

B.8.0 AIRPORT EMPLOYMENT GROWTH DISTRICT SECONDARY PLAN (OPA 35)

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.

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, Map B.8-4 – Airport Employment Growth District Phasing Plan, and Appendix ‘A’ constitute the AEGD Secondary Plan.

8.1 General

The Airport Employment Growth District is guided by this Secondary Plan and has been designed to provide for a major business park *development* which: effectively integrates with and complements the *existing* John C. Munro Hamilton International Airport; effectively integrates with the residential *development* abutting Garner Road / Twenty Road; recognizes and allows for certain *existing* land uses to continue until such time that they are redeveloped; as well as respects and enhances the prominent natural areas throughout the Secondary Plan Area. The planned *development* includes 97 net developable hectares in the *existing* airport business park (within the current urban boundary). This Secondary Plan adds 551 net developable hectares of employment land to the urban boundary in accordance with a land needs analysis, Environmental Assessments, the Phase 2 Ontario Municipal Board Decision (July 3, 2014, PL101300), and the February 3, 2015 Minutes of Settlement (February 3, 2015, PL101300, PL090114, and PL110331).

The Airport Employment Growth District is intended to offer a range of employment and employment-related land uses in the context of an eco-industrial park. In general, this eco-industrial park concept provides for prestige industrial, light industrial, airport-related business and institutional *development* which has an environmental footprint that is managed through a range of urban design and sustainable design techniques. It also allows for the land use and character of surrounding lands to be protected.

The Airport Employment Growth District provides the opportunity to create a new *employment area* which improves live-work ratios in the City and helps meet provincial employment targets for the City. It supports the airport as important *infrastructure* and as an economic driver, supports long-term prosperity, and contributes to quality of life for Hamilton. It assists with Hamilton’s ability to promote itself as an economic and goods movement gateway.

Airport Prestige Business uses are directed to the Secondary Plan’s major *transportation corridors* where urban design approaches help support the transition between Airport Prestige Business uses and any nearby residential and agricultural/rural land uses. Airport Light Industrial uses are directed to interior

lands where they can abut natural areas and Airport Prestige Business uses. Airside Industrial uses, which require direct “airside” access to the airport, are located adjacent to the *existing* and future runway aprons of the John C. Munro Hamilton International Airport. Airport Related Business uses, which allow for businesses and services to travellers, are planned in close proximity to the airport. Major existing and planned institutional uses are recognized in the plan. The plan protects natural features and provides for a limited range of Employment Supportive Centres that serve employees of the Secondary Plan Area.

8.2 Vision and Principles

Development of the Airport Employment Growth District shall be based on the following Vision and Principles developed by the Community Liaison Committee.

8.2.1 Vision

The Secondary Plan is based upon, and future *development* should be guided by, the following vision:

The Hamilton Airport Employment Growth District is vibrant and visually appealing and the natural and *cultural heritage resources* in the area have been preserved and used to establish a distinct character for the area. It is a working community that attracts a range of airport related and other businesses providing both conventional and knowledge-based services. The environmental footprint of the district has been managed through a range of sustainable design techniques and the character of the surrounding land uses have been protected through appropriate land use transitions and transportation planning.

8.2.2 Sense of Place Principles

The employment district is vibrant and visually appealing. It is a working community with a unique sense of place derived from a strong connection to its natural setting and the *existing* airport. The intent is to:

- a) Balance a high intensity of use with large conserved natural areas;
- b) Design with nature by protecting streams, mature trees, *wetlands*, *significant* habitat and integrating topography into *developments*;
- c) Integrate the open space system with the Greenbelt and other natural areas;
- d) Support mixed employment use and *ancillary* convenience amenities supporting employment such as convenience stores, medical offices, fitness centres, personal services, restaurants and hotels; and,
- e) Encourage a distinct character for the district (e.g. airport or natural heritage theme).

8.2.3 Public Realm Principles

Beautiful public spaces, streets and parks reinforce the employment district's character as a green, vibrant and prosperous community. The public realm provides structure and amenity to the employment district. The intent is to:

- a) Integrate nature into the public realm by retaining natural areas for use as buffers, open space, and trail systems;
- b) Provide a variety of public spaces throughout the employment district differing in size and use;
- c) Create walkable places that provide employees an opportunity to come together;
- d) Integrate innovative storm water management *infrastructure*; and,
- e) Use native species in landscaping.

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 inclusion of sustainable building features such as green roofs and solar panels;
- b) Provide a variety of lot sizes and building styles to allow for different types of businesses that can evolve in use 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 the opportunity for a mix of uses within buildings where appropriate;
- 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 *structures*.

8.2.5 Movement & Connections 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 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;
- e) Provide convenient, comfortable and efficient *transit* connections to the wider city;
- f) Create an employment lands enhanced *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 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).

8.2.6 Occupants Principles

Businesses and employees are attracted by the employment district's character, amenities, accessibility, and prestige. There are strong connections between occupants and many opportunities for co-operation between companies. The intent is to:

- a) Encourage facilities and services that permit employees an opportunity to come together;
- b) Create an environment which supports a diversity of businesses;
- c) Encourage a variety of employment related amenities and services for businesses and employees;
- d) Design and build *infrastructure* that facilitates synergies between businesses; and,

- e) Create an overall subdivision pattern to ensure that lot sizing and configurations are appropriate for the target sectors.

8.2.7 Employment District Principles

The employment district is in demand and attracts a range of airport related and other businesses providing conventional (e.g. manufacturing & warehousing) as well as innovative, creative, green and knowledge based services. Quality jobs and successful businesses contribute to the prosperity of the Hamilton region. The intent is to:

- a) Provide phasing which guarantees an appropriate supply of land for a diverse range of businesses;
- b) Provide a portion of the AEGD devoted to airport related uses;
- c) Provide phased *infrastructure* and services that cater to a range of employers including innovative, knowledge based companies;
- d) Meet provincial targets for density;
- e) Encourage that future trends in work habits are accounted for (e.g., job sharing, telework, shared workspaces, etc.);
- f) Balance high intensity land use with green/park setting;
- g) Develop the employment lands in a manner consistent with municipal and provincial planning policy;
- h) Permit a variety of lot sizes and building styles to allow for different types of businesses and for evolution of business needs;
- i) Create a prosperous and prestigious employment centre which contributes wealth to the entire region;
- j) Leverage the innovative nature of the employment lands to attract progressive and clean industries;
- k) Emphasize airport related employment while maintaining diversity; and,
- l) Support academic and trades education related to employment in the AEGD.

8.2.8 Relationships with Surrounding Land Uses Principles

There is a seamless transition from surrounding residential and agricultural areas to the employment district. The entire district functions as a single community. The intent is to:

- a) Ensure that employment uses and design at the edge of the AEGD transitions to residential and agricultural areas in a respectful and complementary manner, and consider how agricultural areas within the Greenbelt can continue to function;

- b) Create a variety of distinct entrances to the employment district that minimize the impact of heavy traffic on the surrounding community;
- c) Integrate streets, trails, and open space systems with neighbouring developments;
- d) Effectively integrate the employment lands with Mount Hope and the John C. Munro Hamilton International Airport;
- e) Ensure businesses provided in the employment district are complementary to services available in the surrounding community; and,
- f) Ensure businesses within the employment lands produce a minimum of emissions, noise, dust and other nuisances.

8.2.9 Services and Infrastructure Principles

Infrastructure provides services in a manner that protects and enhances the natural environment while increasing the attractiveness of the employment district. The intent is to:

- a) Integrate innovative, low impact, sustainable storm water management techniques into all aspects of the employment district;
- b) Design transportation *infrastructure* and streets to meet multiple objectives;
- c) Provide *infrastructure* which minimizes resource use (water, waste and energy use) in its construction, operation and maintenance;
- d) Create *infrastructure* which minimizes disruption and damage to natural eco-systems in its construction, operation and maintenance;
- e) Explore possibilities to use renewable and district energy supplies;
- f) Make efficient use of *existing infrastructure*;
- g) Recover the costs of *infrastructure* over time; and,
- h) Provide efficient, cutting-edge telecommunications *infrastructure* for high-tech, creative companies.

8.2.10 Fiscal Responsibility Principles

The *development* has achieved a successful long-term result and return. The employment district's prosperity enriches the entire greater Hamilton area. The intent is to:

- a) Create a prosperous and prestigious employment district which enriches the entire region; and,
- b) Achieve *development* of the employment district without contribution from the general property tax levy.

