



__ UPPER __ WEST SIDE

Upper West Side Secondary Plan

Prepared For:
City of Hamilton

Prepared By:
Corbett Land Strategies Inc.

November 2023

Table of Contents

Preamble	1
Structure of the Secondary Plan	1
1.0 Introduction.....	3
1.1 Purpose.....	3
1.2 Location & Context	3
1.3 Vision	4
1.4 Principles.....	5
2.0 Community Structure.....	7
2.2 Community Structure Principles.....	7
2.3 Community Structure Elements.....	8
2.4 Community Nodes	8
2.5 Community Corridors.....	9
2.6 Neighbourhood Areas	10
2.7 Employment Areas	11
2.8 Major Open Spaces.....	11
2.9 Development Phasing.....	11
2.10 Population Growth Targets.....	12
3.0 Community wide Policies	14
3.1 General Policies	14
3.2 Utility Designation	15
3.3 Park & Open Space Designations	15
3.4 Housing Policies.....	17
4.0 Neighbourhoods Designations.....	19
4.1 General Policies	19
4.2 Low Density Residential 1.....	20
4.3 Low Density Residential 2.....	20
4.4 Medium Density Residential.....	21
4.5 High Density Residential	22
5.0 Mixed-Use Designations.....	24
5.1 Mixed-Use – General Policies.....	24

6.0 Employment Area Designations 27

7.0 Institutional Designation 28

8.0 Natural Heritage Systems..... 30

 8.1 Natural Heritage Systems – General Policies 30

 8.2 Headwater Drainage Features 33

 8.3 Conceptual Channel Design 34

 8.4 Wetlands 35

 8.5 Woodlands 35

 8.6 Vegetation, Flora and Fauna..... 36

 8.7 Significant Wildlife Habitat..... 36

 8.8 Habitat of Endangered and Threatened Species..... 37

 8.9 Linkages..... 37

 8.10 Species at Risk..... 37

 8.11 Vegetation Protection Zones 38

 8.12 Road Crossings and Alignments 38

 8.13 Restoration Areas..... 38

9.0 Integrated Transportation Network 39

 9.1 General Policies 39

 9.2 Road Network 39

 9.3 Active Transportation..... 40

 9.4 Transit..... 41

 9.5 Transportation Demand Management..... 41

 9.6 Parking 42

10.0 Infrastructure..... 43

 10.1 General Policies 43

 10.2 Water 43

 10.3 Sanitary..... 43

 10.4 Stormwater Management..... 44

 10.5 Drainage..... 45

11.0 Land Use Compatibility 47

 11.1 General Policies 47

Upper West Side Secondary Plan

Upper West Side Secondary Plan

11.2 John C. Monroe Hamilton International Airport..... 47

11.3 Noise Policies 48

12.0 Cultural Heritage Resources..... 49

12.1 General Policies 49

13.0 Sustainability & Climate Change Resiliency..... 51

13.1 Sustainability & Climate Change Resiliency Objectives 51

13.2 General Policies 51

14.0 Urban Design Guidelines..... 53

14.1 Urban Design Policies 53

15.0 Implementation..... 54

15.1 General Policies 54

15.2 Cost Sharing..... 54

Schedules 56

Table of Figures

TABLE 1: FORECAST PEOPLE AND JOBS PER HECTARE BY DESIGNATION..... 13
TABLE 2: PROPOSED DENSITIES..... 13
TABLE 3: PROPOSED UNIT MIX..... 13

PREAMBLE

The Upper West Side Secondary Plan is envisioned to be developed as a complete community, consisting of residential, mixed-use, institutional, recreational, and employment uses that are complimented by the expansive protected natural heritage features. Through the Urban Hamilton Official Plan Amendment No. 167, a portion of the Upper West Side Secondary Plan was designated “Urban Expansion Area - Neighbourhoods” and “Urban Expansion Area – Employment Area”. To facilitate the comprehensive and complete development of the neighbourhood and set forth guidelines for the development of the Urban Expansion Areas, the Upper West Side Secondary Plan process was initiated by the Upper West Side Landowner Group.

The Upper West Side Secondary Plan area has been identified as a preferred growth area by the City of Hamilton and is situated between the existing built-up area of the City and the John C. Monroe Hamilton International Airport to the south. The Secondary Plan establishes the policies to support and guide the development of the Secondary Plan area and incorporates background information and recommendations from a comprehensive list of professionals representing a wide variety of specialties. The Secondary Plan particularly focuses on the interface between the proposed mixed-use and residential uses with the employment uses within the Airport Employment Growth District. The Secondary Plan also guides the fulsome development of the lands with special consideration for the nearby John C. Monroe Hamilton International Airport to support compatibility between uses and protect current and future airport operations.

STRUCTURE OF THE SECONDARY PLAN

This Secondary Plan, consisting of the following Sections and Schedules constitutes Amendment No. XX to the Urban Hamilton Official Plan for the City of Hamilton. As such, the policies of the Urban Hamilton Official Plan should be read and considered in addition to the policies set forth in the Upper West Side Secondary Plan. Where policies conflict between the Urban Hamilton Official Plan and the Upper West Side Secondary Plan, the policies of the Secondary Plan shall apply. The appendices contain additional information that supports the policies of this Plan but do not form an operative part of this Plan.

The Secondary Plan is organized as follows:

- 1.0 Introduction
- 2.0 Community Structure
- 3.0 Community wide Policies
- 4.0 Neighbourhoods Designations
- 5.0 Mixed-Use Designations
- 6.0 Employment Area Designations
- 7.0 Institutional Designation
- 8.0 Natural Heritage Systems

- 9.0 Integrated Transportation Network
- 10.0 Infrastructure
- 11.0 Land Use Compatibility
- 12.0 Cultural Heritage Resources
- 13.0 Sustainability & Climate Change Resiliency
- 14.0 Urban Design Guidelines
- 15.0 Implementation

1.0 INTRODUCTION

1.1 PURPOSE

1.1.1 The Upper West Side Secondary Plan establishes the planned function and long-term planning vision for the lands bound by Twenty Road West, Upper James Street, Dickenson Road West, and Glancaster Road, in the City of Hamilton (“Study Area”). Lands within this area are designated “Urban Expansion Area - Neighbourhoods” and “Urban Expansion Area – Employment” under the Urban Hamilton Official Plan (“UHOP”) Amendment No. 167 and the remaining lands are currently subject to the Airport Employment Growth District Secondary Plan. The purpose of the Upper West Side Secondary Plan is to guide the comprehensive development of the Study Area and establish policies, designations, infrastructure, and phasing of the development of the future community.

