Policy Areas that is consistent with the UHOP.
B.6.7.18.5 Centennial Neighbourhoods Secondary Plan	B.6.7.18.5 Area/ <del>Site</del> Specific Policy – Area E (505 to 537 Queenston Road) For lands located at 505 to 537 Queenston Road, designated Medium Density Residential 3 and 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:	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 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:	Provides greater clarity. Uses naming convention for Area Specific Policy Areas that is consistent with the UHOP.
B.6.7.18.6	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	B.6.7.18.6 a) Site Specific Policy – Area F (Eastgate Square Mall) is the largest commercial site in the Centennial Neighbourhoods	Uses naming convention for Site Specific Policy Areas that is consistent with the UHOP.

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
Centennial Neighbourhoods Secondary Plan	Secondary Plan, and is the focal point of the Centennial Node. ...	Secondary Plan, and is the focal point of the Centennial Node. ...	
B.6.7.18.8 Centennial Neighbourhoods Secondary Plan	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, ...	Uses naming convention for Area Specific Policy Areas that is consistent with the UHOP.
B.6.7.18.9 Centennial Neighbourhoods Secondary Plan	B.6.7.18.9 <del>Area</del> <b>Site Specific Policy – Area I</b> (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:	Uses naming convention for Site Specific Policy Areas that is consistent with the UHOP.
B.6.7.18.10 Centennial Neighbourhoods Secondary Plan	B.6.7.18.10 <del>Area</del> <b>Site Specific Policy – Area J</b> (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.6.7.18.10 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	Uses naming convention for Site Specific Policy Areas that is consistent with the UHOP.

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	B.6.7-4 – Centennial Neighbourhoods Secondary Plan – <b>Area and Site Specific Policy Areas</b> , the following policies shall apply:	Neighbourhoods Secondary Plan – Area and Site Specific Policy Areas, the following policies shall apply:	
B.6.7.18.11 Centennial Neighbourhoods Secondary Plan	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</b> – Area K 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, ...	Uses naming convention for Site Specific Policy Areas that is consistent with the UHOP.
B.6.7.18.12 Centennial Neighbourhoods Secondary Plan	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 706 Queenston Road, designated Mixed Use – High Density and shown as <b>Area Specific Policy</b> – Area L on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – <b>Area and Site Specific Policy Areas</b> , the following policies shall apply:	B.6.7.18.12 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 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:	Uses naming convention for Area Specific Policy Areas that is consistent with the UHOP.

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
<b>Volume 2, Chapter B.7 – Stoney Creek Secondary Plans</b>			
<p>B.7.1.1.5 Western Development Secondary Plan</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>Housekeeping Amendment UHOPA No. 109 added this designation into the Western Development Area Secondary Plan as the designation applied to an “In-Between OPA” – OPA 162 to the Stoney Creek Official Plan (By-law 10-277) for lands located at 315 &amp; 319 Highway No. 8, Stoney Creek. Uses naming convention that is consistent with the UHOP.</p>
<p>B.7.2.8.8 Old Town Secondary 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>This policy was adopted by UHOPA No. 116 (By-law No. 18-294) and referenced Policy B.7.2.2.4 a) of Volume 2 because, at that time, there was reference to a net residential density range of 100-200 dwelling units per hectare. UHOPA No. 109 (By-law No. 18-218), which was a Housekeeping Amendment, removed that density range because it was a duplication of Policy E.3.6.6 b) of Volume 1, rendering the reference to Policy B.7.2.2.4</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
			a) of Volume 2 in this Site Specific Policy incorrect.
B.7.4.3 d) Fruitland Winona Secondary Plan	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 t</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>	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.	Editorial changes to provide consistent language and grammatical form as other policies listed under B.7.4.3 d), as well as greater clarity.
B.7.4.4.2 f) Fruitland Winona Secondary Plan	<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>	Deleted in its entirety.	Volume 1 policy changes permit secondary dwelling units within a single detached, semi-detached, or row house (townhouse) dwelling throughout the City. The existing Volume 2 policy is considered redundant.
B.7.4.10.16 e) Fruitland Winona Secondary Plan	B.7.4.10.16 Barton Street Pedestrian Promenade The Barton Street Pedestrian Promenade is a four-metre-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	B.7.4.10.16 Barton Street Pedestrian Promenade The Barton Street Pedestrian Promenade is a four-metre-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.	OPA No. 109 (By-law No. 18-218) changed the term “road widening” to “right-of-way dedication” in other policy references, but inadvertently excluded these references. Proposed changes ensure consistency throughout the UHOP.