8.2.11 Natural Heritage Principles

Through sustainable design and appropriate *development* the employment district protects and enhances the natural environment. The intent is to:

- a) Develop in a manner that is *sensitive* to the natural environment;
- b) Use innovative, sustainable storm and wastewater *infrastructure* to protect water quality and source water;
- c) Protect and integrate provincially and municipally *significant* natural features, such as streams, *valley lands*, *wetlands*, mature trees and forests into the employment district's *development*, implement provincial policy and meet municipal policy;
- d) Use sustainable design to limit the emissions, water and energy consumption of buildings within the employment district; and,
- e) Connect the employment district's open space system to surrounding natural areas to allow employees to enjoy and explore the region's natural heritage.

8.2.12 Cultural Heritage Principles

The *development* shall preserve and celebrate important cultural sites and features. The intent is to:

- a) Dialogue with First Nations to determine where important cultural features are located within the employment district;
- b) Conduct archaeological assessments or other appropriate studies prior to commencing *development*;
- c) Protect, reflect and display *significant* cultural sites; and,
- d) Consider using cultural and natural heritage landscape features such as the Greenbelt as a key component of the brand for the district.

8.2.13 Agriculture Principles

The employment lands shall develop in a manner which complements agricultural and food production operations and minimizes conflict between land uses. The intent is to:

- a) Provide appropriate transition and separation between employment lands and neighbouring agricultural areas;
- b) Consider how to maintain *existing* agricultural operations;
- c) Ensure *development* of the employment lands does not adversely impact neighbouring agricultural areas;
- d) Promote synergies between agricultural and Airport Employment Growth District uses;
- e) Support local food production;

- f) Promote opportunities for water and energy conservation between the *employment areas* neighbouring agricultural areas; and,
- g) Protect riparian water uses and surface water quality to support neighbouring agricultural areas.

POLICIES

8.3 General Policies

- 8.3.1 The pattern of land use, the transportation network, and the phasing for the Airport Employment Growth District shall be implemented as identified on 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, and Map B.8-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan.
- 8.3.2 All *development* shall conform to the airport policies of Section C.4.8 of Volume 1.
- 8.3.3 *Development* proponents within the Federal Hamilton Airport Zoning Regulation are expected to pre-consult with the John C. Munro Hamilton International Airport operator to assist the proponent with identifying the technical matters (e.g., electromagnetic) related to federal airport regulations which must be addressed in the *development* so that all potential conflicts with the long-term operation of airport are minimized.
- 8.3.4 All *development* applications within the Airport Employment Growth District shall be subject to review to ensure a high quality of *development* in accordance with this Secondary Plan and the Airport Employment Growth District Eco-industrial Design Guidelines and Urban Design Guidelines.
- 8.3.5 All *development* within the Secondary Plan Area shall be planned on a comprehensive basis, avoid where possible impacts on natural features, and effectively integrate with *adjacent development* and future *development*. The implementing zoning by-law shall incorporate provisions relating to the height, density and design of *development* based on the provisions of this Secondary Plan and the Airport Employment Growth District Eco-industrial Design Guidelines and Urban Design Guidelines.
- 8.3.6 This Plan recognizes that there are *existing* residential and private recreational establishments within the plan's area, although these uses are designated for future employment and employment-related uses. This Plan recognizes the legal non-conforming and non-complying status of these uses and anticipates that these lands shall be redeveloped at an appropriate time. Until such time as these *existing* uses are redeveloped, this Plan shall require abutting employment and employment-related uses to assess their potential impact to these properties through special studies and mitigate the impacts to these properties based on the recommendations of the special studies.
- 8.3.7 The maintenance and enhancement of the productive agricultural capacity of the lands shall be encouraged and any *existing* activities related to the productive agricultural capacity of the lands, including farm vehicle access,

shall be encouraged to remain for as long as feasible. The City shall encourage a balance between the needs of *existing* productive *agricultural* uses and the functional needs of the surrounding light industrial land uses. Where a certain agricultural activity is not feasible, the City shall encourage the activity to transition to a complementary or innovative agricultural activity which sustains or enhances the productive agricultural capacity of the lands.

- 8.3.8 Development shall be guided by the recommendations of the Transportation Master Plan, Water and Waste Water Master Plan, and Subwatershed and Storm Water Master Plans.

8.4 Employment Area Policies

The Airport Employment Growth District Secondary Plan provides for a wide range of employment, airport-related employment and limited agricultural uses within the Airport Prestige Business, Airport Light Industrial, Airside Industrial, and Airport Related Business Designations. The *development* in the Airport Prestige Business, Airport Light Industrial, Airside Industrial, and Airport Related Business designations are intended to function as employment-generating land uses. The Employment Supportive Centres are intended to serve as small scale focal points serving the amenity needs of the Airport Employment Growth District's employees within a reasonable distance of their place of work. (OPA 166)

- 8.4.1 *Employment Area* designations include lands designated on Map B.8-1 – Airport Employment Growth District Land Use Plan as follows:

- a. Airport Prestige Business;
- b. Airport Light Industrial;
- c. Airside Industrial;
- d. Airport Related Business; and,
- e. Airport Reserve.

General Employment Policies

- 8.4.2 The minimum average employment density target encouraged for the Airport Employment Growth District is 37 employees per net hectare of designated land but over the timeframe of this plan, the City shall encourage businesses within the range of land uses permitted to locate in the Airport Employment Growth District that contribute to higher employment densities in order to achieve a long-term average density of not less 50 jobs per hectare in the Secondary Plan's *greenfield areas*.
- 8.4.3 Proposed employment uses are encouraged to provide for on-site, small-scale, and non-commercial production of agricultural crops as an *ancillary* use. Crop production may occur within required side or rear yards. Crop production may also occur on building rooftops.
- 8.4.4 Office space shall be limited to support the *Downtown Urban Growth Centre* as the pre-eminent centre in Hamilton for commercial and office *development*.

8.4.5 Airport Prestige Business

Airport Prestige Business is planned for employment uses that will benefit from frontage on the *existing* and future major roads in the Airport Employment Growth District, incorporate urban design treatments because of their visibility from major roads, and are able to accommodate buffering from *sensitive land uses*.

Employment Supportive Centres are planned at strategic locations within the Airport Employment Growth District to provide for a limited range of amenity uses that serve the employees and the businesses.

Permitted Uses

8.4.5.1 Notwithstanding Section E.5.5– Employment Area – Airport Employment Growth District of Volume 1, the following policies shall apply to the lands designated Airport Prestige Business on Map B.8-1 – Airport Employment Growth District Land Use Plan:

- a. The Airport Prestige Business designation shall permit manufacturing, assembly, warehousing, repair service, transportation terminals, research and *development*, office, communication establishment, private power generation, and high technology industry.
- b. The Airport Prestige Business designation shall also permit uses which primarily support industry including labour association halls, hotels, trade schools, training facilities, commercial motor vehicle and equipment sales, commercial rental establishments, and utility activities benefiting from proximity to airport services.
- c. Outdoor storage, salvage yards, *waste processing facilities*, *waste transfer facilities*, and other uses which are unsightly or otherwise incompatible with the design policies and image for the Airport Prestige Business designation shall be prohibited.
- d. Small-scale accessory uses which primarily support employees such as cafes, fitness centres, or personal service uses which are developed integrally with the principal building on a site may be permitted.

8.4.5.2 Limited agricultural uses including only a *cannabis growing and harvesting facility*, a greenhouse and an aquaponics facility may be permitted in accordance with Policy E.5.5.10 of Volume 1.

Employment Supportive Centres

8.4.5.3 The following locations within the Airport Employment Growth District Secondary Plan, as shown on Map B.8-1 – Airport Employment Growth District Land Use Plan, are identified for the *development* of Employment Supportive Centres, within a 100 metre radius of:

- a. The southwest and southeast corners of Garner Road and Southcote Road
- b. The southwest and southeast corners of Twenty Road West and Garth Street;
- c. The northwest corner of the future realigned Book Road East and Glancaster Road; and,

- d. The west side of Upper James Street, approximately 500 metres south of Twenty Road West.
- e. The southwest and southeast corners of Garner Road and Highway 6.

8.4.5.4 In addition to the uses permitted in Section B.8.4.5.1 above, the following uses may be permitted in an Employment Supportive Centre subject to a Zoning By-law amendment:

- a. convenience stores;
- b. private health and recreational facilities;
- c. financial establishments;
- d. restaurants;
- e. personal services; and,
- f. gas bars and/or car washes, but no truck wash.

8.4.5.5 The additional land uses permitted in Policy B.8.4.5.3 of this Secondary Plan shall not exceed a total gross floor area of 2,500 square metres per centre. All adjacent parcels and parcels at the intersection of roadways developed in an Employment Supportive Centre shall be considered as one Employment Supportive Centre.