1.1.2 The Upper West Side Secondary Plan:

- a) Provides growth management policies that facilitate a minimum population of 12,000 residents and 2,400 jobs over the span of 20 years;
- b) Establishes a land use planning framework through a series of land use designations that will guide growth, encourage positive land use changes, ensure compatibility of uses, and contribute to the development of a complete community;
- c) Implements policies that support the operations of the John C. Monroe Hamilton International Airport and designation of employment lands;
- d) Encourages a compact, urban community with a mix of densities, built forms, and land uses to support the needs of current and future residents;
- e) Establishes policies that protect and, where possible, enhance the natural heritage features, forms, and functions, as well as endangered species and species at risk;
- f) Establishes a transportation network that supports the movement of people and goods and incorporates active transportation, including facilitating the extension of Garth Street to Dickenson Road West; and
- g) Encourages development that supports long-term economic, social, and environmental sustainability.

1.2 LOCATION & CONTEXT

1.2.1 The Upper West Side Secondary Plan Study Area is shown on Schedule “A” of this Plan and is generally bounded by:

- a) Twenty Road West to the north;
- b) Upper James Street to the east;

- c) Dickenson Road West to the south; and
- d) Glancaster Road to the west.

1.2.2 As shown on Schedule "A" of this Plan, the Secondary Plan Boundary is located within the Study Area and generally includes:

- a) Urban Expansion Area – Neighbourhoods as defined in the Urban Hamilton Official Plan as:
 - i. Twenty Road West Area 1
 - ii. Twenty Road West Area 2
- b) Urban Expansion Area – Employment Area
 - i. Twenty Road West Area 2
- c) Delineated and designated Natural Heritage System; and
- d) Lands within the Airport Employment Growth District Secondary Plan that are located between the Urban Expansion Areas and the .

1.2.3 The Study Area has an area of 283 hectares (700 acres). The Secondary Plan Boundary has an area of approximately 86 hectares (213 acres).

1.2.4 The Study Area is located entirely within the Urban Boundary of the City of Hamilton as per the UHOP.

1.3 VISION

1.3.1 The Upper West Side Infill Community will be planned comprehensively to ensure the development of a fully integrated and functional community that comprises a variety of land uses, including compact residential, mixed use, institutional, and an extensive system of natural heritage features and open spaces. The compact residential areas are envisioned to include mixed residential uses, and incorporate various park typologies, which will integrate both passive and active recreation opportunities, while serving as primary gathering places for the community. Mixed use development will be incorporated at strategic locations in the community, particularly along Garth Street. The variety of functions and amenities along this main street is intended to attract pedestrians from the surrounding residential and future employment areas.

1.3.2 The design process for the subject lands has presented a set of opportunities related to the development location and the proximity to the John C. Munro International Airport, as well as mandated design policies, such as the Airport Employment Growth District ("AEGD") Secondary Plan, that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban design. These opportunities include the following:

- a) The existing land use and road fabric;
- b) The proximity to the John C. Monroe Hamilton International Airport and location with the AEGD;

- c) The proximity to Garth Street and Upper James Street, major north-south transportation corridors leading to downtown Hamilton;
- d) The proximity to the future Upper James Street Bus Rapid Transit (“BRT”), running from the West Harbour Go Station to the John C. Monroe Hamilton International Airport; and
- e) The existing natural heritage features throughout the Study Area.

1.4 PRINCIPLES

1.4.1 The Secondary Plans guiding principles serve to define and confirm the overall direction for the development. They reflect the interests, aspirations, and desires of a range and mix of stakeholders, including agencies, advisory committees, landowners, City staff, and nearby residents. The design guiding principles are as follows:

Community Character

- a) Establish a strong community character and theme.
- b) Reflect a local identity rooted in the character of the City of Hamilton.

Mixed-Use / Compact Residential Area

- a) Provide a variety of compact residential dwellings and mixed uses, directing greater density along Garth Street.
- b) Offer a diverse range of housing options to accommodate various household sizes and income levels.
- c) Provide an appropriate transition between proposed residential uses and future adjacent employment areas to achieve a supportive interface.

Transportation Network

- a) Establish a street configuration that provides logical, safe, and convenient access to community facilities and natural features beyond the community.
- b) Establish a hierarchy of streets that enable logical connections to employment lands along main streets without accessing residential local streets.
- c) Promote walking, cycling, and transit usage using a modified grid street pattern with minimized block lengths that enable convenient and direct connections throughout.

Energy Efficiency & Green Infrastructure

- a) Promote energy-efficient building practices and upgraded green infrastructure.
- b) Address sustainability in the context of the natural heritage system, promoting best practices to protect these areas.

- c) Integrate green infrastructure design standards into parks and open spaces to align with sustainability goals.
- d) Implementing sustainable and climate change resiliency plans, infrastructure, technologies, and design approaches.

Natural Heritage System

- a) Protect and enhance existing woodlands, wetlands, and wildlife corridors by providing visually and physically interconnected natural spaces throughout the community.
- b) Establish strategic views and vista opportunities to the NHS through street alignment and the placement of parks, open space and buildings.
- c) Development adjacent or near the planned Natural Heritage System an/or heritage resources will protect the feature and function and integrate into the development as a way to enhance the character of the community.

Parks & Open Spaces

- a) Provide access and visibility to public and private outdoor amenities and open spaces that will serve as important informal and formal gathering places for residents, employees, and visitors throughout the community.
- b) Parks will be planned to provide space which supports the mental and physical health and well-being of residents.

Cultural Heritage

- a) Integrate identified existing cultural heritage resources into future land use development through retention of heritage attributes that express the resource's cultural heritage value.

1.5 Airport Employment Growth District Secondary Plan

1.5.1 Notwithstanding anything to the contrary, lands located within the Study Area but outside of the Secondary Plan Boundary shall continue to be subject to the Airport Employment Growth District Secondary Plan and its respective policies, as applicable.

1.5.2 Lands located within the Secondary Plan Boundary but outside of the Urban Expansion Areas shall continue to be subject to the Airport Employment Growth District Secondary Plan and its respective policies, as applicable, until such time that the lands are converted through a Municipal Comprehensive Review, or alternative legislative process.