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	<p>apply to the Barton Street Pedestrian Promenade and lands fronting the south side of Barton Street:</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>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>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 b) Fruitland Winona Secondary Plan</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:</p> <p>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:</p> <p>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>OPA No. 109 (By-law No. 18-218) changed the term “road widening” to “right-of-way dedication” in other policy references, but inadvertently excluded this reference. Proposed change ensures consistency throughout the UHOP.</p>
<p>B.7.6</p>	<p>B.7.6 West Mountain Area (Heritage Green) Secondary Plan</p>	<p>B.7.6 West Mountain Area (Heritage Green) Secondary Plan</p>	<p>Editorial error.</p>



## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
West Mountain (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</del> 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.	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.	
B.7.6.3.1 West Mountain (Heritage Green) Secondary Plan	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.	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.	Incorporation of new policies pertaining to the District Commercial Designation. Map B.7.6-1 – West Mountain (Heritage Green) Secondary Plan – Land Use Plan includes lands designated District Commercial. However, there were no corresponding policies referenced in the Secondary Plan.
B.7.6.3.3 West Mountain (Heritage Green) Secondary Plan	Add new policy to Section B.7.3 – West Mountain (Heritage Green) Secondary Plan as Policy B.7.6.3.3 and renumber subsequent policies accordingly.	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	Map B.7.6-1 – West Mountain (Heritage Green) Secondary Plan – Land Use Plan includes lands designated District Commercial. However, there were no corresponding policies

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
		(Heritage Green) Secondary Plan – Land Use Plan.	referenced in the Secondary Plan.
B.7.6.6 West Mountain (Heritage Green) Secondary Plan	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.	B.7.6.6 Institutional Designation	Incorporation of new policies corresponding to the Institutional Designation.
B.7.6.6.1 West Mountain (Heritage Green) Secondary Plan	B.7.6.6.1 Add new policy to Section B.7.6.3 – West Mountain (Heritage Green) Secondary Plan as Policy B.7.6.6.1.	B.7.6.6.1 Sections B.3.5 – Community 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.	Map B.7.6-1 – West Mountain (Heritage Green) Secondary Plan – Land Use Plan includes lands designated Institutional. However, there were no corresponding policies referenced in the Secondary Plan.
B.7.6.8.1 West Mountain (Heritage Green) Secondary 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.7.6.8.1 through B.7.6.8.16, 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.	Addition of new Policy B.7.6.6 Institutional Designation requires the renumbering of the Site and Area Specific Policies to B.7.6.9.
B.7.6.8.19 West Mountain (Heritage Green) Secondary Plan	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	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	Provides greater clarity.