8.4.5.6 The gross floor area for any individual additional use permitted in Policy B.8.4.5.3 of this Secondary Plan shall not exceed 1,250 square metres, except for convenience stores which shall not exceed 500 square metres.

Design

8.4.5.7 Airport Prestige Business uses shall be developed in accordance with the supporting policies, principles and requirements of Section B.8.4.5.7 and Section B.8.4.5.8 of this Secondary Plan and the Airport Employment Growth District Eco-industrial Design Guidelines and Urban Design Guidelines. *Development* within the Airport Prestige Business designation shall be subject to minimum standards for urban design (such as high quality and attractive materials and landscaping) and a high level of sustainable design. *Development* shall integrate natural features into their landscaping and buffering to minimize impacts on adjoining areas.

8.4.5.8 Employment *development* that effectively integrates with nearby residential uses, by minimizing and/or mitigating potential impacts through specific urban design, is encouraged. The following policies apply to Airport Prestige Business uses:

- a. *Development* abutting Twenty Road shall not have access to Twenty Road and shall be screened from nearby residential *development* by using fencing and landscaping along Twenty Road;

- b. *Development* abutting Twenty Road shall incorporate the utility corridor as a continuous buffer and shall be encouraged to incorporate a multi-use trail in the utility corridor;
- c. *Development* abutting Twenty Road shall be setback from Twenty Road with a rear yard as specified in the zoning by-law;
- d. *Development* abutting Twenty Road shall ensure all lighting and neon signs be directed away from the abutting Twenty Road lands;
- e. *Development* abutting Glancaster Road shall have limited access to Glancaster Road which shall be achieved through a minimum frontage requirement in the zoning by-law;
- f. *Development* abutting Glancaster Road shall have parking and loading spaces oriented to the side or rear yards, and away from adjacent residential uses;
- g. *Development* fronting Glancaster Road shall be low rise building forms and incorporate a landscaped area in the front yard specified in the zoning by-law;
- h. *Development* abutting Glancaster Road shall ensure all lighting and neon signs be directed away from the abutting Glancaster Road lands;
- i. *Development* abutting Garner Road shall have limited access to Garner Road which shall be achieved through a minimum frontage requirement in the zoning by-law;
- j. *Development* abutting Garner Road shall have parking and loading spaces oriented to the side or rear yards, and away from adjacent residential uses;
- k. *Development* fronting Garner Road shall be low rise building forms and incorporate a landscaped area in the front yard as specified in the zoning by-law;
- l. *Development* abutting Garner Road shall ensure all lighting and neon signs be directed away from the abutting Garner Road lands;
- m. The Airport Employment Growth District Urban Design Guidelines should be referred to for guidance on building orientation, landscape treatment, building materials, illumination, and location of parking and loading spaces to achieve an appropriate transition between the residential *development* fronting Twenty Road / Glancaster Road / Garner Road and the non-residential *development* in the interior of the Airport Employment Growth District;
- n. The recommendations in the Province of Ontario Ministry of Environment Guideline D-6 respecting minimum separation distances and undertaking of special studies for noise, dust, and odour in advance of *development* shall be treated as requirements for all *development* abutting Twenty Road, Garner Road or Glancaster Road; and,
- o. The City of Hamilton, in accordance with the recommendations in the Province of Ontario Ministry of Environment Guideline D-6, may require an

agreement and/or financial assurance from the developer regarding mitigation measures required in the findings of the special studies.

8.4.5.9 In addition to the design policies for Airport Prestige Business uses, the following design policies apply to Employment Supportive Centres:

- a. Uses in Employment Supportive Centres are encouraged to be developed in mixed use buildings with convenience stores and personal services on the main floor and employment uses on the upper floors, or as a main street configuration with multiple Employment Supportive Centre uses;
- b. The Airport Employment Growth District Urban Design Guidelines should be referred to for guidance on building orientation, landscape treatment, building materials, illumination, and location of parking and loading spaces to achieve *transit*-oriented development and appropriate integration of the Employment Supportive Centres with the Airport Employment Growth District;
- c. New Employment Supportive Centre uses shall be planned and designed to be integrated with and easily accessible from the surrounding Airport Prestige Business and industrial land uses. Where there are issues with access, precedence shall be given to accessibility by pedestrians, cyclists and *transit* vehicles over the private automobile; and,
- d. No parking, drive-throughs, or stacking lanes shall be permitted between buildings and the public sidewalk.

8.4.6 Airport Light Industrial

Airport Light Industrial is planned for employment uses that do not necessarily require frontage on the *existing* or future major roads in the Airport Employment Growth District, but will incorporate urban design treatment and are able to accommodate buffering from *sensitive land* uses.

Permitted Uses

8.4.6.1 Notwithstanding Section E.5.5 – Employment Area – Airport Employment Growth District of Volume 1, the following policies shall apply to the lands designated Airport Light Industrial on Map B.8-1 – Airport Employment Growth District Land Use Plan:

- a. The Airport Light Industrial designation shall permit manufacturing, assembly, warehousing, repair service, building or contracting supply establishments, transportation terminals, research and *development*, office, communication establishment, private power generation, high technology industry, and post-secondary schools.
- b. The Airport Light Industrial designation shall also permit uses which primarily support industry including labour association halls, trade schools, training facilities, commercial motor vehicle and equipment sales, commercial rental establishments.
- c. The Airport Light Industrial designation shall further permit airport-related industrial uses including airport transportation and cargo services, *airport* waste processing facilities within wholly enclosed buildings, *airport* waste

transfer facilities within wholly enclosed buildings, and utility activities benefitting from proximity to airport services.

- d. The Airport Light Industrial designation shall permit outdoor storage of goods that do not cause interference with airport operations.
- e. Small-scale accessory uses which primarily support employees such as cafes, fitness centres, or personal service uses which are developed integrally with the principal building on a site may be permitted.

8.4.6.2 Limited agricultural uses including only a *cannabis growing and harvesting facility*, a greenhouse and an aquaponics facility may be permitted in accordance with Policy E.5.5.10 of Volume 1.

Design

8.4.6.3 Airport Light Industrial uses shall be developed in accordance with the supporting policies, principles and requirements of the Airport Employment Growth District Eco-industrial Design Guidelines and Urban Design Guidelines. *Development* within the Airport Light Industrial designation shall be subject to minimum standards for urban design and a high level of sustainable design. Strict standards shall be established to control outdoor storage permitted in B.8.4.6.1 d) above.

8.4.7 Airside Industrial

Airside Industrial is planned for employment uses that need to be adjacent to the John C. Munro Hamilton International Airport.

Permitted Uses

8.4.7.1 Notwithstanding Section E.5.5 – Employment Area – Airport Employment Growth District of Volume 1, the following policies shall apply to the lands designated Airside Industrial on Map B.8-1 – Airport Employment Growth District Land Use Plan:

- a. The Airside Industrial designation shall permit warehousing, transportation terminals, research and *development*, office, communication establishment, fuel storage, and airport catering services.
- b. The Airside Industrial designation shall also permit airport-related industrial uses such as airport transportation and cargo services, *airport waste* processing facilities, and *airport waste* transfer facilities, and utility activities benefitting from proximity to airport services.
- c. The Airside Industrial designation shall permit outdoor storage of goods that do not cause interference with airport operations.
- d. As a condition of *development* approval, the City may require confirmation from the John C. Munro Hamilton International Airport operator that a proposed *development* in the Airside Industrial designation warrants and shall be granted direct access to the airport.

Design

8.4.7.2 Airside Industrial uses shall be developed in accordance with the supporting policies, principles and requirements of the Airport Employment Growth District Eco-industrial Design Guidelines and Urban Design Guidelines.

8.4.8 Airport Related Business

Airport Related Business is planned for employment uses that benefit from proximity to the airport or provide services to travellers.

Permitted Uses

8.4.8.1 Notwithstanding Section E.5.5 – Employment Area – Airport Employment Growth District of Volume 1, the following policies shall apply to the lands designated Airport Related Business on Map B.8-1 – Airport Employment Growth District Land Use Plan:

- a. The Airport Related Business designation shall permit labour association halls, conference and convention centres, trade schools, commercial motor vehicle and equipment sales, commercial rental establishments, hotels, military museum, restaurants, motor vehicle service stations and washing, commercial parking facilities, catering services, automobile rental / leasing and services, taxi terminals, and financial institutions.
- b. Small-scale accessory uses which primarily support employees such as fitness centres, or personal service uses which are developed integrally with the principal building on a site may be permitted up to a maximum of 500 square metres of gross floor area.
- c. The Airport Related Business designation shall also permit convenience stores up to a maximum of 500 square metres of gross floor area.