2.0 COMMUNITY STRUCTURE

- 2.1.1 The Community Structure as show on Schedule "A", Community Structure Plan, establishes high-level framework for the key community principles, elements, and functions, to guide different forms of development as implemented through the Land Use Designations shown on Schedule "B", Land Use Plan and described in Sections 4 through 9 of this Plan.
- 2.1.2 The goals of Section E.1.0 of the UHOP shall apply to the urban systems and land use designations of this Plan.
- 2.1.3 The Community Structure provides a policy approach to guiding long range growth and development and provides:
- a) A foundation for consistent decision making;
 - b) A basis for infrastructure investment (i.e. water, wastewater, transportation and stormwater);
 - c) A basis for investment in community facilities (i.e. public health, social services, parks, culture and recreation);
 - d) Policy frameworks for residential, mixed-use, commercial, and employment development;
 - e) A general, high level land use vision for the Upper West Side Infill Community.

2.2 COMMUNITY STRUCTURE PRINCIPLES

- 2.2.1 Following the established structure of Section 2.1 of the UHOP, the community structure for this Plan will also follow a node and corridor structure guided by the following principles:
- a) Primary Community Nodes and Primary Community Corridors shall be the focus of high density residential and mixed-use development and are intended be the focal points of activity for the community, residents and visitors;
 - b) Secondary Community Nodes and Secondary Community Corridors shall be the focus of medium density residential and mixed-use development and are intended to be neighbourhood-level focal points for activity;
 - c) Mixed-Use and Commercial uses are intended to be developed within Primary and Secondary Community Nodes and Community Corridors;
 - d) Community Nodes and Community Corridors are connected to each other and are internally served by various modes of transportation, including higher order transit and active transportation;
 - e) Community Nodes and Community Corridors are encouraged to provide a vibrant pedestrian environment and facilitate active transportation through careful attention to urban design;

- f) Neighbourhood Areas shall be the focus of medium density residential with limited low density residential uses where contextually appropriate; and
- g) Major Open Spaces are to be protected and Community Nodes and Community Corridors are encouraged to provide meaningful connections to Major Open Spaces.

2.3 COMMUNITY STRUCTURE ELEMENTS

2.3.1 In order to most efficiently use land and resources, this Plan establishes a Community Structure, identified in Schedule "A", Urban Structure, that includes the following elements:

- a) Primary Community Nodes
- b) Primary Community Corridors
- c) Secondary Community Nodes
- d) Secondary Community Corridors
- e) Employment Areas
- f) Neighbourhood Areas
- g) Major Open Spaces

2.3.2 Significant changes to the Community Structure, including classification of elements, extensions and expansions of elements, or addition of new elements, shall be considered during the five-year review of the UHOP or through privately initiated Official Plan Amendment.

2.3.3 Minor changes to the Community Structure, including classification of elements or extensions and expansions of elements, may be considered through a variance if the proposed changes are minor in nature and maintain the intent of this Plan and the UHOP.

2.3.4 Major Community Nodes and Major Community Corridors are strategic growth areas where intensification and higher-density mixed-uses in a transit-supportive and compact built form shall be encouraged and promoted.

2.3.5 Compact built form will be encouraged generally throughout the Upper West Side Infill Community in accordance with appropriate development standards.

2.4 COMMUNITY NODES

2.4.1 Community Nodes are intended to provide for a broad range and mix of uses in an area of higher density and activity than surrounding Neighbourhood Areas. Community Nodes are encouraged to develop in a compact form that supports use of transit and active transportation. Community Nodes are encouraged to be designed and planned to provide a recognized sense of place to adjacent neighbourhoods. This Plan establishes two forms of Community Nodes:

- a) Primary Community Nodes
- b) Secondary Community Nodes

2.4.2 Within Primary Community Nodes and Secondary Community Nodes, single use commercial buildings shall be permitted; however, the intent of this Plan is to incorporate commercial uses into the ground floors of mixed-use buildings. Where a development proposes a single use commercial building, it is encouraged that residential uses or residential buildings be provided elsewhere on the same property or as part of the same comprehensive development as part of a mixed-use function.

2.4.3 Primary Community Nodes

Primary Community Nodes are focused at the intersections of higher order roads, with access to existing or proposed transit, and are generally centrally located to the Secondary Plan area.

Primary Community Nodes are intended to provide a range of uses that allow for access to housing, jobs, services, and recreation in close proximity to each other and are accessible by current or planned transit.

Primary Community Nodes shall function as vibrant, mixed use areas with a large and diverse population. A range of housing types, including affordable housing, shall be encouraged. The predominant form of new housing shall be in medium and high density mixed-use buildings.

2.4.4 Secondary Community Nodes

Secondary Community Nodes are focused at the intersections of higher order roads and local streets, with access to existing or proposed transit, and are located throughout the Secondary Plan area but are generally located as centrally to Neighbourhood Areas.

Secondary Community Nodes are intended to provide a range of uses that allow for access to housing, services, and recreation, with predominant development to consist of higher density residential uses.

Secondary Community Nodes shall function as vibrant, mixed use areas with a large and diverse population. A range of housing types, including affordable housing, shall be encouraged. The predominant form of new housing shall be in medium and high density residential buildings.

2.5 COMMUNITY CORRIDORS

2.5.1 Community Corridors are intended to align with major streets throughout the Secondary Plan. Community Corridors are intended to include a mix of uses, providing locations for housing and services and form connections between the Primary

Community Nodes and Secondary Community Nodes. The intent of this Plan is support the development of mixed-use or high density residential corridors that create a vibrant pedestrian experience and support the efficient use of transit. This Plan establishes two forms of corridors:

- a) Primary Community Corridors
- b) Secondary Community Corridors

2.5.2 Within Primary Community Corridors and Secondary Community Corridors, single use commercial buildings shall be permitted; however, the intent of this Plan is to incorporate commercial uses into the ground floors of mixed-use buildings. Where a development proposes a single use commercial building, it is encouraged that residential uses or residential buildings be provided elsewhere on the same property or as part of the same comprehensive development as part of a mixed-use function.

2.5.3 Primary Community Corridors

Primary Community Corridors shall serve to link two or more Community Nodes, have access to existing or planned transit, and align with higher order roads.

The proposed extension of Garth Street is identified as a Primary Community Corridor and is intended to function as the spine of the Upper West Side Infill Community. It shall be the location for a range of higher density land uses, including mixed-uses where feasible, and supported by transit.

Primary Community Corridors shall generally consist of mid-rise built forms along the length of the corridor, with a mix of medium and high density uses.

Reductions in parking requirements shall be considered in order to encourage a broader range of uses and densities to support existing and planned transit.

2.5.4 Secondary Community Corridors

Secondary Community Corridors shall serve as to link two or more Community Nodes, may have existing or planned transit, and align with local or medium order roads.

Secondary Community Corridors shall consist of medium and high density residential and mixed-uses, with the predominant built form as high density residential.

