

Appendix 1: Policy Changes Summary

~~Grey highlighted strikethrough text~~ = text to be deleted

Bolded text = text to be added

Policy Number and Title	Existing Policy Language	Amended Policy Language	Change	Justification
B.8.0 – Airport Employment Growth District Secondary Plan	The Airport Employment Growth District Secondary Plan Area comprises 1,204 hectares of land. The general boundaries extend between Garner Road/Twenty Road West in the north, Upper James Street in the east, and Highway 6 as both the most southerly and westerly boundaries in some areas. The Airport Employment Growth District (AEGD) Secondary Plan establishes the phasing, specific land uses, the transportation network, infrastructure requirements, design principles and development standards to guide the development and/or redevelopment of lands in the	The Airport Employment Growth District Secondary Plan Area comprises 1,204 hectares of land. The general boundaries extend between Garner Road/Twenty Road West in the north, Upper James Street in the east, and Highway 6 as both the most southerly and westerly boundaries in some areas. The Airport Employment Growth District (AEGD) Secondary Plan establishes the phasing, specific land uses, the transportation network, infrastructure requirements, design principles and development standards to guide the development and/or redevelopment of lands in the Airport Employment Growth District Secondary Plan Area.	Added 'B' and 'C' after the words, 'Appendix A' at the end of the third paragraph.	The change reflects the inclusion of newly updated mapping.

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	Airport Employment Growth District Secondary Plan Area. Section B.8.0, Map B.8-1 – Airport Employment Growth District Land Use Plan, Map B.8-2 – Airport Employment Growth District Natural Heritage System, Map B.8-3 – Airport Employment Growth District Road Classification Map, B.8-2 – Airport Employment Growth District Phasing Plan, and Appendix ‘A’ constitute the AEGD Secondary Plan.	Section B.8.0, Map B.8-1 – Airport Employment Growth District Land Use Plan, Map B.8-2 – Airport Employment Growth District Natural Heritage System, Map B.8-3 – Airport Employment Growth District Road Classification Map, B.8-2 – Airport Employment Growth District Phasing Plan, and Appendix ‘A’, ‘B’, and ‘C’, constitute the AEGD Secondary Plan.		
8.1 – General 8.2.4 - Built Form Principles	The employment district has attractive, energy efficient, and green buildings. The Airport Employment Growth District Urban Design Guidelines ensure that high quality developments respect and enhance the public realm and natural environment. The intent is to: a) Create innovative, beautiful and sustainable buildings, and explore green building design standards such as LEED and encourage the	8.2.4 Built Form Principles The employment district has attractive, energy efficient, and green buildings. The Airport Employment Growth District Urban Design Guidelines ensure that high quality developments respect and enhance the public realm and natural environment. The intent is to: a) Create innovative, beautiful and sustainable buildings, and explore green building design standards such as LEED	Moved policy B.8.2.5 m) to become policy 8.2.4 k).	This policy better aligns with the design-focused intent of Section 8.2.4.

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	inclusion of sustainable building features such as green roofs and solar panels; b) Provide for a variety of lot sizes and building styles to allow for different types of businesses that can evolve over time, support eco-industrial activity and respond to the needs of prospective market sectors; c) Encourage high intensity of buildings and employees and reduce the overall environmental footprint per employee; d) Effectively integrate building form and uses with surrounding areas; e) Create well detailed, human scaled buildings which front the street and help shape the public realm; f) Provide opportunity for a mix of uses within buildings where appropriate;	and encourage the inclusion of sustainable building features such as green roofs and solar panels; b) Provide for a variety of lot sizes and building styles to allow for different types of businesses that can evolve over time, support eco-industrial activity and respond to the needs of prospective market sectors; c) Encourage high intensity of buildings and employees and reduce the overall environmental footprint per employee; d) Effectively integrate building form and uses with surrounding areas; e) Create well detailed, human scaled buildings which front the street and help shape the public realm; f) Provide opportunity for a mix of uses within buildings where appropriate;		