Design

8.4.8.2 Airport Related Business uses shall be developed in accordance with the supporting policies, principles and requirements of the Airport Employment Growth District Eco-industrial Design Guidelines and Urban Design Guidelines. *Development* within the Airport Related Business designation shall be subject to minimum standards for urban design (such as high quality and attractive materials and landscaping) and a high level of sustainable design. The Airport Employment Growth District Urban Design Guidelines provides direction on the incorporation of amenities supporting employment within this area.

8.4.8.3 Employment *development* that effectively integrates with nearby residential uses, by minimizing and/or mitigating potential impacts through specific urban design, is encouraged. The following policies apply to Airport Related Business uses:

- a. *Development* abutting lands designated Neighbourhoods shall be screened from nearby residential *development* by using fencing and landscaping;
- b. *Development* abutting lands designated Neighbourhoods shall ensure all lighting and neon signs be directed away from the abutting Neighbourhood lands;

- c. *Development* abutting lands designated Neighbourhoods shall be setback from the lot line for the lands designated Neighbourhoods with a rear yard as specified in the zoning by-law;
- d. *Development* abutting lands designated Neighbourhoods shall be low rise building forms and incorporate a landscaped area in the side yard adjacent to the lands designated Neighbourhoods as specified in the zoning by-law;
- e. The recommendations in the Province of Ontario Ministry of Environment Guideline D-6 respecting minimum separation distances and undertaking of special studies for noise, dust, and odour in advance of *development* shall be treated as requirements for all *development* abutting lands designated Neighbourhoods; and,
- f. The City of Hamilton, in accordance with the recommendations in the Province of Ontario Ministry of Environment Guideline D-6, may require an agreement and/or financial assurance from the developer regarding mitigation measures required in the findings of the special studies.

8.5 Natural Open Space

The Airport Employment Growth District Secondary Plan recognizes, preserves, and protects natural heritage features as a key element of the area's character and eco-industrial design.

- 8.5.1 Lands designated Natural Open Space on Map B.8-1 – Airport Employment Growth District Land Use Plan shall comply with Section B.3.5.3 – Parkland Policies, Section C.2 – Natural Heritage System and Section C.3.3 – Open Space Designations of Volume 1.
- 8.5.2 Minor refinements to boundaries of the Natural Open Space designation may be permitted without amendment to this Secondary Plan provided the change is justified by an Environmental Impact Statement to the satisfaction of the City.

8.6 Utility

Public and private utility services, such as electrical power, gas, and telecommunications shall be provided in a coordinated manner to serve the needs of businesses in the Airport Employment Growth District. The Utility designation is reserved for significant utility facilities such as pipelines, hydroelectric transmission facilities, storm water management facilities, and water and wastewater system facilities.

- 8.6.1 Notwithstanding Section C.3.4 of Volume 1, the Utility designation, as identified on Map B.8-1 – Airport Employment Growth District Land Use Plan, shall permit:
 - a. water and wastewater facilities, facilities for flood reduction and storm water management facilities;
 - b. pipelines;
 - c. Hydro One transmission corridors and adjacent transformer facilities; and,

- d. secondary uses that are complementary to the utility functions of those lands, such as recreational paths, walkways and municipal *infrastructure*, subject to the approval of the applicable utility agency and/or the City.
- 8.6.2 New development proposed on lands adjacent to the Utility designation, as identified on Map B.8-1 – Airport Employment Growth District Land Use Plan should be compatible with, and supportive of, the long term Utility use.
- 8.6.3 Until such time as the location of specific storm water management utilities has been determined, these facilities shall be represented by symbols on Map B.8-4 – Airport Employment Growth District Phasing Plan. Once the final locations of these facilities have been determined, the facilities shall be designated Utility on Map B.8-1 – Airport Employment Growth District Land Use Plan, without requiring an Amendment to this Secondary Plan, provided the intent of the Plan is being maintained.
- 8.6.4 No *development* may proceed in the Airport Employment Growth District until adequate arrangements have been made for the provision of public and private utilities, to the satisfaction of the City.
- 8.6.5 Public and private utilities shall be:
- a. installed within public road allowances, other City owned land or within appropriate easements;
 - b. encouraged, wherever possible, to coordinate and locate within a common trench to avoid unnecessary over-digging and disruption of municipal rights-of-way;
 - c. clustered or grouped where possible to minimize visual impact; and,
 - d. encouraged to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, *transit* shelters, etc.
- 8.6.6 Prior to final approval of *development*, all interested utilities and telecommunication providers shall confirm that service can be provided to support the proposed *development*, and determine appropriate locations for large telecommunication equipment and utility cluster sites. Prior to *development* proceeding, proponents of *development* are to coordinate with the utility providers to ensure the provision of necessary utility services, in a manner that it is consistent with the policies of this Plan.

8.7 Institutional

The Airport Employment Growth District recognizes a number of existing and planned institutional uses with the Secondary Plan Area. The existing institutional uses, including the Hamilton District Christian High school, and the Providence Canadian Reformed Church, have been recognized to protect their existing use. These Institutional uses are shown on Map B.8-1 – Airport Employment Growth District Land Use Plan and are subject to the following policies: (OPA 167)

- 8.7.1 Section B.3.5 – Community Facilities/Services, Section E.6.0 – Institutional Designation of Volume 1, and Sections B.8.17.2, B.8.17.3, and B.8.17.4 of this Secondary Plan.
- 8.7.2 Notwithstanding Section B.8.7.1, if the institutional uses on lands designated “Institutional” and identified as Site Specific Policy – Areas B, C, and D, on Map B.8-1 – Airport Employment Growth District Land Use Plan, cease to exist or are not developed for the proposed institutional uses, then Section B.8.4.5 shall apply.

8.8 Airport Reserve

The Airport Employment Growth District Secondary Plan contemplates that the airport shall require additional lands to provide for runway expansions and airfield operations during the lifetime of this plan to ensure the long-term viability of the airport and that interim land uses are not appropriate which might create conflicts with the feasible expansion of the airport. As a result, certain lands must be reserved specifically for the airport's future needs. Lands reserved exclusively for the airport's expansion are shown on Map B.8-1 – Airport Employment Growth District Land Use Plan and are subject to the following policies.

- 8.8.1 Until storm water management facilities are in place at the Hamilton John C. Munro International Airport, no airport expansion into lands designated as Airport Reserve will be permitted.
- 8.8.2 Subject to Policy B.8.8.1, the following uses shall be permitted on lands designated Airport Reserve on Map B.8-1 – Airport Employment Growth District Land Use Plan:
- a. existing land uses; and,
 - b. airport storage, maintenance and operation facilities.
- 8.8.3 Notwithstanding Policy B.8.8.2, expansions to existing uses and lot additions or lot creation that does not serve the needs of the Airport shall not be permitted.
- 8.8.4 Subject to Policy B.8.8.1, once any portion of the Airport Reserve lands are transferred to the airport, the transferred lands may be removed from Airport Reserve in this Secondary Plan, and incorporated into the area identified as the John C. Munro Hamilton International Airport on the schedules of the appropriate Official Plans without an Amendment to the Parent Plan or Secondary Plan.

8.9 Water Resources and Storm Water Management

An integral component during the creation of this Secondary Plan was the preparation of the Subwatershed Plan for the *watersheds* within the Secondary Plan Area. Lands within the Airport Employment Growth District are uniquely situated within the headwaters of four *watersheds*, Sulphur Creek (Cootes Paradise), Twenty Mile Creek (Lake Ontario), Welland River (Niagara River) and Big Creek (Grand River). The myriad of small headwater features, combined with restrictions on open water/*wetland* features imposed by the airport, present a unique challenge in terms of protection of stream corridors and natural

heritage features, and storm water management design that require state of art technologies consistent with Low Impact *Development* design.