2.6 NEIGHBOURHOOD AREAS

2.6.1 Neighbourhood Areas are where the majority of medium density residential and limited low density residential housing will be accommodated. The Neighbourhood Areas are intended to accommodate a range of housing options, parks and open spaces, and institutional uses such as schools and places to worship.

- 2.6.2 Neighbourhood Areas shall primarily consist of residential uses and complementary facilities and services intended to serve the residents. These facilities and services may include parks, schools, trails, recreation centres, places of worship, small retail stores, restaurants, and personal services.
- 2.6.3 Neighbourhood Areas shall permit and provide the opportunity for a full range of housing forms, types and tenure, including affordable housing.
- 2.6.4 Neighbourhood Areas are not intended to accommodate medium-scale, large-scale, or arterial commercial uses including retail stores and plazas. Commercial uses that cater to the broad community or regional market shall be directed to appropriate Community Nodes or Community Corridors.

2.7 EMPLOYMENT AREAS

- 2.7.1 Employment Areas as identified on Schedule “A”, Urban Structure, are guided by the policies of the Airport Employment Growth District Secondary Plan, and Section 2.8 of the UHOP.

2.8 MAJOR OPEN SPACES

- 2.8.1 A key component of the Upper West Side Infill Community is the expansive Natural Heritage System and proposed parks and open spaces, which forms the Major Open Spaces element of the Community Structure.
- 2.8.2 The Major Open Spaces system provides for a variety of passive and active recreational opportunity for residents and visitors.
- 2.8.3 The Major Open Space system is not the Natural Heritage System, although some of its features shall also form part of the Natural Heritage System. Schedule “X6”, Natural Heritage System delineates the Natural Heritage System.
- 2.8.4 Development throughout the Secondary Plan area is encouraged to be integrated with parkland, open spaces, and the Natural Heritage System in a compatible, complementary way, which provides safe and accessible access to Major Open Spaces.

2.9 DEVELOPMENT PHASING

- 2.9.1 Development should occur in a logical and orderly manner to ensure that major capital projects including municipal services and transportation network upgrades are provided in a cost-effective and timely manner as the area develops. Development is generally expected to occur from north to south and east to west first, due to available servicing and then generally south to north as municipal servicing becomes available along Dickenson Road West.
- 2.9.2 Given the planning approvals necessary to complete the construction of the Secondary Plan area, the build out shall be phased as follows:

- a) The first phase will feature the orderly build-out of the lands designated 'Urban Expansion Area – Residential' and 'Urban Expansion Area – Employment'. This phase will include construction of necessary collector and arterial roads, stormwater management facilities and community parks; and
- b) The second phase will occur only at the time of securing the necessary approvals to convert portions of the lands currently designated under the Airport Employment Growth District. Until such time as the resolution of the necessary planning approvals, these lands will continue to remain subject to the policies of the AEGDSP.

2.9.3 Development on full municipal services will only be permitted to proceed if servicing capacity is available. Available capacity in the Twenty Road Pumping Station identified for the subject lands should allow for approximately 130 hectares of the Secondary Plan to be constructed. This capacity is intended to be provided for the areas closest to Twenty Road West.

2.9.4 Until construction of the Dickenson Road Trunk Wastewater Sewer is completed, the remainder of the Secondary Plan outside the initial 130 hectares is subject to servicing allocation restrictions and will not be able to proceed. If the timing of the truck wastewater sewer is delayed, the feasibility of an alternative water supply may be considered.

2.9.5 The completion of the following identified Municipal Class Environmental Assessments or Amendments to the existing approved Municipal Class Environmental Assessments will be required prior to construction occurring. Future Municipal Class Environmental Assessments may be completed through the Planning Act application process.

2.9.6 An implementation plan and detailed timing for servicing and transportation infrastructure improvements may be informed by the City of Hamilton's updated Water and Waste Water Master Servicing Plan and Transportation Master Plan.

2.9.7 Private Front-End Financing Agreements may be entered into to facilitate the construction of water and wastewater services to accommodate any development phase ahead of the City of Hamilton planned implementation and capital budget schedule. Such agreements may be considered as part of and may be an approval condition of development applications with the Secondary Plan.

2.10 POPULATION GROWTH TARGETS

2.10.1 As per Schedule "B", Land Use Plan, and as summarized in Table 1, the minimum forecast population for the UWS Secondary Plan is 12,400 residents and 2,400 jobs, with an overall minimum target density of 70 people and jobs per net hectare.

Table 1: Forecast People and Jobs per Hectare by Designation

Land Use	Gross Area (Ha)	Net Area (Ha)	Units per Net Hectare	Units (Res)	PPU	Jobs Per Hectare / Household	Pop (Res)	Jobs	People + Jobs (Total)
Low Density Residential 1	2.3	2.1	25	52	3.41	1.24	176	13	189
Low Density Residential 2	6.5	5.9	25	146	3.41	1.24	499	363	861
Medium Density Residential	77.7	69.9	50	3497	2.44	1.24	8533	867	9400
High Density Residential	6.1	5.5	200	1094	1.66	1.24	1817	326	2143
Mixed Use	12.8	11.5	50	577	2.44	45 / 1.24	1409	663	2072
Institutional	4.5	4.1				45		183	183
Total	109.9	98.9		5367			12433	2414	14848

Table 2: Proposed Densities

Gross Density (UPH)	54.2
Net Density (UPNH)	54.2
People and Job Per Hectare	135.1

Table 3: Proposed Unit Mix

Unit Type	Unit Mix	Unit
Single/Semi	8%	429
Townhomes	70%	3757
Apartments	22%	1181
Total	100%	5367

2.10.2 To achieve the target population for the Secondary Plan, the lands shall be developed for predominantly medium and high density residential and mixed-uses. Low density uses will be permitted on a limited basis where contextually appropriate.

