

Flamborough

UF-1 **Lands located east of Highway 6, west of the pipeline easement, north of the Niagara Escarpment and south of Borer’s Creek (part of Clappison’s Corners)** (OPA 75)

Area UF-1 is planned as a large format retail centre. It is intended to provide a variety of retail and service commercial uses that support the weekly and daily shopping needs of residents in surrounding neighbourhoods, and serves an important commercial function for the Waterdown Community. Notwithstanding this primary commercial function, a broader range of uses is envisioned within the portion of the UF-1 lands identified as Area E, including long term care, retirement home and office uses. The goal of these additional uses is to help meet community needs for these uses and support new residential growth and employment uses in surrounding areas. Additional uses will be integrated with the surrounding area to provide for a more complete community. (OPA 188)

1.0 In addition to E.4.7 – District Commercial of Volume 1, the following policies shall apply to lands located east of Highway 6, west of the pipeline easement, north of the Niagara Escarpment and south of Borer’s Creek (part of Clappison’s Corners), and shown as sub areas A, B (B-1 and B-2), C and E on Area Specific UF-1 on Map F-1:

- a) a combined maximum of 108,000 square metres of gross floor area shall be permitted in areas A, B, C and E;
- b) Notwithstanding Policy 1.0 a), the existing building at 50 Leavitt Boulevard, long term care homes, retirement homes, hotels/motels, community centres and public uses shall not be included in the calculation of gross floor area in the determination of maximum gross floor area; (OPA 188)
- c) residential uses shall not be permitted; and,
- d) retail uses exceeding a combined gross floor area of 108,000 square metres shall require a market impact study, to the satisfaction of the City, to ensure that there are no significant detrimental impacts on other planned commercial functions within the City. An Official Plan Amendment shall be required to increase the gross floor area cap above 108,000 square metres.

Area A, B-1, B-2, C and E

1.1 In addition to Policy E.4.7.2, but notwithstanding Policies, E.4.7.3, and E.4.7.7 – District Commercial of Volume 1, the lands west of the pipeline easement on the north and south side of Dundas Street East, shown as Area A, B-1, B-2, C and E on Area Specific UF-1 on Map F-1, shall be subject to the following policies:

- a) The following additional uses shall be permitted:
 - i) Hotel/motel;
 - ii) Government service buildings such as fire halls and ambulance stations;

- iii) Recreational and entertainment facilities;
 - iv) Wholesale and/or retail warehouses;
 - v) Home improvement, household furniture and/or appliance outlet and/or lawn and garden centre;
 - vi) Department store;
 - vii) Business, professional and administrative offices in stand-alone buildings; and
 - viii) Mini-storage within a wholly enclosed building(s) with no associated outdoor storage permitted.
- b) Areas A, B-1, B-2, C and E shall be developed in accordance with the following policies:
- i) A 'gateway' feature shall be required to establish the site as a focal point to one of the major entrances to the Waterdown urban area;
 - ii) Enhanced landscaping and tree plantings shall be required especially as the site relates to Dundas Street East and Highway 6 and the internal road pattern;
 - iii) Development must ensure adequate traffic infrastructure both on the site and at the access points; and development shall be phased-in accordingly with road improvements; and,
 - iv) As part of the staging of development, all required transportation improvements must be secured to properly service the extent of development permitted by the implementing Zoning By-law.

Area A

1.2 In addition to Policy 1.1, the following Policies shall also apply to Area A:

- a) That notwithstanding Policy E.4.7.7, the maximum total combined gross floor area of all uses excluding hotel/motel, community centre and public uses shall be 7,000 square metres; and,
- b) Buffering and screening of the site relative to the lands to the south shall be required. Consideration shall be required to identify and provide for a suitable barrier or fence to prevent trespassing on lands to the south.