- 8.9.1 The recommendations of the Subwatershed Plan shall be implemented and the important *ground water features* identified in the Subwatershed Plan for the Airport Employment Growth District shall be protected including recharge and discharge areas, water balance, and *existing* private and public wells.
- 8.9.2 Notwithstanding Policy B.8.9.1, any existing well may be required to be decommissioned as a condition of development approval.
- 8.9.3 The stream corridors in the Subwatershed Plan for the Secondary Plan Area shall be protected in accordance with Section B.8.12 of this Secondary Plan to address flood/erosion control and *fish habitat* requirements, as well as storm water management to prevent increases in flooding and erosion, enhance water quality and maintain the *existing* conditions of water balance.
- 8.9.4 The storm water management system for the Secondary Plan Area shall be developed in accordance with the Storm Water Master Plan and use an innovative, state of the art approach to managing storm water by first treating runoff at its source. The storm water management system shall retain/maintain the *existing* infiltration of water into the ground by managing runoff through source (lot level) and conveyance (street level) measures using a “treatment train” approach to storm water management.
- 8.9.5 As a condition of *development* approval, on-site storm water management shall be designed in accordance with the storm water management framework developed for the Secondary Plan Area, as described in the Storm Water Master Plan.
- 8.9.6 The storm water management system for the Secondary Plan Area is required to incorporate measures such as green roofs, rain gardens, rainwater harvesting on individual lots, and combined with additional measures such as biofilters, grassed swales, and perforated storm sewers, that are implemented within road rights of way to encourage infiltration and reduce the quantity of runoff reaching local drainage features.
- 8.9.7 The locations of storm water management facilities determined through the Storm Water Master Plan are identified conceptually on Map B.8-4 – Airport Employment Growth District Phasing Plan as Proposed Dry Pond Locations. The final location, sizing, and nature of these facilities are to be determined through a storm water management study prior to approval of Draft Plans of Subdivision or Site Plans. Once the final locations for storm water management facilities have been determined, the facilities shall be designated Utility on Map B.8-1 – Airport Employment Growth District Land Use Plan without requiring an amendment to this Secondary Plan provided that the intent of the Plan is maintained.
- 8.9.8 The design of storm water management systems shall reflect the policies and guidelines of the City, Conservation Authority, and the Ministry of the Environment and must fully address long-term requirements for storm water management. The City may require a letter of credit for certain storm water management facilities as a condition of *development* approval and may retain

the letter of credit for a period of time to be specified in the *development* agreement.

- 8.9.9 A Groundwater Contamination Risk Management Plan shall be required for proposed development that may pose a high risk for groundwater contamination in the vulnerable groundwater area identified by the Niagara Peninsula Conservation Authority.
- 8.9.10 The lands within the Secondary Plan Area are part of an important source water protection area and a number of specific requirements may be needed to protect groundwater resources, including but not limited to, well decommissioning, contaminant management plans for high risk land uses, use of low impact development storm water management facilities, and maintenance of predevelopment water budgets through the preparation of storm water management plans.
- 8.9.11 Where storm water management facilities proposed as part of the development of the Secondary Plan Area may impact existing facilities downstream, the City shall ensure that such facilities are either in public ownership, or if in private ownership, then the City has the necessary legal easements for inspection, maintenance and upgrades.
- 8.9.12 Storm water management facilities shall be designed to complement the natural characteristics of the area and provide visual amenity for surrounding *development*.

8.10 Transportation

The *transportation system* in the Airport Employment Growth District is intended to promote a variety of modes of travel, including automobiles, *transit*, and *active transportation* (e.g., cycling and walking) for people to access the *employment area*, for the safe and efficient movement of goods, and for employees to access the amenities provided within the *employment area*, in accordance with the Transportation Master Plan for the Airport Employment Growth District.

- 8.10.1 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 *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 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 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.

Active Transportation

- 8.10.2 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'.
- 8.10.3 The Zoning By-law may require the provision of secure, weather-protected bicycle parking facilities, and may allow for a reduction in the number of required automobile parking spaces if bicycle parking facilities are provided.
- 8.10.4 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'.
- 8.10.5 The City shall further encourage walking in the Airport Employment Growth District by encouraging the provision of pedestrian-scale lighting, street furniture, pedestrian crossing signals, pedestrian-friendly public spaces, and pedestrian-friendly landscaping in the front yards of sites.
- 8.10.6 The City may require the provision of preferential parking for carpooling, ultra low emission vehicles, and hybrid vehicles, among others, and may allow for a reduction in the number of required automobile parking spaces if preferential parking facilities are provided.

Transit

- 8.10.7 The Airport Employment Growth District shall be served by *transit* service that is accessible to the majority of employees. Places of employment shall be developed so that they are no further than 400 metres from a *transit* stop measured by a pedestrian walking route from the main entrance of a proposed building to the *transit* stop.
- 8.10.8 The City shall encourage *development* within the Employment Supportive Centre to provide an indoor *transit* facility integrated with the *development*.
- 8.10.9 The Airport Employment Growth District Secondary Plan identifies Proposed *Rapid Transit* on Map B.8-3 – Airport 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.

Roads

- 8.10.10 The transportation and road system, including collector and arterial roads, as well as proposed road connections, is shown on Map B.8-3 – Airport Employment Growth District Road Classification Map.

- 8.10.11 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.
- 8.10.12 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 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.
- 8.10.13 The City shall require, as a condition of *development* approval, the dedication of additional property for daylighting triangles at road intersections.
- 8.10.14 Significant transportation network improvements are required prior to the *development* of much of the Airport Employment Growth District. *Development* shall proceed in accordance with the phasing policies of Section B.8.16 of this Secondary Plan.
- 8.10.15 To encourage the *development* of lands in the Secondary Plan Area, the municipality may permit *development* to proceed upon dedication of any required rights-of-way but with the road constructed to a reduced number of traffic lanes to serve short-term and medium-term transportation needs, providing the following conditions are met:
- a. all financial commitments relating to full build-out of the road shall be secured as a condition of *development* approval and in a *development* agreement;
 - b. justification for construction of fewer traffic lanes shall be required as part of a transportation impact assessment report prepared by a professional engineer at the time of Plan of Subdivision approval; and,
 - c. the *development* provides all other necessary *infrastructure* required for full build-out of the right-of-way, including but not limited to curbs, boulevards, sidewalks, bicycle lanes, multi-use trails, allowance for a green servicing corridor, water, wastewater, or storm water *infrastructure*.
- 8.10.16 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.
- 8.10.17 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 a Transportation Master Plan. The resulting location of the suggested car pool lot may be established without an amendment to this Plan.

8.11 Infrastructure

Infrastructure, such as sewers, water and storm water systems, shall be provided, maintained and upgraded as necessary to accommodate the needs of future *development* in the Airport Employment Growth District.

- 8.11.1 In addition to the policies of Section C.5 – Infrastructure of Volume 1, *development* of the Secondary Plan Area shall be on full municipal services in accordance with the Storm Water Master Plan, the Water and Wastewater Master Plan, and the policies of the City.
- 8.11.2 The *infrastructure* provided in the Airport Employment Growth District shall be sized, located and designed to the City of Hamilton engineering standards, guidelines and criteria to ensure that acceptable levels of service, such as minimum fire flows for *employment areas* and acceptable flow and velocity capacities for pipes, are maintained.

8.12 Natural Heritage System

- 8.12.1 Within the Airport Employment Growth District, there are *wetlands*, streams, *woodlands*, meadows, successional areas and *hedgerows* which are identified as *Core Areas*, *Linkages*, and *Hedgerows* in Map B.8-2 – Airport Employment Growth District Natural Heritage System. The policies of Volume 1 Section C.2.0 – Natural Heritage System apply, with the exception of Section C.2.4.
- 8.12.2 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.

8.13 Heritage

There are buildings and sites in the Airport Employment Growth District with potential built or cultural heritage significance, including sites of interest to First Nations. These buildings or sites are to be assessed for their merit for retention and incorporation into a proposed *development*. In addition, the potential for resources of archaeological significance needs to be evaluated prior to *development* activity occurring within the community.

Cultural Heritage

- 8.13.1 There are buildings, *structures* and *cultural heritage landscapes* 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. (OPA 142)
- 8.13.2 The retention and conservation of buildings of architectural or historical merit on their original sites and the promotion of the integration of these resources into new *development* proposals in their original use or an appropriate adaptive re-use shall be encouraged. (OPA 142)

- 8.13.3 Prior to approval of *development* applications, a *cultural heritage conservation plan statement* shall be prepared in accordance with Section B.3.4.2.11 of Volume 1. (OPA 142)

Archaeological Assessments (OPA 142)

- 8.13.4 Prior to approval of *development* applications, a Stage 2 archaeological assessment shall be completed to the satisfaction of the City.
- 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.
- 8.13.6 The City may also require a higher standard of conservation, care and protection for *archaeological resources* based on prevailing conditions and circumstances within the City and the results of any dialogue with First Nations and their interests.

Cultural Heritage Impact Assessments (OPA 142)

- B.8.13.7 Prior to approval of *development* applications, for those *cultural heritage resources* that require a *Cultural Heritage Impact Assessment*, as determined by the *cultural heritage conservation plan statement* noted in Policy B.8.13.3 above, a *Cultural Heritage Impact Assessment* shall be completed to the satisfaction of the City.
- B.8.13.8 Pending the completion of the *cultural heritage conservation plan statement* noted in Policy B.8.13.3 above, and prior to *development* approvals of any property containing *cultural heritage resources* identified by the City:
- a. A *Cultural Heritage Impact Assessment* 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 *Cultural Heritage Impact Assessment* 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.