3.0 COMMUNITY WIDE POLICIES

3.1 GENERAL POLICIES

- 3.1.1 The general policies of UHOP Volume 1 shall apply to this Plan, particularly Chapter A – Introduction, Chapter B – Communities, Chapter C – City Wide Systems and Designations, Chapter E – Urban Systems and Designations, Chapter F – Implementation and Chapter G – Glossary.
- 3.1.2 Where policies conflict between the Urban Hamilton Official Plan and the Upper West Side Secondary Plan, the policies of this Plan shall take precedence.
- 3.1.3 Uses within the Secondary Plan Boundary shall not be polluting, hazardous or obnoxious due to such matters as noise, flammability, heat, glare, vibration, air pollution, smoke, dust, or odour. This policy does not apply to lands within the Airport Employment Growth District Secondary Plan and outside of the Upper West Side Secondary Plan Boundary, even if such uses are located within the Study Area. In this regard, all requirements of the Province shall be satisfied.
- 3.1.4 In accordance with Section C3.2.1 – Urban Area General Provisions of Volume 1 of the UHOP, the following uses shall be permitted in all land use designations:
- a) Conservation uses such as forest and wildlife management, provided the use complies with Section 8 – Natural Heritage System of this Plan and Section C.2.0 – Natural Heritage System of the UHOP;
 - b) Utilities, municipal infrastructure and transportation facilities, corridors and easements, electrical facilities used directly for the generation and distribution of electric power, natural gas and oil pipelines, telecommunication and new facilities approved under all relevant statutes, where the land(s) are less than 4 hectares in size;
 - c) Wherever possible, the uses identified in Section 3.1.4.b) shall be integrated with the general character of the surrounding uses through the provision of landscaping, screening and buffering, siting of structures, height control, and any other measures deemed appropriate by the City;
 - d) Any operation of the Government of Canada, Province of Ontario or City of Hamilton, not described in Section 3.1.4.a) and 3.1.4.b); and
 - e) Community gardens.
- 3.1.5 Within all land use designations, the maximum building height shall not exceed the permissions established under the Transport Canada Airport Zoning Regulations. Exceedance of maximum building height regulations is strictly prohibited.

3.1.6 New development shall be sensitive to existing residential uses on Glancaster Road. The development of the existing lots of record adjacent to the existing residential uses on Glancaster Road shall be encouraged.

3.1.7 Notwithstanding any other policies, existing agricultural, agricultural-related, and on-farm diversified uses are permitted to continue and nothing in this Plan will limit the ability of existing agricultural operations to carry out normal and reasonable farm practices in accordance with the *Farming and Food Production Protection Act*.

3.2 UTILITY DESIGNATION

3.2.1 In addition to Section C.3.4 – Utility Designation of Volume 1 of the UHOP, the following policies shall apply to the lands designated Utility on Schedule “B” – Land Use Plan:

- a) Development, grading and/or drainage of lands adjacent to, within or crossings of the lands designated Utility, identified as Hydro Corridor, which are a significant Ontario Hydro Corridor and also contain three natural gas transmission pipelines, shall be subject to the approval of Ontario Hydro and the appropriate natural gas pipeline company(s).
- b) In addition to the existing Ontario Hydro Facilities and pipeline company facilities, the lands designated Utility on Schedule “A” - Land Use Plan, may be used for additional uses, subject to the approval of Ontario Hydro, the appropriate pipeline company(s), and the City. These additional uses may include but not be limited to, recreational uses, parking areas, public and private rights of way, agricultural uses and allotment gardens.

3.2.2 The Upper West Side Landowner Group, the City, and the hydro authority are encouraged to obtain approvals for the construction of a multi-use trail through the hydro utility corridor south of Twenty Road West.

3.3 PARK & OPEN SPACE DESIGNATIONS

3.3.1 In addition to Section B.3.5.3 – Parkland Policies and C.3.3 – Open Space Designation Network of Volume 1 of the UHOP, the following policies shall apply to lands designated Community Park, Neighbourhood Park, Natural Open Space, and General Open Space on Schedule “B” -Land Use Plan.

- a) The open space system planned for the Secondary Plan area includes the following designations:
- b) Community Park;
- c) Neighbourhood Park;
- d) Natural Open Space; and,

e) General Open Space.

3.3.2 The goal of the Parks and Open Space Designation is:

- a) To protect areas which have been identified as having ecological and environmental significance or which contain natural hazards such as wetlands, watercourses and others, based on the Scoped-Sub Watershed Study and applicable Conservation Authority Regulations.
- b) To enhance areas of ecological and environmental significance to establish an ecologically diverse, healthy, and sustainable natural heritage system which is resilient to adjacent urban development and the impacts of climate change in an urbanized setting.
- c) To create an interconnected system of parks and open spaces to provide passive and active recreation opportunities within walking distance of all neighbourhoods within the proposed development.

3.3.3 The proposed development has been designed to include several neighbourhood parks and one community park, strategically placed to provide a central focus for both the existing and future neighbourhoods. While the parks may change in shape, size and potential location through the development approval process, some features may include:

- a) Formal entries, shade structures, seating, and decorative paving;
- b) Open grass areas with opportunities for unstructured play and flexible programming;
- c) Multi-use path(s) with direct connections to the street and pedestrian networks;
- d) Active sports facilities (e.g., tennis courts, basketball courts, etc.);
- e) Spray pad or hardcourt play;
- f) Playground facilities (e.g., swings, junior/senior play structures, spring/spinning toys, etc.); and
- g) Formal planting layout.

3.3.4 Opportunities to incorporate parkettes will be sought, particularly within the Mixed Use - Medium Density Designation. These can provide greater opportunity for community open spaces that encourage public gatherings, are more passive-use oriented and are largely characterized by an urban form and structure. These open spaces have the flexibility to adapt to, both, traditional residential and more urban, mixed use settings and will function as a supplement to the proposed Neighbourhood Parks, while reinforcing an identifiable focus for smaller grain neighbourhoods

- 3.3.5 A trail system will be established along the edge of the Natural Heritage System, including linkages, where lands are being put into public ownership to allow public use and access.
- 3.3.6 For all trails proposed within Natural Heritage System buffers and enhancement areas, trail siting should be located outside the Conservation Authority Regulated Area where possible and close to the development side of the buffer to provide as much area as possible for naturalization plantings between the development and key natural heritage features. Adjacent landowners potentially affected by the trails will be consulted.
- 3.3.7 Where conceptual trails are proposed in the Natural Heritage System, the feasibility, siting and design of the trails will be subject to review based on the recommendations of the Scoped Sub-watershed Study and Environmental Report.
- 3.3.8 Fencing is recommended along the edge of the Natural Heritage System irrespective of ownership in order to restrict access from people and pets. Public access to the Natural Heritage System Key Features will be prohibited.
- 3.3.9 The installation of approved and necessary infrastructure and grading works will be permitted within the Park & Open Space designation.