Area B-1

1.3 In addition to Policy 1.1, the following Policies shall also apply to Area B-1:

- b) That notwithstanding Policy E.4.7.7, the maximum total combined gross floor area of all uses excluding hotel/motel, community centre and public uses shall be 31,000 square metres; and,
- c) Buffering and screening of the site relative to the lands to the south shall be required. Consideration shall be required to identify and provide for a suitable barrier or fence to prevent trespassing on lands to the south.

Area B-2

- 1.4** In addition to Policy 1.1, the following Policies shall also apply to Area B-2:
- a) That notwithstanding Policy E.4.7.7, the maximum total combined gross floor area of all uses excluding hotel/motel, community centre and public uses shall be 30,000 square metres; and,
 - b) Buffering and screening of the site relative to the lands to the south shall be required. Consideration shall be required to identify and provide for a suitable barrier or fence to prevent trespassing on lands to the south.

Area C

- 1.5** In addition to Policy 1.1, and notwithstanding Policy E.4.7.7 of Volume 1, for the lands shown as Area C in Area Specific UF-1 on Map F-1, the maximum total combined gross floor area of all uses shall be 40,000 square metres, with hotel/motel, community centre and public uses not being included in the calculation of gross floor area. (OPA 188)

Area D

- 1.6** In addition to Section E.4.7 – District Commercial of Volume 1, the lands located on the north and south side of Dundas Street East, shown as Area D in Area Specific UF-1 on Map F-1, redevelopment of the lands within Area D shall only be permitted following the completion of a traffic impact study to the satisfaction of the City and the Ministry of Transportation.

Area E (OPA 188)

- 1.7** In addition to Policy B.1.1, the following Policies shall also apply to Area E:
- a) Notwithstanding Policy B.10 b) and in addition to the uses permitted by Policy E.4.7.2 of Volume 1 and Policy B.1.1 a), Retirement Homes and Long Term Care homes shall also be permitted and may be permitted on any storey of a building.
 - b) Notwithstanding Policy E.4.7.2 b) of Volume 1, medical clinics and offices shall be permitted on any storey of a building.
 - c) Policy E.4.7.8 of Volume 1 shall not apply.
 - d) Individual office uses or office buildings shall not exceed 4,000 square metres.
 - e) An implementing Zoning By-law shall establish appropriate development standards to regulate future development including holding provisions to address matters of transportation capacity, phasing and off-site transportation improvements, as needed and to the satisfaction of the City.
 - f) A Concept Plan shall be provided prior to development to demonstrate how the proposed development will relate to abutting parcels, including possible access arrangements. The Concept Plan may be revised as development proceeds.
 - g) Development that results in the removal of a minor riparian wetland feature within Area E shall require that the hydrologic functions of this feature be replaced. These functions may be replicated through enhanced vegetated

swales, low impact development stormwater management measures, constructed wetland features or other similar measures as outlined in an Environmental Impact Study. The City may require that the detailed design of such measures be addressed through a holding provision in the Zoning By-law or as a condition for Subdivision Approval or Site Plan Control.

~~**UF-2 Area north of Mountain Brow Road, west of Kerns Road, south of Parkside Drive and east of the developed areas of Waterdown** (deleted by OPA 64)~~

UF-2 Lands located within the area east of Highway 6, west of Clappison Avenue, north of Dundas Street and south of Borer's Creek (OPA 188)

1.0 In addition to the policies of Volume 1, for the lands identified as Area UF-2 shown on Map F-1 – Area Specific Policies, Map F-2 – Area Specific Policies – Building Heights, and Map F-3 – Area Specific Policies – Active Transportation and Stormwater Infrastructure, the following policies shall apply:

Vision

1.1 Area UF-2 was originally planned for and partially developed with large format retail uses but is now planned to evolve into a well designed, compact mixed use community of primarily residential land uses. The vision for redevelopment is to establish a new vibrant, residential community that is well-connected, sustainable and well-designed. The lands will support the wider area to create a complete community with places to live, work, shop and play through providing a range and mix of housing options, providing supportive commercial uses; and establishing a Neighbourhood Park designed to be a focal point for the community.