8.14 Eco-Industrial Design and Urban Design Policies

The Airport Employment Growth District is envisioned to be a place of employment which is developed with a high degree of eco-industrial and urban design. The elements of eco-industrial and urban design are intended to work together to create *development* that reduces its *negative impact* and optimizes its positive impact, in the physical context of an urban form and built form that can be characterized as a high quality place and space.

- 8.14.1 Eco-Industrial Design Guidelines and Urban Design Guidelines for the Airport Employment Growth District have been prepared and adopted by Council that provide specific guidance for *development* in accordance with the eco-industrial and urban design policies of this Secondary Plan.
- 8.14.2 The Eco-Industrial Design Guidelines and Urban Design Guidelines may be reviewed and revised from time to time to respond to technology

advancement and design innovation, without an Amendment to this Secondary Plan.

- 8.14.3 The Eco-Industrial Design Guidelines and Urban Design Guidelines may incorporate a checklist, rating or other evaluation system to rate the sustainability of a *development* proposal. This system may be reviewed and revised from time to time without an Amendment to this Secondary Plan.

Transportation

- 8.14.4 *Transit*, cycling and walking shall be promoted as preferred modes of transportation.

- 8.14.5 Parking areas shall be suitably 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 such as preferred carpooling/ride-sharing parking.

Energy, Renewables, Air Quality and Greenhouse Gas Reduction

- 8.14.6 The conservation and efficiency of energy, reduction in greenhouse gas emissions, climate change adaptation, generation of energy through the use of *renewable energy systems* or *alternative energy systems*, and improved air quality shall be promoted.

- 8.14.7 The reduction of energy consumption in buildings beyond minimum requirements and the use of high-efficiency heating, ventilation and cooling equipments, appliances and fixtures are encouraged. The incorporation of on-site of renewable and alternative energy systems to meet all or part of the energy needs of buildings and outdoor lighting shall be promoted.

- 8.14.8 Air and dust emissions during construction and demolition activities and during business operations should be minimized, and building design should provide protection from undesirable site noise within acceptable noise criteria ranges.

- 8.14.9 New *development* shall be encouraged to implement or incorporate a district energy system.

Water and Wastewater, and Water Conservation/Efficiency

- 8.14.10 Water and wastewater *infrastructure* shall integrate with existing City standards and guidelines, and incorporate efficient design. Future considerations for alternative servicing strategies and integration with on-going City programs for water conservation and efficiency shall be encouraged.

- 8.14.11 The design of the future water and wastewater *infrastructure* shall be consistent with the Secondary Plan's vision and principles. The *infrastructure* design should also build on the sustainable life-cycle costing and triple bottom line evaluation process completed under the Water and Wastewater Master Plan. Approaches such as minimizing pumping stations and optimizing gravity catchment areas shall be encouraged.

- 8.14.12 Location of future *infrastructure* should integrate with the standards for the Airport Employment Growth District and shall consider installation needs, long term accessibility and long term operation and maintenance requirements.

Flexibility for additional future *infrastructure* should be considered based the unique servicing opportunities in the Airport Employment Growth District.

8.14.13 The use of water efficient fixtures and equipment as well as any other water saving and recycling methods/measures should be considered.

8.14.14 Water and wastewater facilities built within the Airport Employment Growth District should employ architectural principles and materials that are consistent with the surrounding area's built form.

Storm Water Guidelines

8.14.15 Water resources and environmental criteria addressing the following shall be met throughout the area:

- a. Protection and maintenance of stream corridors to address flood control and *fish habitat* regulatory requirements;
- b. Flow requirements designed to prevent increases in flooding and erosion within and 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 water quality requirements necessary to meet provincial water quality objectives for receiving waters consistent with Level 1 / 2 treatment.

8.14.16 A combination of source, conveyance and end of pipe (e.g., dry ponds) control measures to provide the necessary design flows and volumes needed for flood storage on a catchment by catchment basis shall be encouraged.

Materials, Resources, and Solid Waste

8.14.17 The use of green building materials, use of locally harvested/recovered, manufactured or extracted materials for buildings and *infrastructure* shall be encouraged.

8.14.18 The use of best practices of proper disposal and/or recycling of construction and demolition waste material is encouraged. Businesses shall also be encouraged to implement site-scale waste diversion initiatives, including those businesses that are not obligated to comply with the source separation program requirements of the Environmental Protection Act.

Economic Sustainability and Business Synergy

8.14.19 The generation of business synergies and the creation of relationships that sustain long-term economic prosperity of businesses, the Airport Employment Growth District and the City of Hamilton shall be encouraged.

8.14.20 The generation of eco-industrial synergies to increase environmental and economic efficiencies through the exchange of waste, resource and energy shall be encouraged.

8.14.21 The Airport Employment Growth District should be developed according to the phased provision of servicing *infrastructure* to financially accommodate the

costs of growth related to the *employment area*. Necessary *infrastructure* should be coordinated with land demand and the pace of *development*.

Social Sustainability

- 8.14.22 The location of *accessory uses* and amenities that support employees shall be promoted with businesses encouraged to provide shared facilities such as sport areas, restaurants, and outdoor lunch areas whenever possible.
- 8.14.23 The creation of a walkable *employment area* shall be encouraged to support travel demand management and a healthy lifestyle for employees.
- 8.14.24 The creation of a *transportation management association* that partners with businesses to promote a variety of transportation services that reduce single-occupant vehicle trips shall be encouraged.

Site Development, Disturbance, Natural Corridors and Greenways

- 8.14.25 Appropriate *development* intensity and the efficient use of land in site planning shall be encouraged.
- 8.14.26 The incorporation of sustainable design elements into the site which maintains ecological integrity of the site shall be encouraged.
- 8.14.27 Site disturbance should be minimized and replanting to compensate for tree removals and to provide cooling and shade for streets, building and open spaces shall be encouraged.
- 8.14.28 Green spaces that integrate with the Airport Employment Growth District's natural heritage system and greenspace beyond the district shall be encouraged.
- 8.14.29 The use of measures to reduce heat island effects shall be encouraged.
- 8.14.30 Roadway design promoting naturalized areas and green corridors shall be encouraged.

Food Production and Community Gardening

- 8.14.31 The creation of synergies between agricultural operations within and outside the Airport Employment Growth District and employment uses is encouraged. Businesses shall be encouraged to provide community gardens for their employees and for *ancillary* needs (e.g., cafeteria), where feasible.

Relationship to Natural Edges

- 8.14.32 Landscape buffers that address the interface and edges and provide naturalized buffers between developed areas of the site, streets, and *adjacent* natural features are encouraged.
- 8.14.33 Building setbacks shall be required for *development* adjacent to the boundary of natural features under the jurisdiction of the Niagara Peninsula Conservation Authority, Hamilton Conservation Authority, and Grand River Conservation

Authority. *Vegetation protection zones* shall comply with Sections C.2.5.9 to C.2.5.15 inclusive of Volume 1.

- 8.14.34 The location of outdoor uses and facilities, as well as employee recreation facilities, is encouraged to be in proximity to the visual and physical amenity of natural areas.

Road Design

- 8.14.35 The location of local roads through natural heritage systems should only be considered where no other access is possible.

Site Access and Driveways

- 8.14.36 Access to *development* lots from local streets is encouraged whenever possible.
- 8.14.37 Minimizing driveways by creating joint access driveways to serve two adjacent *development* lots is encouraged.

Recommended Building Setbacks

- 8.14.38 Building setbacks to provide separation from *adjacent* land uses and to create a consistent street wall and pedestrian areas including consistent street frontages and build-to lines is encouraged.
- 8.14.39 Building setbacks to ensure landscaped screening of loading and service areas and landscape buffers at the extent of sites is encouraged.

Vehicular Parking Areas

- 8.14.40 Parking areas that are safe, functional, attractive and comfortable as well as reducing their environmental and visual impact are encouraged.
- 8.14.41 A high quality of pedestrian paving materials to minimize the impact of asphalt paving on *development* and create a more comfortable and attractive environment for pedestrians within parking areas is encouraged.
- 8.14.42 Parking *structures* developed to a high standard of architectural, lighting, and landscape design is encouraged.

Storage, Service and Loading Areas

- 8.14.43 The appropriate placement and screening of storage, service and loading areas shall be required.