3.4 HOUSING POLICIES

- 3.4.1 Housing within the Secondary Plan area shall:
- a) Consist of a range of housing types, forms, and densities to meet the social, health and well-being requirements to meet the life-cycle requirements of all current and future residents;
 - b) Increase the mix and range of housing types, forms, tenures, densities, affordability levels, and housing with supports throughout the City of Hamilton;
 - c) Accommodate affordable housing, attainable housing, and supportive housing types;
 - d) Accommodate a range of tenures, including but not limited to, market housing, condominiums, and rental housing;
 - e) Promote subdivision design, building orientation, and site design to maximize energy efficiency and conservation, improve air quality, reduce greenhouse gas emissions, promote green infrastructure and preserve and/or enhance natural features;
 - f) Have regard for the policies of Section 3.5 of this Plan, and all other applicable regulations with respect to the current and future operation of the John C. Monroe Hamilton International Airport;

- g) Promote building design that incorporates electric vehicle charging and active transportation infrastructure;
- h) Promote subdivision, building, and site designs that contribute to a sense of place, enhance the pedestrian realm, and support accessible and equitable access to public spaces, natural features, and community facilities;
- i) Encourage partnerships between public agencies, private parties, and non-profit organizations to achieve affordable housing targets and meet affordable housing needs.

3.4.2 The conversion of rental housing to condominium tenure is discouraged. Should a development application propose the conversion of an occupied dwelling unit from rental to condominium tenure, the City may require a Housing Conversion Assessment. Such report should analyze and address the availability of comparable building forms, rental vacancy rates and trends, and market affordability.

4.0 NEIGHBOURHOODS DESIGNATIONS

4.1 GENERAL POLICIES

4.1.1 The Neighbourhood Areas community structure element consists of the following land use designations:

- a) Low Density Residential 1
- b) Low Density Residential 2
- c) Medium Density Residential
- d) High Density Residential

4.1.2 The following goals apply to the land use designations in Section 4.1.1:

- a) Establish residential neighbourhoods which offer housing for a range of household types, densities and sizes, and which contributes towards achieving the intent of the Neighbourhood Areas policies;
- b) Establish residential neighbourhoods that are safe, efficient, and have a clear identity.
- c) Integrate community facilities such as parks, schools, and places of worship with residential uses to create neighbourhoods that meet the life-cycle needs of current and future residents; and
- d) Ensure that new development is sensitive to existing residential uses along the periphery of the Secondary Plan area.

4.1.3 The predominant form of housing to be developed shall be Medium Density Residential and High Density Residential. Low Density Residential uses will be generally limited.

4.1.4 Residential development shall be constructed with access to public roads, either directly abutting a lot line or through the approval and registration of a Condominium road.

4.1.5 Residential uses shall have regard for nearby employment uses and the operations of the John C. Monroe Hamilton International Airport. Compatibility with the adjacent employment uses shall occur through buffering and mitigation strategies which create separation through roads, environmental features and noise barriers. In particular, noise mitigation measures will be employed and implemented through land use approvals including Draft Plans of Subdivision, Draft Plans of Condominium, and Site Plan Agreements. Section 3.5 and Section 11 of this Plan shall apply to the development of residential uses.

4.1.6 Residential development shall be designed to be compatible with the existing residential uses located north of Twenty Road West.

4.2 LOW DENSITY RESIDENTIAL 1

4.2.1 The purpose of the Low Density Designation 1 is to provide urban residential land use permissions for historical lots of record as well as occupied residential lots located within the Secondary Plan but which have been previously subject to rural residential permissions. The lots are generally found bounding the study area and fronting onto Glancaster Road, Twenty Road West and Upper James.

4.2.2 Permitted uses within the Low Density Designation 1 shall be:

- a) Single Detached
- b) Semi-Detached
- c) Triplex
- d) Fourplex
- e) Fiveplex
- f) Secondary dwelling units on lots containing a single-detached or semi-detached dwelling, up to a maximum of three total dwelling units per lot.
- g) Place of worship
- h) Schools
- i) Accessory uses

4.2.3 Notwithstanding Policy E.3.4.4 of Volume 1, the permitted density within the Low Density Residential 1 designation is a maximum of 25 units per net hectare.

4.2.4 The maximum permitted height shall be three storeys.

4.3 LOW DENSITY RESIDENTIAL 2

4.3.1 The purpose of the Low Density Designation 2 is to establish development standards for residential development which is of lower density. The permitted uses include single-detached and semi-detached dwellings however are proposed with more intensive development standards which have been prepared in recognition of today's market attributes.

4.3.2 Permitted uses within the Low Density Designation 2 shall be:

- a) Single Detached
- b) Semi-Detached

- c) Triplex
 - d) Fourplex
 - e) Fiveplex
 - f) Street townhomes
 - g) Stacked townhomes
 - h) Back-to-back townhomes
 - i) Secondary dwelling units on lots containing a single-detached or semi-detached dwelling, up to a maximum of three total dwelling units per lot.
 - j) Place of worship
 - k) Schools
 - l) Accessory uses
- 4.3.3 New institutional uses such as churches and day nurseries shall be permitted on lands designated Low Density Residential 2 and adjacent to collector or arterial roads without an amendment to the Secondary Plan.
- 4.3.4 Notwithstanding Policy E.3.4.4 of Volume 1, the permitted density within the Low Density Residential 2 designation is a minimum of 25 units per hectare.
- 4.4 MEDIUM DENSITY RESIDENTIAL**
- 4.4.1 The majority of the Secondary Plan area is designated Medium Density Residential. This designation establishes a wide variety of permissive uses ranging from single detached dwellings to apartments and is intended to provide a continuum of housing options.
- 4.4.2 Permitted uses within the Medium Density Residential designation shall be:
- a) Triplex
 - b) Fourplex
 - c) Fiveplex
 - d) Street Townhomes
 - e) Stacked Townhomes
 - f) Back-to-back Townhomes
 - g) Multiple Dwellings
 - h) Apartments

- i) Place of worship
 - j) Schools
 - k) Accessory uses
- 4.4.3 The permitted density within the Medium Density Residential designation is a minimum of 50 units per hectare.
- 4.4.4 All development within the Medium Density Residential designation shall comply with Section B.3.3. – Urban Design Policies of Volume 1.
- 4.4.5 The maximum permitted height of all buildings or structures within the Medium Density Designation will not exceed 6 storeys. The greatest heights will be encouraged to located adjacent to collector and arterial roads. Where heights in excess of 3 storeys are proposed adjacent to institutional and existing residential uses, appropriate transitions and buffering will be provided in accordance with the Upper West Side Secondary Plan Urban Design Guidelines.

4.5 HIGH DENSITY RESIDENTIAL

- 4.5.1 The High Density Residential Designation is intended to provide broader the opportunities to intensify the Secondary Plan. This designation establishes a variety of higher density uses including multiple dwellings and apartments.
- 4.5.2 Permitted uses within the High Density Residential designation shall be:
- a) Stacked Townhomes
 - b) Back-to-back Townhomes
 - c) Multiple Dwellings
 - d) Mixed Use Building
 - e) Seniors Housing
 - f) Apartments
 - g) Place of worship
 - h) School
 - i) Accessory uses
- 4.5.3 Within the High Density Residential designation, the permitted minimum density is 125 units per.