Objectives

- 2.0 Area UF-2 shall be redeveloped in accordance with the following objectives:
- a) Provide for a diverse range of housing options by:
 - i) establishing new residential uses in a range of built forms; and,
 - ii) providing for a range of dwelling unit types and tenures to ensure housing is accessible to and attainable for a variety of household types, sizes, incomes and age groups.
 - b) Provide for high quality open space by:
 - i) establishing a Neighbourhood Park which is well-connected to an active transportation network;
 - ii) using stormwater management features as passive recreational spaces, where feasible; and,
 - iii) providing non-vehicle connections to the open space area and multi-use path along Borer's Creek.
 - c) Provide for high quality, multi-modal transportation network by:

- i) providing for a full range of mobility and active-transportation opportunities including walking, cycling and transit;
 - ii) ensuring integration of the active transportation network with abutting areas;
 - iii) providing a non-vehicular connection to lands north of Borer's Creek for active transportation, if approved by applicable agencies;
 - iv) planning for a vehicular road connection to Dundas Street East or alternative road network improvements, in accordance with the policies for Area UF-2;
 - v) providing appropriate emergency vehicle access to Area UF-2 in the absence of a second vehicular connection to Area UF-2; and,
 - vi) providing a road design that accommodates transit.
- d) Create a sustainable and resilient community by:
- i) ensuring development provides for the efficient use of infrastructure, energy and other resources;
 - ii) encouraging sustainable design practices for all development; and,
 - iii) promoting native planting and naturalized, low maintenance landscaping.
- e) Ensure compatibility with abutting areas and a high quality of urban design by:
- i) providing for high quality, pedestrian-oriented streetscapes;
 - ii) ensuring appropriate orientation and massing of buildings abutting park space;
 - iii) ensuring appropriate and compatible transitions to existing uses in abutting areas; and,
 - iv) creating a distinctive public realm.

General Land Use Policies

- 3.0 Area UF-2 shall be comprehensively developed as a residential community with supporting commercial uses, and a Neighbourhood Park.
- 3.1 Development of the lands shall ensure connectivity to the broader community and provide for appropriate and compatible transitions to enable the redevelopment of abutting areas.
- 3.2 Notwithstanding policy E.2.6.5 and in addition to E.3.2.3 of Volume 1, existing stand-alone commercial uses and minor additions and alterations to existing stand-alone commercial uses may be permitted until redevelopment of those

uses for residential or other neighbourhood uses takes place. It is the intention that existing stand-alone commercial uses will be redeveloped for other uses as residential development takes place.

- 3.3 A mix of medium density and high density residential uses and a variety of building heights shall be provided.
- 3.4 Notwithstanding Policies E.3.5.7 and E.3.6.6 of Volume 1, Area UF-2 is planned to achieve a minimum gross density of 150 units per hectare calculated over the entire area, inclusive of roads, parks, open spaces, stormwater management facilities, local commercial uses, and any other non-residential uses.
- 3.5 Where a retirement home or long term care home is proposed, for the purpose of calculating density, residential suites in retirement homes and long term care homes shall be defined as 0.3 dwelling units in terms of residential unit equivalency.
- 3.6 The minimum building height for new development shall be 3 storeys.
- 3.7 Notwithstanding Policy E.3.5.8 of Volume 1, maximum building heights shall be in accordance with Map F-2 – Area Specific Policies – Maximum Building Heights.
- 3.8 Multiple dwellings with commercial uses on the ground floor are encouraged in close proximity to Clappison Avenue, and shall be provided in accordance with Policies E.3.5.4, E.3.6.3 and E.3.8 of Volume 1. The Zoning By-law shall establish locations where commercial uses may be permitted at grade.
- 3.9 Stormwater management facilities may be permitted in any location to facilitate the servicing of the development. Preliminary locations are shown conceptually on Map F-3 – Area Specific Policies – Active Transportation and Stormwater Infrastructure. The location, size and dimensions of any stormwater management facilities shall be determined through the subdivision application process.