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	g) Design for flexibility to allow business collaboration and the application of eco-industrial principles; h) Create attractive and well designed grounds and landscaping; i) Maximize efficiency of lot layout to take advantage of natural features; and j) Where possible, reclaim and reuse materials from existing airport and other aging facilities.	g) Design for flexibility to allow business collaboration and the application of eco-industrial principles; h) Create attractive and well designed grounds and landscaping; i) Maximize efficiency of lot layout to take advantage of natural features; and j) Where possible, reclaim and reuse materials from existing airport and other aging facilities; and k) Ensure parking areas are compact, attractive and sustainably designed (e.g., by minimizing storm water and heat island effects and minimizing the footprint of parking areas).		
8.1 – General 8.2.5 – Movement & Connection Principles	The employment district is well connected to the city and region by a seamless, multi-modal transportation network providing a high level of service for goods movement, automobiles, active	The employment district is well connected to the city and region by a seamless, multi-modal transportation network providing a high level of service for goods movement, automobiles, active transportation, and transit.	Amend Policy B.8.2.5 e). Deleted reference to the “Niagara to GTA transportation	This update reflects the City’s revised transportation priorities, removing outdated

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	transportation, and transit. Movement within and to the industrial park is an easy experience due to the variety of options. The intent is to: a) Ensure transportation infrastructure and connections allow for efficient movement of goods and people to, from, and within the employment lands; b) Design the transportation network to accommodate innovations in goods/people movement (e.g. changes in truck sizes, small electric vehicles, etc.); c) Create a sense of continuity when connecting the employment district to its surroundings; d) Create a well connected and permeable street pattern but also protect adjacent residential areas from truck traffic;	Movement within and to the industrial park is an easy experience due to the variety of options. The intent is to: a) Ensure transportation infrastructure and connections allow for efficient movement of goods and people to, from, and within the employment lands; b) Design the transportation network to accommodate innovations in goods/people movement (e.g. changes in truck sizes, small electric vehicles, etc.); c) Create a sense of continuity when connecting the employment district to its surroundings; d) Create a well connected and permeable street pattern but also protect adjacent residential areas from truck traffic; e) Provide convenient, comfortable, and	corridor” in Policy B.8.2.5 l). Delete Policy B.8.2.5 m).	references and aligning language with current infrastructure plans.

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	e) Provide convenient, comfortable, and efficient transit connections to the wider city; f) Create an employment lands enhances transit stop; g) Provide goods movement connections to the Hamilton Port area; h) Provide efficient movement of goods with minimum conflict with other modes of travel; i) Facilitate pedestrian and cycling movement via an effective network of sidewalks, bike lanes and off-street paths; j) Provide convenient arterial road connections between the employment district and 400 series highways; k) Provide convenient connections between the John C. Munro Hamilton International	- efficient transit connections to the wider city, including through the provision of dedicated transit rights-of-way on key arterial roads (including Garner Road East, Upper James Street, and Airport Road West); f) Create an employment lands enhances transit stop; g) Provide goods movement connections to the Hamilton Port area; h) Provide efficient movement of goods with minimum conflict with other modes of travel; i) Facilitate pedestrian and cycling movement via an effective network of sidewalks, bike lanes and off-street paths; j) Provide convenient arterial road connections between the		

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	Airport and the employment district; l) Integrate with future provincial transportation initiatives (e.g., Niagara to GTA transportation corridor); and m) Ensure parking areas are compact, attractive and sustainably designed (e.g., by minimizing storm water and heat island effects and minimizing the footprint of parking areas).	employment district and 400 series highways; k) Provide convenient connections between the John C. Munro Hamilton International Airport and the employment district; l) Integrate with future provincial transportation initiatives (e.g., Niagara to GTA transportation corridor); and m) Ensure parking areas are compact, attractive and sustainably designed (e.g., by minimizing storm water and heat island effects and minimizing the footprint of parking areas).		
8.10 – Transportation 8.10.1 - Transportation	In addition to the policies of Section C.4 – Transportation of Volume 1: a) The proposed transportation network servicing this Secondary Plan Area shall include public roads, pedestrian/bicycle pathways and future	In addition to the policies of Section C.4 – Transportation of Volume 1: a) The proposed transportation network servicing this Secondary Plan Area shall include public roads, pedestrian/bicycle pathways and future	Add “and to priority transit routes along Garner Road East. The planning right-of-way for Garner Road East, Upper James Street and Airport	The update identifies key arterial corridors that should be protected to support long-term transit planning and reinforce future