Site Lighting and Safety

- 8.14.44 The appropriate illumination of all pedestrian and parking areas to promote safety, security and comfort without over-illumination is encouraged.
- 8.14.45 Architectural lighting to emphasize built form and landscape elements is encouraged, but should not create spillover of light to adjoining properties.
- 8.14.46 Energy efficient street lights and pedestrian lights are encouraged.

Pedestrian and Cyclist Movement

- 8.14.47 Site planning is encouraged that provides for ease and continuity of pedestrian movement and a high-quality, barrier-free pedestrian environment.
- 8.14.48 Street design is encouraged that facilitates cyclist movement and reduces barriers to the ease, comfort, speed and safety of cycling.

Sustainable Building Design

- 8.14.49 Building design is encouraged to incorporate sustainable design measures including but not limited to Leadership in Energy and Environmental Design (LEED).
- 8.14.50 Buildings that incorporate sustainable design measures shall be encouraged to have orientation, massing, material selection and landscaping as a visible articulation of their sustainable design.

Building Orientation

- 8.14.51 Buildings are encouraged to have an orientation that provides street definition, pedestrian realm definition, and helps manage cooling and heating loads.

Building Height & Massing

- 8.14.52 Buildings are encouraged to have a height and massing that supports the efficient use of land and appropriate transitions to *adjacent* land uses.

Building Design

- 8.14.53 Buildings are encouraged to have the primary entrance or office space appropriately oriented towards municipal streets and intersections.
- 8.14.54 Buildings are encouraged to have facades with *significant* architectural features.
- 8.14.55 Buildings are encouraged to have an appropriate location and amount of fenestration, with operable windows also encouraged.
- 8.14.56 Buildings are encouraged to have architectural articulation in form and materials. Large blank wall surfaces along street frontages are discouraged.
- 8.14.57 Buildings are encouraged to incorporate materials that have a high life cycle and aesthetic quality.

Integration with Built Heritage

- 8.14.58 The facades of new buildings are encouraged to be setback to match *existing* heritage buildings.
- 8.14.59 New buildings are encouraged to be sensitive to *adjacent* and nearby heritage buildings, however, the application of historical building styles to modern *development* is discouraged.

Rooftop and Mechanical Requirements

- 8.14.60 Buildings are encouraged to screen rooftop and mechanical systems with the building's architecture.

Architectural Lighting and Light Pollution Management

8.14.61 Buildings are encouraged to incorporate exterior accent lighting with external luminaries that enhance the building design and minimize light pollution.

Signage

8.14.62 Signage for sites and buildings is encouraged to incorporate energy-reduction technology.

8.14.63 Well-designed and legible signage that is *compatible* with the building and site furniture is encouraged.

8.14.64 Signage for multiple occupant buildings is encouraged to be an integral component of the building facade.

8.14.65 Well-designed monument or free-standing signage, where deemed to be appropriate, is encouraged.

Landscape Requirements at Road Frontages, Gateways and Enhanced Transit Stops

8.14.66 High standards for high quality, continuous landscaping at road frontages throughout the main road network are encouraged

8.14.67 Potential Gateway Features are shown on Map B.8-3 – Airport Employment Growth District Road Classification Map and provisions for potential gateway features, enhanced *transit* stops, or specialized landscape treatment on entry to the industrial park area to define its character are encouraged.

8.14.68 Gateways that vary in appearance and have a clear hierarchy distinguishing major and minor gateways are encouraged.

8.14.69 The implementation of public art is encouraged at gateways and areas with high pedestrian usage.

Landscape Quality

8.14.70 Distinctive, high-quality thematic landscape elements to create a unifying visual quality or identity to each land use are encouraged.

8.14.71 Landscaping that supports ecology through the design of naturalized groves of trees (deciduous and evergreen) and areas incorporating low maintenance native plant species (woody shrubs, ground covers, grasses, and perennials) and encouraged.

8.14.72 Landscapes that provide comfort and amenity space by using vegetation for the purpose of creating shelter and microclimates are encouraged.

Paved Surface Materials

8.14.73 The use of high-quality and varying paving materials where suitable is encouraged, in particular for pedestrian paths and for permeable surfaces to support groundwater recharge.

Outdoor Amenity Space

8.14.74 Outdoor amenity space within the public realm and on private *development* is encouraged.

- 8.14.75 Pedestrian connections to outdoor amenities, which should be barrier free and clearly marked with pedestrian scaled lighting that defines the route and amenity area, is encouraged.

Pedestrian, Bicycle, and Trail Connections

- 8.14.76 The design of pedestrian, bicycle, and trail connections in the study area that offer an alternative mode of travel for commuters and recreational users through a hierarchy of sidewalks, multi-use paths, and on-road cycling lanes is encouraged.
- 8.14.77 A trail system designed and provided with major trailheads located in open space areas with road frontage, or integrated with commuter parking lots is encouraged.

8.15 Energy and Environmental Assessment Report

The Airport Employment Growth District is intended to be a place of employment where sustainability is a key component of the vision for *development*.

- 8.15.1 Notwithstanding Section F.3.2.9 of Volume 1, the sustainability of *development* shall be evaluated at the time of *development* approval for a Plan of Subdivision or Site Plan and an Energy and Environmental Assessment Report demonstrating how the *development* meets or exceeds the sustainability provisions of the Eco-industrial Design Guidelines and Urban Design Guidelines shall be required prior to *development* approval.
- 8.15.2 The degree to which a *development* meets or exceeds the sustainability provisions of the Eco-industrial Design Guidelines and Urban Design Guidelines as described by the Energy and Environmental Assessment Report may be used as a basis by the City to prioritize *development* applications, including the assignment of servicing allocation and the issuance of draft plan approval under the Planning Act, R.S.O., 1990 c. P.13.
- 8.15.3 The Eco-industrial Design Guidelines and Urban Design Guidelines may incorporate an evaluation system which would provide specific criteria for the assessment of *development* applications through the Energy and Environmental Assessment Report. The evaluation system may be revised from time to time to respond to technology advancement and design innovation without an amendment to this Secondary Plan. The evaluation system may include criteria including but not limited to:
- a. Green building materials;
 - b. Energy efficient building design;
 - c. Vehicle trip generation, access to public *transit*;
 - d. cycling, and walkability;
 - e. Water conservation;
 - f. Diversity of use and availability of *community services* and public amenities;

- g. Waste reduction, reuse and recycling (during construction and during operation);
- h. On-site storm water management;
- i. Grey water reuse;
- j. Light pollution management;
- k. “Urban heat island” effect management;
- l. On-site *renewable energy* generation; and,
- m. Use of a district energy system.

8.16 Implementation

This Implementation section provides guidance on how the land use policies of the Airport Employment Growth District Secondary Plan are to be implemented.

Interpretation

- 8.16.1 The provisions of the City of Hamilton Official Plan, as amended from time to time, regarding the interpretation of that Plan shall apply in regard to this Secondary Plan insofar as they affect the Secondary Plan Area.

General Implementation Policies

- 8.16.2 The provisions of Chapter F of Volume 1 regarding implementation shall apply with regard to this Secondary Plan, except as specifically set out herein.

Complete Application Requirements

- 8.16.3 Notwithstanding the complete application requirements of Section F.1.19 of Volume 1, an Energy and Environmental Assessment Report shall be required as other information and materials required to deem Planning Act, R.S.O., 1990 c. P.13 applications for draft plan of subdivision and site plan complete.

Development Phasing Policies

This plan recognizes that the Airport Employment Growth District is intended to provide employment lands to serve the needs to 2031. This long-term perspective allows the City to wisely invest in the water, wastewater and transportation *infrastructure* which is required to service lands to 2031 and, when it is justified, be able to cost-effectively upgrade this *infrastructure* to serve *development* beyond 2031.

- 8.16.4 In addition to Section C.5 and Section F.3.6 in Volume 1, the Airport Employment Growth District shall be developed in two Phases which are guided by the detailed policies below and the phasing illustrated on Map B.8-4 – Airport Employment Growth District Phasing Plan. The boundary between Phase 1 and Phase 2 shall be interpreted as conceptual since the phasing-in of *development* is expected to be driven by the up-take of lands and availability of servicing, rather than specific interim timeframes. The boundary between Phase 1 and Phase 2 should not be a constraint to *development* as long as the proposed *development* conforms to the detailed phasing policies below.
- 8.16.5 Lands identified on Map B.8-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan as “Phase 1” are intended to serve employment land

needs to 2031 and shall be allowed to develop subject to confirmation of the availability of municipal water and municipal wastewater servicing by a professional engineer as a condition of *development* approval to the satisfaction of the City.