Residential Policies

- 4.0 A mix of unit types and sizes shall be provided, including larger units, to accommodate a variety of household types, sizes, incomes and age groups.
- 4.1 Medium Density Residential and High Density Residential uses shall be permitted in accordance with Sections E.3.5 and E.3.6 of Volume 1.
- 4.2 Notwithstanding Policies E.3.5.7 and E.3.6.6 of Volume 1, a range of densities are permitted within individual developments, provided the planned minimum gross density of 150 units per hectare calculated over the entire UF-2 area is achieved.
- 4.3 Individual residential development sites should include outdoor amenity areas that provide accessibility and connection to the active transportation network.
- 4.4 Reductions in parking requirements may be considered to encourage alternative modes of transportation and to support existing and planned transit.

Medium Density Residential

- 4.5 Notwithstanding Policies E.3.5.1 and E.3.5.9a) of Volume 1, Medium Density Residential uses shall also be permitted on local roads in the interior of the neighbourhood;
- 4.6 Notwithstanding Policy E.3.5.2 of Volume 1, permitted uses shall include a limited amount of street townhouses.

High Density Residential

- 4.7 Notwithstanding Policies E.3.6.1 and E.3.6.7a) of Volume 1, High Density Residential uses shall also be permitted on local roads in the interior of the neighbourhood.
- 4.8 High Density Residential uses shall be street oriented and have direct pedestrian connections from the public sidewalk to building entrances.
- 4.9 High Density Residential uses should provide green roofs and/or rooftop residential amenity spaces.
- 4.10 Notwithstanding E.3.6.2, permitted uses shall include a limited amount of street townhouses that can front onto a public road in conjunction with a multiple dwelling.

Urban Design Policies

- 5.0 The following urban design policies shall apply:
 - a) The creation of a sense of place for the new community shall be established through a high quality public realm, defined placemaking and a high standard of urban design.
 - b) Urban Design Guidelines for the UF-2 Area shall be completed to the satisfaction of the City prior to development to ensure that the lands are developed with a cohesive neighbourhood character, in accordance with Policy E.3.7.1 of Volume 1. Architectural controls may be required as a condition of a subdivision agreement for lots and blocks not subject to site plan control, to implement the Urban Design Guidelines. The Urban Design Guidelines shall address streetscapes, block design, residential building typologies and building details, complete streets and cross sections, gateway features, open space and park design, commercial and mixed use building design, pedestrian trails and linkages, utilities, parking, loading and servicing as well as sustainable design elements.
 - c) All development shall be consistent with the intent of the Urban Design Guidelines for Area UF-2.
 - d) The City's Tall Building Guidelines shall also be used by City Staff when evaluating development proposals except where they are inconsistent with the Urban Design Guidelines for Area UF-2.
 - e) The design of development shall support an active public realm and a high level of active transportation.

- f) The road and active transportation and trail network shall incorporate design elements to provide for a pedestrian scale public realm that shall include trees and landscaping, lighting, signage, public art, urban amenities and other features that create a sense of place and identity for the community.
- g) The public realm shall complement the built forms of development and maintain a continuous pedestrian streetscape throughout the community.
- h) Development shall ensure an appropriate transition between commercial and residential built forms.
- i) All parking in above and below grade parking structures as well as at the surface, shall be appropriately screened and buffered.
- j) To promote an attractive public realm, a significant proportion of parking shall be located underground or within a building.
- k) For any type of townhouse development, ground floor dwelling units adjacent to and facing a public street shall have direct pedestrian connections from the public sidewalk to dwelling unit entrances.
- l) Buildings greater than 12 storeys in height shall provide base podiums and towers that mitigate shadow impacts, loss of sunlight, and wind conditions on the site and on adjacent lands within the context of the proposed height of the building, and shall be appropriately separated from other taller buildings, and shall be designed with distinctive architecture to contribute to the new community's unique sense of place.
- m) Notwithstanding Policies E.3.5.9(f) and E.3.6.7(g), orientation, design, and massing of a building or structure higher than 14 and 18 storeys in the areas identified on Map F-2 – Area Specific Policies: Maximum Building Heights, shall take into account the impact on general public views of the area of the Niagara Escarpment through the submission of a Visual Impact Assessment to the satisfaction of the City.