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	transit routes supporting a high transit modal split. It shall also include a connection to future rapid transit extending from downtown to the airport. b) Development of the transportation network shall include an allowance in the right-of-way for a green servicing corridor which would support the eco industrial design of the business park and be capable of accommodating sustainable design elements such as but not limited to the distribution of renewable energy, distribution of district energy, water recirculation systems, or light rail transit. c) Minor adjustments to the location of the transportation network elements shown on Map B.8-3 – Airport Employment Growth	transit routes supporting a high transit modal split. It shall also include a connection to future rapid transit extending from downtown to the airport, and to priority transit routes along Garner Road East. The planned right-of-way for Garner Road East, Upper James Street and Airport Road/Airport Road West and leading into Hamilton International Airport shall be protected for future Priority Transit Use. b) Development of the transportation network shall include an allowance in the right-of-way for a green servicing corridor which would support the eco industrial design of the business park and be capable of accommodating sustainable design elements such as but not	Road/Airport Road West and leading into Hamilton International Airport shall be protected for future Priority Transit Use” Add policy language to reference the two new appendices to the Secondary Plan”.	connections to the airport.

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	District Road Classification Map may be considered by the City without Amendment to this Secondary Plan, provided that the intent of the Plan is satisfied. Changes to transit routes do not require an Amendment to this Secondary Plan. d) Changes to transit routes do not require an Amendment to this Secondary Plan.	limited to distribution of renewable energy, distribution of district energy, water recirculation systems, or light rail transit. c) Minor adjustments to the location of the transportation network elements shown on Map B.8-3 0 Airport Employment Growth District Road Classification Map may be considered by the City without Amendment to this Secondary Plan, provided that the intent of the Plan is satisfied. Changes to transit routes do not require an Amendment to this Secondary Plan. d) Changes to road phasing, transit routes, and pedestrian and cycling facilities shown on Appendices ‘A’, ‘B’ and ‘C’ do not require an Amendment to this Secondary Plan.		

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8.10 – Transportation 8.10.2 – Active Transportation	The City shall encourage cycling as a mode of transportation within and to the Airport Employment Growth District. A system of on-street and off-street cycling trails shall be developed in order to support cycling, in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map and Appendix ‘A’.	The City shall encourage cycling as a mode of transportation within and to the Airport Employment Growth District. A system of sidewalks within and to the Airport Employment Growth District. A system of on-street and off-street cycling trails shall be developed in order to support cycling, in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map and Appendix ‘A’ ‘C’.	Replace reference to Appendix ‘A’ with Appendix ‘C’	The Update ensures consistency with the updated appendices and newly added mapping in the Secondary Plan.
8.10 – Transportation 8.10.4 – Active Transportation	The City shall encourage walking within and to the Airport Employment Growth District. A system of sidewalks within the right-of-way, pedestrian trails and/or multi-use trails shall be developed in order to support walking, in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map and Appendix ‘A’.	The City shall encourage walking within and to the Airport Employment Growth District. A system of sidewalks within the right-of-way, pedestrian trails and/or multi-use trails shall be developed in order to support walking, in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map and Appendix ‘A’ ‘C’.	Replace reference to Appendix ‘A’ with Appendix ‘C’.	The update ensures consistency with the updated appendices and newly added mapping in the Secondary Plan.
8.10 – Transportation 8.10.9 – Transit	The Airport Employment Growth District Secondary Plan identified Proposed Rapid Transit on Map B.8-3 – Airport	The Airport Employment Growth District Secondary Plan identifies Proposed Rapid Transit on Map B.8-3 – Airport	Delete and replace policy completed.	Update refines the policy to provide greater clarity on the

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	Employment Growth District Road Classification Map. The location of the Proposed Rapid Transit is approximate and shall be finalized through more detailed transit network planning by the City, a Transportation Master Plan, and/or rapid transit feasibility study. The final location of the Proposed Rapid Transit may be established without an amendment to this Plan.	Employment Growth District Road Classification Map. The location of the Proposed Rapid Transit is approximate and shall be finalized through more detailed transit network planning by the City, a Transportation Master Plan, and/or rapid transit feasibility study. The final location of the Proposed Rapid Transit may be established without an amendment to this Plan. The location of proposed rapid transit is anticipated to be along major arterial roads. The location and design of proposed rapid transit shall be finalized through more detailed transit network planning by the City, a Transportation Master Plan, and/or rapid transit feasibility study, and may be established without an amendment to this Plan.		anticipated location and alignment of proposed rapid transit routes while maintaining flexibility for future planning.
8.10 – General 8.10.10 – Roads	The transportation and road system, including collector and arterial roads, as well as proposed road connections, is shown on Map B.8-3 – Airport	The transportation, and road system and its functional road classifications , including collector and arterial roads, as well as proposed road connections, is shown on Map	Deleted the word “and” between “transportation” and “road system” and replaced it with a comment,	This change ensures that the Secondary Plan more clearly communicates the roles of