- 4.5.4 Parking for vertically attached housing forms shall be generally located below grade or within buildings. Limited surface parking areas may be permitted provided they are screened from public view.
- 4.5.5 The maximum permitted height of all buildings or structures within the High Density Designation will not exceed the maximum building height permitted by applicable aviation regulations from the John C. Monroe Hamilton International Airport. The greatest heights will be encouraged to be located adjacent to collector and arterial roads. Where heights in excess of 3 storeys are proposed adjacent to institutional and existing residential uses, appropriate transitions and buffering will be provided in accordance with the Upper West Side Secondary Plan Urban Design Guidelines.

5.0 MIXED-USE DESIGNATIONS

5.1 MIXED-USE – GENERAL POLICIES

5.1.1 Mixed-Use development is intended to be predominantly located within Primary and Secondary Community Nodes and Community Corridors, and form the focal point for housing, retail, office, and service uses.

5.1.2 The following goals apply to the land use designations in Section 4.1.1:

- a) Establish residential neighbourhoods which offer housing for a range of household types, densities and sizes, and which contributes towards achieving the intent of the Neighbourhood Areas policies;
- b) Establish residential neighbourhoods that are safe, efficient, and have a clear identity.
- c) Integrate community facilities such as parks, schools, and places of worship with residential uses to create neighbourhoods that meet the life-cycle needs of current and future residents; and
- d) Ensure that new development is sensitive to existing residential uses along the periphery of the Secondary Plan area.

5.1.3 The predominant form of housing to be developed shall be medium and high density residential, and mixed-use. Low Density Residential uses shall not be permitted.

5.1.4 All development shall be constructed with access to public roads, either directly abutting a lot line or through the approval and registration of a Condominium road.

5.1.5 Residential uses shall have regard for nearby employment uses and the operations of the John C. Monroe Hamilton International Airport. Compatibility with the adjacent employment uses shall occur through buffering and mitigation strategies which create separation through roads, environmental features and noise barriers. In particular, noise mitigation measures will be employed and implemented through land use approvals including Draft Plans of Subdivision, Draft Plans of Condominium, and Site Plan Agreements. Section 3.5 and Section 11 of this Plan shall apply to the development of residential uses.

5.2 Mixed-Use – Medium Density Designation

5.2.1 The areas abutting the planned Garth Street extension are intended to support the function of the road as a central spine. The Mixed Use – Medium Density Designation has been established to deliver a multitude of residential, commercial, employment and institutional uses. The Mixed Use – Medium Density land use designation is

intended to support the establishment of a pedestrian-friendly core which features a range of permitted uses including live/work and mixed use apartments with ground floor retail.

- 5.2.2 In addition to Section E.4.6 – Mixed Use – Medium Density designation of Volume 1 of the UHOP, the following policies shall apply to the lands designated Mixed Use – Medium Density on Schedule “B”– Land Use Plan.
- 5.2.3 The Mixed Use-Medium Density designation shall serve to provide some commercial and service uses. It should a location for retail stores, business uses, offices and community uses.
- 5.2.4 The size and scale of the commercial and business shall serve the needs of the local community and employment lands within the AEGD.
- 5.2.5 The main permitted uses within the Mixed-Use – Medium Density designation will be limited to:
- a) Triplex
 - b) Fourplex
 - c) Fiveplex
 - d) Street Townhomes
 - e) Stacked Townhomes
 - f) Back-to-back Townhomes
 - g) Multiple Dwellings
 - h) Dwelling units above the first storey
 - i) Seniors Housing
 - j) Apartments
 - k) Offices
 - l) Medical Clinics
 - m) Personal Service Uses
 - n) Nursery’s
 - o) Dental Services
 - p) Financial Establishments
 - q) Commercial Schools

- r) Live-work Units
 - s) Fitness Centres
 - t) Artist Studios
 - u) Restaurants
 - v) Retail Uses
 - w) Outdoor commercial patios
 - x) Day care centres
 - y) Hotels
 - z) Place of worship
 - aa) School
 - bb) Accessory uses
- 5.2.6 Within the Mixed-Use Medium Density designation, the permitted density target is a minimum of 50 units per hectare.
- 5.2.7 Single use commercial shall be permitted.
- 5.2.8 The maximum permitted height of all buildings or structures within the Mixed – Use Medium Density Designation will not exceed the maximum permitted height as per aviation regulations associated with the John C. Monroe Hamilton International Airport. The greatest heights will be encouraged to located adjacent to collector and arterial roads. Where heights in excess of 3 storeys are proposed adjacent to institutional and existing residential uses, appropriate transitions and buffering will be provided in accordance with the Upper West Side Secondary Plan Urban Design Guidelines.

6.0 EMPLOYMENT AREA DESIGNATIONS

- 6.1.1 Lands within the Secondary Plan are not intended to consist of designated employment, major employment, or industrial land uses. Employment uses are intended to consist of commercial and service uses that are accommodated through the Mixed-Use Designation.
- 6.1.2 Employment Areas as identified in Schedule “B” – Land Use Plan, are subject to the policies of the Airport Employment Growth District Secondary Plan, and Section 2.8 of the UHOP.

7.0 INSTITUTIONAL DESIGNATION

7.1.1 It is the intent of this Secondary Plan to designate sufficient institutional lands to serve the needs of the Secondary Plan area, as well as the needs of the existing surrounding lands.

7.1.2 The following policies shall apply to lands designated Institutional on Schedule "B" - Land Use Plan:

- a) The permitted uses on lands designated Institutional shall include elementary and secondary schools, day care centres, places of worship, long term care facilities, residential care facilities, community facilities/services, and other similar institutional uses,
- b) All schools shall be encouraged to locate adjacent to designated Parks to provide opportunities to share facilities.
- c) Schedule B identifies the general location and size of two elementary schools, as requested by the Hamilton-Wentworth Catholic District School Board and the Hamilton-Wentworth District School Board. The location of these school sites may be moved and the size may be changed without amendment to this Plan as follows:
 - i. The specific location and size of each designated school site shall be determined as part of the approval process of the draft plan of subdivision in which each school site is located.
 - ii. The need for a particular school site shall also be confirmed by the School Board as part of the approval process, and the timing for which the site is reserved shall also be established at that time.
- d) If the need for additional schools are required to satisfy the long term requirements for school accommodation in the Secondary Plan area, additional sites will be identified through the Draft Plan of Subdivision approval process. The need for and location of the additional schools will be determined in consultation with the school boards and designation will be implemented by way of an official plan amendment.
- e) At the time of subdivision approval, school sites may be zoned for both institutional and residential purposes having regard to the abutting density and form of development.
- f) Should any or all of the designated school sites not be required by the appropriate school board, such lands may be used for Medium Density Residential purposes without amendment to this Plan. The duration for which the school site shall be reserved will not exceed ten (10 years) from the time of registration of the Draft Plan of Subdivision in which the site is located.