Transportation and Servicing

- 6.0 Development shall be supported by a local street network that balances vehicle, cycling, transit and pedestrian mobility needs. The street network shall be established through a Draft Plan of Subdivision.
- 6.1 The local street network may be supplemented by additional private streets and driveways.
- 6.2 An active transportation network shall be provided as shown on Map F-3 – Area Specific Policies – Active Transportation and Stormwater Infrastructure of Volume 3.
- 6.3 Notwithstanding Policy 6.2 of Area Specific Policy UF-2, changes may be made to the active transportation network shown on Map F-3 – Area Specific Policies – Active Transportation and Stormwater Management Infrastructure of Volume 3 without an official plan amendment where changes are approved by the City or other public bodies through a subsequent study or concept plan update.

- 6.4 Pathways and trails should be designed and located to facilitate active transportation within the community and to nearby destinations, including the adjacent trail system parallel to Borer’s Creek, Employment areas, and District Commercial areas.
- 6.5 Development and the active transportation network shall be designed to facilitate convenient access and connection to existing and planned transit stops, to ensure all residents are within a walkable distance from public transit.
- 6.6 Grading changes shall not cause any undue adverse impacts to abutting lands and shall not block drainage from abutting lands, in particular for the abutting lands between the UF-2 Area and Dundas Street East.
- 6.7 Grading shall not preclude the ability for abutting lands to establish vehicular access to the local street network located within Area UF-2.
- 6.8 An active transportation connection shall be required from Horseshoe Crescent to Dundas Street East in conjunction with a new road connection or as part of an alternative arrangement, as shown on Map F-3 – Area Specific Policies – Active Transportation and Stormwater Infrastructure.

Parks and Open Spaces Policies

- 7.0 A Neighbourhood Park shall be provided within Area UF-2 in the approximate location identified on Map F-2, to serve the surrounding neighbourhood and provide a focal point for the community.
- 7.1 The Neighbourhood Park shall:
- a) be designed as a multi-functional and programmable space oriented to a high level of recreational activity; and,
 - b) include design elements consistent with those found within the streetscapes and public realm through the community.
- 7.2 Notwithstanding the minimum Neighbourhood Park size of 2 hectares required by Policy B.3.5.3.4 b) of Volume 1, and in addition to Policy B.3.5.3.6 of Volume 1, the area of the proposed Neighbourhood Park may be reduced where the applicant has demonstrated to the satisfaction of the City that the size and shape can accommodate and adequately function to meet all amenity and programming needs of Area UF-2. The completion of a Recreational Needs Assessment to the satisfaction of the City shall be required to evaluate whether a reduced park size is appropriate.
- 7.3 The City may consider alternative design standards for the Neighbourhood Park within Area UF-2, to ensure that appropriate amenities are provided for planned residential growth.
- 7.4 Changes to the location, size and dimensions of the park as shown on Map F-2 – Area Specific Policies – Maximum Building Heights which are satisfactory to the City shall not require an Official Plan Amendment.
- 7.5 In addition to the Neighbourhood Park, privately owned publicly accessible open spaces are also encouraged within individual development sites to

complement and support the Neighbourhood Park, public realm areas within road right-of-ways, and the active transportation and trail network.