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	Employment Growth District Road Classification Map.	B.8-3 – Airport Employment Growth District Road Classification Map.	and added the phrase “and functional classifications” after the words “road system”.	different road types and proposed connections within the network.
8.0 – General 8.10.11 – Roads	The alignment of the local road network shall be detailed within plans of subdivision. The rights-of-way of all streets within and bordering the Secondary Plan Area shall be protected and dedicated in accordance with the requirements of the City.	The alignment of the local road network shall be detailed within plans of subdivision. The rights-of-way of all streets within and bordering the Secondary Plan Area shall be protected and dedicated in accordance with the requirements of the City. Adjustments to the final location of roads can be made without amendment to this Plan if identified through a class environmental assessment, transportation impact study, or similar study, as permitted by Policy C.4.5.1 of Volume 1.		
8.0 – General 8.10.12 – Roads	Notwithstanding the policies of Section C.4 of Volume 1, the basic minimum right-of-way width for: a) Minor collector roads shall be 25 metres in accordance with Map B.8-3 – Airport	Notwithstanding the policies of Section C.4 of Volume 1, the basic minimum right-of-way width for: a. Minor collector roads shall be 26 metres in accordance with Map B.8-3 – Airport	Delete Policy B.8.10.12 in its entirety and replaced it.	The update replaces the specific road width requirements with a more flexible, process-based approach

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	Employment Growth District Road Classification Map; b) Major collector roads shall be 33 metres in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map; c) Minor arterial roads shall be 37 metres in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map; and d) Major arterial roads shall be 44 metres or 44.5 metres in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map	Employment Growth District Road Classification Map; b. Major collector roads shall be 33 metres in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map; c. Minor arterial roads shall be 37 metres in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map; and, d. Major arterial roads shall be 44 metres or 44.5 metres in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map. Notwithstanding the right-of-way requirement for arterial and collector roads in Section C.4.5.2 of Volume 1 and Schedule C-2 – Future Right-of-Way Dedications. Right-of-Way widths may be refined through future Environmental Assessments where appropriate and approved by the City to address site-specific conditions or opportunities without		that allows the right-of-way widths to be refined through the Environmental Assessment process. This ensures that road design can evolve in response to technical studies and changing needs while avoiding unnecessary plan amendments.

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		requiring an amendment to this Plan.		
8.0 – General 8.10.16 – Roads	The City shall encourage the completion of the proposed Highway 6 interchanges by the Province at Book Road, Butter Road, and south of the airport when the need is justified.	The City shall encourage the completion of the proposed Highway 6 interchanges and the Province at Book Road, Butter Road, and south of the airport when the need is justified. coordinate access to the Secondary Plan area from Highway 6 south with the Ministry of Transportation to determine the appropriate timing for interchanges.	Delete and replace Policy B.8.10.16 in its entirety.	This change ensures that the location of all interchanges will be determined in consultation with provincial authorities.
8.0 – General 8.10.17 – Roads	The Airport Employment Growth District Secondary Plan identifies a Proposed Car Pool Lot on Map B.8-3 – Airport Employment Growth District Road Classification Map. The location of the car pool lot is identified on Upper James Street, between Twenty Road and Dickenson Road. However, the actual location of the car pool lot is approximate and shall be finalized through more detailed planning by the City and/or Transportation Master Plan. The resulting location of the suggested car pool lot may	The Airport Employment Growth District Secondary Plan Appendix ‘B’ identifies a proposed car pool Lot on Map B.8-3 – Airport Employment Growth District Road Classification Map. The location of the car pool lot is identified on Upper James Street, between Twenty Road and Dickenson Road. However, the actual location of the car pool lot is approximate and shall be finalized through more detailed planning by the City and/or a Transportation Master Plan. The resulting location of the	Deleted the words “on Map B.8-3 – Airport Employment Growth District Road Classification Map. The location of the car pool lot is identified”	The update removes the requirement to show the location of the car pool lot on a specific map and instead allows for more flexibility in its identification through future detailed planning.