- 8.16.6 Lands identified on Map B.8-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan as “Phase 2” are intended to serve employment land needs to 2031 and those portions of “Phase 2” with access to servicing shall be allowed to develop subject to confirmation of the availability of municipal water and municipal wastewater servicing by a professional engineer to the satisfaction of the City as a condition of *development* approval. Those portions of “Phase 2” that do not have access to servicing shall only be allowed to develop once the water, wastewater and transportation servicing systems have been upgraded and/or extended to adequately service these lands.
- 8.16.7 To ensure that lands are not developed prematurely, the lands identified on Map B.8-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan as “Phase 2” shall be zoned with a holding provision. The condition for release of the holding is:
- a. for “Phase 2” lands with access to servicing, the confirmation of servicing as described in Policy B.8.16.6 of this Secondary Plan; or,
 - b. for “Phase 2” lands that do not have access to servicing, the provision of adequate municipal water, municipal wastewater, and transportation *infrastructure* in accordance with the respective master plans for the Airport Employment Growth District to the satisfaction of the City.
- 8.16.8 To ensure that the lack of adequate servicing does not create a constraint to the timely *development* of the lands identified on Map B.8-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan as “Phase 2”, the City shall coordinate upgrades to the water, wastewater, and transportation *infrastructure* when the City deems it to be appropriate.

Land Dedication and Acquisition

- 8.16.9 The City may acquire and hold any lands required to implement any feature of this Secondary Plan, in accordance with the Planning Act, R.S.O., 1990 c. P.13 and such actions may include the expropriation of lands required to implement the servicing of the business park.
- 8.16.10 As an alternative to land dedication for watercourses and *flood plain* areas, the City may require a conservation easement for these lands; however, storm water management ponds and outlets shall be on lands dedicated to the City.
- 8.16.11 An environmental clearance shall be required prior to the conveyance of any lands to the City and the environmental clearance shall be based on the appropriate level of site assessment as established by Ministry of the Environment Guidelines.

8.17 Site Specific Policies

Site Specific Policy – Area A

8.17.1 In addition to Policy B.8.4.5.1 of this Secondary Plan, for the lands designated Airport Prestige Business, located at No. 618 Garner Road East, and identified on Map B.8-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area A, a golf driving range and accessory uses and structures shall be permitted.

Site Specific Policy – Area B

8.17.2 Notwithstanding Policy B.8.4.5.1 – Permitted Uses, the lands designated Institutional located at 70 Garner Road East, and identified on Map B.8-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area B, may permit the following uses in conjunction with the place of worship:

- a. offices for a religious organization;
- b. convention and conference centre;
- c. educational establishment for a religious organization;
- d. lodging home for short term accommodation in conjunction with the educational establishment; and,
- e. sports facilities.

Site Specific Policy – Area C

8.17.3 Notwithstanding Section E.6.2 – Permitted Uses and Policy B.8.7.1, the lands designated Institutional, located at No. 92-116 Glancaster Road, and No. 582 Southcote Road, identified on Map B.8-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area C shall permit only the uses existing at the date of approval of this Secondary Plan.

Site Specific Policy – Area D

8.17.4 For the lands designated Institutional, located on the southeast corner of Garner Road East and Smith Road, and identified on Map B.8-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area D, the following additional policies shall apply and be regulated by the Zoning By-law:

- a) Residential uses shall be prohibited, except for ancillary uses, in accordance with Section E.6.2.4 of Volume 1,
- b) In addition to the permitted uses in Section E.6.2.2 of Volume 1, a trade school may be permitted, and
- c) Section E.6.2.6 of Volume 1 shall not apply.

Site Specific Policy – Area E

8.17.5 In addition to Policy B.8.5.1, the lands designated Natural Open Space, located at No. 550 Glancaster Road East, and identified on Map B.8-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area E, the existing single-detached dwelling, any additions thereto, and accessory uses as specified by the zoning by-law, shall also be permitted.

Site Specific Policy – Area F

8.17.6 In addition to Policy B.8.8.1, the lands designated Airport Reserve, located at No. 2826 Upper James Street, and identified on Map B.8-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area F, shall also permit the following uses and shall be limited in size as specified in the zoning by-law:

- a. existing single-detached dwelling,
- b. personal services,
- c. landscape contracting establishment,
- d. transportation depot and repair service; and,
- e. accessory uses.

Site Specific Policy – Area G

8.17.7 In addition to Policy B.8.4.5.1, the lands designated Airport Prestige Business, located at east side of Upper James Street south of Dickenson Road, and identified on Map B.8-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area G, shall also permit the following uses as specified in the zoning by-law:

- a. financial establishment;
- b. motor vehicle dealership;
- c. motor vehicle rental establishment; (OPA 77)
- d. motor vehicle washing establishment;
- e. personal services;
- f. restaurant;
- g. retail; and,
- h. accessory uses.

Site Specific Policy – Area H (OPA 166)

8.17.8 In addition to the permitted uses in Policy B.8.4.5.1b) – Airport Prestige Business and B.8.4.5.3 – Employment Supportive Centre, for lands located at the southwest corner of Highway 6 and Garner Road, designated Airport Prestige Business and the lands located at the intersection of Garner Road East and Highway 6 identified as an Employment Supportive Centre, and identified on Map B.8-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area H,

- a) the following additional uses shall be permitted on the Airport Prestige Business lands at the southwest corner of Highway 6 and Garner Road:
 - (i) Banquet facility;
 - (ii) Conference and/or convention centre,

- b) the following additional uses shall be permitted within the Employment Supportive Centre area located at the intersection of Highway 6 and Garner Road only:
 - (i) Commercial entertainment;
 - (ii) Retail stores;
 - (iii) Medical office and medical clinic; and
- c) the gross floor area for any individual retail store shall not exceed 500 square metres.

Site Specific Policy – Area I

8.17.9 The following policies apply to the lands south of Twenty Road West, east and west of the future Garth Street extension to be added to the urban boundary and designated as Airport Prestige Business and the identified Employment Supportive Centre located at the corner of future Garth Street extension and Twenty Road, and identified on Map B.8-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area I,

- a) Notwithstanding Policy B.8.4.5.1a), the following uses shall not be permitted in the Airport Prestige Business area along the future Garth Street extension south of Twenty Road east:
 - (i) Warehousing;
 - (ii) Transportation Terminals;
 - (iii) Private Power Generation; and
 - (iv) Utility Activities,
- b) Notwithstanding Policy B.8.4.5.2, Employment Supportive Centre located at the corner of Garth Street and Twenty Road shall have a radius of 200 metres,
- c) Notwithstanding Policies B.8.4.5.3, the following additional uses shall be permitted within the Employment Supportive Centre located at the intersection of Garth Street and Twenty Road:
 - (i) Retail stores;
 - (ii) Commercial school;
 - (iii) Day nursery; and
 - (iv) Medical office and medical clinic,

- d) Notwithstanding Policy B.8.4.5.4, the total gross floor area of the employment supportive centre shall not exceed 5,000 square metres per centre.
- e) Notwithstanding Policy B.8.4.5.5, a retail store shall not exceed 500 square metres.

Site Specific Policy – Area J (OPA 74)(OPA 166)

8.17.10 In addition to Policy B.8.4.5.1, for the lands located at 2012 Upper James Street (to be changed to 2060 Upper James Street), designated Airport Prestige Business and identified as Site Specific Policy – Area J on Airport Employment Growth District Secondary Plan – Land Use Plan, Map B.8-1, a Place of Worship shall also be permitted.

Site Specific Policy – Area K (OPA 111)

8.17.11 The following policies apply to the easterly portion of the lands located at 70 Garner Road East, designated Airport Prestige Business and identified as Site Specific Policy – Area K on Map B.8-1 – Airport Employment Growth District Secondary Plan – Land Use Plan:

- a) In addition to Policy E.5.5.1 a) of Volume 1 and Policy B.8.4.5.1 a) of Volume 2, a funeral home shall also be permitted.
- b) In addition to Policy E.5.5.1 f) of Volume 1 and Policy B.8.4.5.1 d) of Volume 2, the permitted funeral home shall include the following uses:
 - (i) Repair service;
 - (ii) Training facility;
 - (iii) Catering and food service; and,
 - (iv) Office.

GLOSSARY

Airport Waste: means waste generated from the John C. Munro Hamilton International Airport.

Small Scale: used to describe a permitted agriculture-related or secondary use, shall mean those uses that are characterized by a size and intensity of activity that is clearly secondary to and does not negatively impact the predominant use of the lands for *agricultural uses*, and which meet the maximum floor area, site coverage and other provisions of the Zoning By-law specific to that use.

Transportation Management Association: means a non-profit organization aimed at providing sustainable transportation solutions as well as improved mobility and accessibility.