Local Commercial

- 8.0 Notwithstanding Policy 3.8.4 a), b) and c) of Volume 1, new Local Commercial uses shall be located only within the ground floor of multiple dwellings or retirement homes.
- 8.1 Notwithstanding Policies E.3.8.9 (a) and E.3.8.12 of Volume 1, local commercial uses may be permitted on local roads.
- 8.2 Notwithstanding the uses permitted by Policies E.3.8.2 a) and E.3.8.3 of Volume 1, drive-through facilities and motor vehicle service stations shall not be permitted.

Sustainability and Natural Heritage

- 9.0 Sustainability is a key component of the vision for new development within Area UF-2. Development should incorporate both traditional and low impact development stormwater management practices.
- 9.1 A range of innovative building and site design measures that promote sustainability and respond to climate change shall be considered for development. These measures may include:
- a) green building design;
 - b) green roof features;
 - c) net zero building construction; and,
 - d) renewable energy sources.
- 9.2 Sustainable and energy efficient infrastructure that incorporates green infrastructure and green building technologies shall be addressed through the Draft Plan of Subdivision and Site Plan processes.

Implementation

- 10.0 An implementing Zoning By-law for Area UF-2 shall provide the appropriate zoning provisions and development standards to implement the UF-2 policies and regulate future development, including Holding Provisions to address matters of servicing, infrastructure capacity and phasing, as needed.
- 10.1 The City shall include Holding Provisions in the implementing Zoning By-law for all or parts of Area UF-2, as needed, to ensure that the following conditions are met:
- a) Confirmation that sufficient capacity is available within the adjacent road network and implementation of required improvements to the satisfaction of the City, for any development beyond a total unit count of 1,340 residential units calculated for the entire UF-2. The Holding Provision shall establish appropriate limitations on development beyond 1,340 residential units until (i) the extension of Leavitt Boulevard from Dundas Street East to Horseshoe

Crescent, west of Clappison Avenue occurs or (ii) alternative improvements are made to the adjacent road network to achieve a satisfactory level of service to Area UF-2 to the satisfaction of the City;

- b) Completion of a comprehensive grading, servicing and drainage strategy as set out in Policy 10.3 b) which considers:
 - i) all abutting lands on the north side of Dundas Street East between Dundas Street East and Area UF-2, and
 - ii) the Area UF-2 lands;
- c) Completion of Urban Design Guidelines for Area UF-2 to the satisfaction of the City in accordance with Policy 5.0 (b); and,
- d) Arrangements are made for the provision of an active transportation connection across Borer's Creek between area UF-2 and Medicorum Place on public property, in accordance with Policy 10.3.
- e) Permission is received from Conservation Halton prior to undertaking any development within Conservation Halton's regulated area, if applicable.

10.2 Development shall be limited to a maximum of 1,340 residential units until:

- a) the extension of Leavitt Boulevard from Dundas Street East to Horseshoe Crescent west of Clappison Avenue occurs; or,
- b) alternative improvements are made to the road network to achieve a satisfactory level of service to Area UF-2 to the satisfaction of the City.

10.3 With the exception of minor additions and alterations described in Policy B.3.2 of Volume 3, approval of a Draft Plan of Subdivision for the part of Area UF-2 identified on Map F-1 Area Specific Policies shall be required prior to development proceeding in Area UF-2, to ensure the area is comprehensively planned and designed. The Draft Plan of Subdivision application shall be supported by the following:

- a) A Concept Plan to demonstrate how the subdivision design will provide for the future integration of abutting parcels of land, including all lands between Dundas Street East and Area UF-2. The Concept Plan shall identify future land uses, built form, proposed densities, servicing infrastructure extensions, municipal road extensions, and park/open space areas, as needed. The Concept Plan shall illustrate the future highway interchange planned for the intersection of Highway 6 and Dundas Street East, and shall address access for the properties which front on Dundas Street East, to ensure that these abutting lands are not precluded from future redevelopment and can be integrated into the new community's transportation, servicing and open space network.
- b) A revised Functional Servicing Report containing a comprehensive grading, servicing and drainage strategy for area UF-2 and the lands on the north side of Dundas Street East between Dundas Street East and abutting Area UF-2. The Functional Servicing Report shall demonstrate the following to the satisfaction of the City, Conservation Halton and the Hamilton Conservation Authority:

- i) Overall grading and drainage control plans for the Area UF-2 Area lands and abutting properties on the north side of Dundas Street East between Dundas Street East and Area UF-2;
 - ii) Flood control (interim and ultimate) for Area UF-2 and abutting properties on the north side of Dundas Street East between Dundas Street East and Area UF-2 based on the stormwater system capacities available downstream west of Highway 6;
 - iii) That any drainage diversion from the Grindstone Creek catchment area to the Borer's Creek catchment area, or vice versa, does not have undue adverse impacts on either creek, to the satisfaction of the City and the applicable Conservation Authorities;
 - iv) Level 1 quality control for the Area UF-2 lands and abutting properties on the north side of Dundas Street East between Dundas Street East and Area UF-2; and,
 - v) Minor and major system flow routes including emergency overland flow routes for the Area UF-2 lands and abutting properties on the north side of Dundas Street between Dundas Street East and Area UF-2;
 - vi) Interim and ultimate stormwater outlets for the UF-2 Area lands and abutting properties on the north side of Dundas Street between Dundas Street East and Area UF-2;
 - vii) Sanitary sewer and watermain capacity, including new infrastructure required to support the proposed land use in Area UF-2, in accordance with City standards.
- c) A Transportation Impact Study for Area UF-2 which takes into consideration the existing land uses on the north side of Dundas Street East between Dundas Street East and the abutting UF-2 Area is provided to the satisfaction of the City.
- d) Proposed road network and vehicular access arrangements that do not preclude:
- i) the future northward extension of Leavitt Boulevard from Dundas Street East to Horseshoe Crescent, west of Clappison Avenue; or,
 - ii) alternative improvements to the adjacent road network to achieve a satisfactory level of service to Area UF-2 to the satisfaction of the City.
- e) A Phasing Plan which illustrates the sequencing of development across Area UF-2. The Phasing Plan shall address the phasing of servicing and infrastructure improvements including transportation improvements and timing and set out the required studies for servicing and transportation for each phase. The Phasing Plan shall also ensure that the Neighbourhood Park be constructed as part of the first phase of development.
- f) The completion of Urban Design Guidelines for area UF-2 in accordance with Policy 5.0 (b).

- g) A Visual Impact Assessment for area UF-2 in accordance with Policy E.3.6.7 g).
 - h) A Recreational Needs Assessment for area UF-2, if the size of the proposed Neighbourhood Park is less than 2 hectares or irregular in shape, in accordance with Policy 7.2.
 - i) The configuration of the draft plan of subdivision shall ensure that it does not preclude the creation of the two planned future active transportation connections from Area UF-2 to Dundas Street East shown on Map F-3 – Area Specific Policies – Active Transportation and Stormwater Infrastructure.
 - j) Permission is received from Conservation Halton prior to undertaking any development within Conservation Halton's regulated area, if applicable.
- 10.4 Prior to final approval of a plan of subdivision, the applicant shall demonstrate to the satisfaction of the City that appropriate arrangements are in place to facilitate an active transportation connection extending on public property from the subject lands to Medicorum Place, north of Borer's Creek, as shown on Map F-3 – Area Specific Policies – Active Transportation and Stormwater Infrastructure.
- 10.5 Notwithstanding Policies 10.4 to 10.6, minor changes to the location of the active transportation connections shown on Map F-3 – Area Specific Policies – Active Transportation and Stormwater Infrastructure, approved by the City through a plan of subdivision, shall not require an official plan amendment.