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	<p>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></p> <p><del>a) 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.</p>	<p>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.</p>	
<p>B.7.6.8.21 a) West Mountain (Heritage Green) Secondary Plan</p>	<p>B.7.6.8.21 Area Specific Policy – Area E 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.</p>	<p>B.7.6.8.21 Area Specific Policy – Area E 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.</p>	<p>Provides greater clarity.</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
<b>Volume 2, Chapter B.8 – Airport Employment Growth Secondary Plan</b>			
<p>B.8.13.1 Airport Employment Growth District Secondary Plan</p>	<p><b>Cultural Heritage</b> 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 and/or Historical Interest. <del>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><b>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</b></p>	<p>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 and/or Historical Interest.</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 <i>development</i> proposals in their original use or an appropriate adaptive re-use shall be encouraged.</p> <p>B.8.13.3 Prior to approval of <i>development</i> applications, a <i>cultural heritage conservation plan statement</i> shall be prepared in accordance with Section B.3.4.2.11 of Volume 1.</p>	<p>Staff propose to divide the existing Policy B.8.13.1 into separate policies to provide greater clarity.</p> <p>New Policy B.8.13.1 is a written verbatim from the first statement in the existing Policy B.8.13.1.</p> <p>New Policy B.8.13.2 is written verbatim from the third statement within existing Policy B.8.13.1.</p> <p>New Policy B.8.13.3 is taken verbatim from the second statement within existing Policy B.8.13.1.</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	<p><i>development</i> proposals in their original use or an appropriate adaptive re-use shall be encouraged.</p> <p><b>B.8.13.3</b> Prior to approval of <i>development</i> applications, a <i>cultural heritage conservation plan statement</i> shall be prepared in accordance with Section <b>B.3.4.2.11</b> of Volume 1.</p>		
<p>B.8.13.2 Airport Employment Growth District Secondary Plan</p>	<p><del>B.8.13.2 Prior to <i>development</i> 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 <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.</del></p> <p><b>Archaeological Assessments</b></p>	<p>Archaeological Assessments 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</p>	<p>Staff propose to divide the existing Policy B.8.13.2 into separate Policies B.8.13.4, B.8.13.5 and B.8.13.6 to provide greater clarity.</p> <p>New Policy B.8.13.4 is taken verbatim from the first statement within existing Policy B.8.13.2.</p> <p>New Policy B.8.13.5 is derived from the second statement within existing Policy B.8.13.2. The differences from the existing policy is a change in the sentence structure, as well as the removal of the reference to the Province. Since the City requires a copy of the Province’s letter indicating that the archaeological interest has</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	<p><b>B.8.13.4</b> 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>B.8.13.5</b> 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>B.8.13.6</b> 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>with First Nations and their interests.</p>	<p>been met, new Policy B.8.13.5 maintains the original intent and removes redundancy to provide greater clarity.</p> <p>New Policy B.8.13.6 is written verbatim from the third statement within existing Policy B.8.13.2 to provide greater clarity.</p>
<p>B.8.13.3 Airport Employment Growth District Secondary Plan</p>	<p><del>B.8.13.3 Prior to <i>development</i> approvals, 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.8.13.1 above, a Stage 2 Heritage Assessment shall be completed to the satisfaction of the City and the Province. No</del></p>	<p>Cultural Heritage Impact Assessments 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</p>	<p>Staff propose to divide and revise the existing Policy B.8.13.3 into two separate policies because the existing Policy B.8.13.3 is unclear in that it does not address development applications that precede the City's cultural heritage conservation plan statement</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	<p><del>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></p> <p><b>Cultural Heritage Impact Assessments</b>  <b>B.8.13.7</b> 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>B.8.13.8</b> 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:  a) A <i>Cultural Heritage Impact Assessment</i> shall be completed to the satisfaction of the City, in</p>	<p>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:  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,  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>	<p>and references different reports.</p> <p>New Policy B.8.13.7 is derived from the first statement within existing Policy B.8.13.3, which references a Stage 2 Heritage Assessment in error. The intent of the existing Policy B.8.13.3 is to ensure cultural heritage resources are addressed in a Cultural Heritage Impact Assessment (CHIA). Furthermore, the Province does not approve CHIAs. Therefore, new Policy B.8.13.7 provides greater clarity by referencing the completion of a CHIA to the satisfaction of the City.</p> <p>New Policy B.8.13.8 is derived from the second and third statements within existing Policy B.8.13.3, above, and provides the required clarity to address development applications that precede the City’s cultural heritage conservation plan statement.</p>

## Proposed Text Amendments – UHOP Volume 2

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required
	<p>accordance with Policy B.3.4.2.12 of Volume 1; and,                      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>		