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	be established without an amendment to this Plan.	suggested car pool lot may be established without an amendment to this Plan.		
8.0 – General B.8.10.18 – Roads		The City shall develop and implement a Transportation Demand Management (TDM) Strategy for the Airport Employment Growth District to support sustainable transportation and manage travel demand effectively.	Add new policy language.	Reference to the TDM Strategy.
8.12 – Natural Heritage System 8.12.2 – Natural Heritage System	Streams are identified in Map B.8-2 – Airport Employment Growth District Natural Heritage System. If the stream has not been classified as part of an Environmental Impact Study, subwatershed study, or other study, a scoped Environmental Impact Study is required to determine the classification.		Delete policy in its entirety.	This policy is duplicative of the parent UHOP Policy C.2.5.7. This deletion is a housekeeping edit.
8.14 – Eco-Industrial Design and Urban Design Policies 8.14.5 – Transportation	Parking areas shall be suitable located and designed to discourage large, barren parking areas and encourage shared parking, preferential parking, and sustainable features. Development should promote ride-share opportunities, through facilities	Parking areas shall be suitable located and designed to discourage large, barren parking areas and encourage shared parking, preferential parking, and sustainable features. Development should promote alternative modes of travel through parking design by including park-and-ride	Deleted the words “ride-share opportunities, through facilities such as preferred carpooling/ride-sharing parking” at the end of the policy and replaced it with	These changes reflect a shift toward more integrated, compact, and multi-modal development patterns align with transit-oriented

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	such as preferred carpooling/ride-sharing parking.	locations, preferred spaces for carpooling, micro-mobility or ride-share services, opportunities, through facilities such as preferred carpooling/ride-sharing parking, and shared parking facilities across uses or lots. To support transit accessibility and walkability, buildings should be located closest to transit stops, with parking generally located to the side or rear of the building.	“alternative modes of travel through parking design by including park-and-ride locations preferred spaces for carpooling, micro-mobility or ride-share services, and shared parking facilities across uses or lots. To support transit accessibility and walkability, buildings should be located closest to the transit stop, with parking generally located to the site or rear of the building.”	development principles.
8.14 – Eco-Industrial Design and Urban Design Policies 8.14.15 – Storm Water Guidelines	Water resources and environmental criteria addressing the following shall be met through the area: a. Protection and maintenance of stream corridors to address flood control and fish	Water resources and environmental criteria addressing the following shall be met through the area: a. Protection and maintenance of stream corridors watercourses to address flood control	Deleted the words “stream corridors” and replaced it with “watercourses”	The update refines the terminology for clarity and consistency across the Plan.

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	habitat regulatory requirements; b. Flow requirements designed to prevent increases in flooding and erosion within the downstream of the study area; c. Water balance criteria to protect groundwater infiltration requirements and local groundwater supplies; and, d. Runoff reduction requirements to address to address water quality requirements necessary to meet provincial water quality objectives for receiving water consistent with Level 1 or Level 2 treatment.	and fish habitat regulatory requirements; b. Flow requirements designed to prevent increases in flooding and erosion within the downstream of the study area; c. Water balance criteria to protect groundwater infiltration requirements and local groundwater supplies; and, d. Runoff reduction requirements to address to address water quality requirements necessary to meet provincial water quality objectives for receiving water consistent with Level 1 or Level 2 treatment.		
8.14 – Eco-Industrial Design and Urban Design Policies 8.14.40 – Vehicular Parking Areas	Parking areas that are safe, functional, attractive and comfortable as well as reducing their environmental and visual impact are encouraged.	Parking areas that are safe, functional, attractive, and sized to discourage excess parking supply , as well as reducing their environmental and visual impact are encourages.	Deleted the word “and” before the word comfortable, and replaced it with “and appropriately sized to discourage	The update refines language to better reflect the Plan’s intent to balance functional design with reduced parking supply.

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			excess parking supply”	
8.14 – Eco-Industrial Design and Urban Design Policies 8.14.78 – Pedestrian Bicycle, and Trail Connections		The connectivity of the cycling and trail network is to be enhanced by creating and integrating pathways in private ownership around the edges of major Natural Heritage systems to protect ecologically sensitive areas, biodiversity, and other environmentally significant sites, provided the Natural Heritage Policies of Chapter C.2.0 and this Secondary Plan are satisfied.	Add new policy 8.14.78	The addition of this policy supports enhanced ecological integration by encouraging trail planning that protects environmentally sensitive areas.