- g) The maximum permitted building height shall be 20 metres.
 - h) Institutional buildings should be accessible by all modes of transportation, and designed as neighbourhood focal points, which create a distinctive community identity and sense of place and serve as landmarks for orientation and local identity.
- 7.1.3 The need and locations for emergency facilities will be confirmed by the City through the detailed development approval process.

8.0 NATURAL HERITAGE SYSTEMS

8.1 NATURAL HERITAGE SYSTEMS – GENERAL POLICIES

- 8.1.1 The Natural Open Space designation is the result of a systems approach which has been determined on the basis of protection, preservation and enhancement of natural heritage features. Natural Open Space is a critical component of a healthy community and helps to define the character of the area.
- 8.1.2 B.3.5.3.5.b of Volume 1, Natural Open Space is part of the Natural Heritage System includes lands with significant natural features and landscapes such as woodlots, hazard lands, forested slopes, creek/ravine corridors, the Niagara Escarpment, environmentally sensitive areas (of natural and scientific interest), and areas of wildlife habitat. These areas perform important biological and ecological functions and provide passive recreational opportunities.
- 8.1.3 Existing wooded areas that are not designated Natural Open Space should be integrated into development in a manner which will enhance the aesthetic qualities and enable the natural features to retain their environmental functions to take advantage of the natural features of sites.
- 8.1.4 Lands designated Natural Open Space will be protected and enhanced over time, the following uses may be permitted in accordance with other policies of this Secondary Plan, applicable Zoning By-laws, and Conservation Authority Regulations.
- a) Existing agricultural operations
 - b) Single detached dwellings on existing lots
 - c) Passive non-motorized recreational uses, such as nature viewing and pedestrian trail activities, only on publicly owned lands;
 - d) Forest management, wildlife management and fisheries management
 - e) Archaeological activities;
 - f) Essential transportation, infrastructure and utility facilities;
 - g) Grading transitions;
 - h) Essential watershed management and floor and erosion control projects carried out or supervised by a public authority.
- 8.1.5 Lands designated Natural Open Space but which are privately owned, are not free and open to the general public. Rather, dedication of these lands to the City of a public authority will occur through the development review process.
- 8.1.6 The Natural Open Space designation includes the following components:

- a) Key Features
 - i. Habitat of endangered and threatened species;
 - ii. Significant wetlands;
 - iii. Significant woodlands;
 - iv. Significant valleylands;
 - v. Significant wildlife habitat;
 - vi. Significant areas of natural and scientific interest;
 - vii. Fish habitat
- b) Enhancements to the Key Features
- c) Linkages
- d) Buffers
- e) Watercourse that are within the Niagara Peninsula Conservation Regulation Limits or drainage features that provide a linkage to a wetland or a significant woodland
- f) Wetlands other than those considered significant, and
- g) Natural hazards which include flooding hazards, erosion hazards and/or hazardous lands as determined, mapped and refined from time to time by the Niagara Peninsula Conservation Authority.
- h) The boundaries of the Natural Open Space designation may be refined through updates to the Scoped Subwatershed or through Environmental Impact Studies as prepared through appropriate development approvals.

8.1.7 The boundaries of the Natural Open Space designation will be protected by implementing a Natural Heritage System which:

- a) Prohibits development and site alteration within areas of environmental and ecological significance except in accordance with Provincial and Federal legislation or regulations.
- b) Prohibits the alteration of any component unless it has been demonstrated that there will be no negative impacts on the natural heritage features or the ecological or hydrologic function.
- c) Allows for adjustments to the boundaries through additions, deletions or adjustments, during or outside of a land use development application which has been assessed through a Subwatershed Impact Study or an Environmental Impact Study (EIS), both of which have been prepared in accordance with City and

Conservation Authority requirements and which has been based upon an approved Terms of Reference accepted by the City. Refinements to the Natural Heritage System can occur on a site by site basis and without an amendment to the Secondary Plan.

- d) Requiring the proponent of any development or site alteration, including public works, that are located within or on adjacent lands within 120 m of the Natural Open Space designation to carry out an Environmental Impact Study (EIS), unless:
 - i. the proponent demonstrates to the satisfaction of the City and Conservation Authority that the proposal is minor in scale and/or nature and does not warrant an EIA; or
 - ii. the proponent demonstrates to the satisfaction of the City and Conservation Authority that a Subwatershed Impact Study, adequately addresses the purpose of an EIS.

8.1.8 Vegetation Protection Zones (VPZs) are required for natural heritage features such as woodlands, wetlands, SWH, watercourses, and ponds to protect them from indirect and induced impacts resulting from development and land use changes. The VPZs function as an area of physical separation between the development, future residents and land uses, and the natural features. Human activity and interaction with natural areas within the subject sites will be focused at specific locations, such as schools, trails and general open space, so that residents can enjoy natural and open space areas, and sensitive natural features can be protected in the NHS.

8.1.9 VPZ's for Key Features of the Natural Open Space designation have been included within Schedule "B" – Land Use Plan and Schedule "C" -Natural Heritage System and no additional buffers should be required unless otherwise identified through an updated Scoped Subwatershed Study. The buffer widths are provided for guidance however the final buffer width, will be determined through a feature sensitivity analysis prepared through an Environmental Impact Study.

- a) Upper Twenty Mile Creek Provincially Significant Wetland Complex: 30m
- b) Unevaluated Wetlands: 15m
- c) Significant wildlife habitat:
- d) Significant habitat of endangered or threatened species:
- e) Aquatic Habitat (Seasonal/Warmwater/Important/Marginal Fish Habitat): 15m
- f) Significant Woodlands: 15m
- g) Other Woodlands: 10m

h) Linkages: TBD

8.2 HEADWATER DRAINAGE FEATURES

8.2.1 The study area is in the headwaters of the Twenty Mile Creek Watershed. Several headwater tributaries of Twenty Mile Creek are located in the study area, flowing west to join the main stem of Twenty Mile Creek.

8.2.2 The HDF reaches include the following:

- a) Branch TTMC-3: Headwater tributary TTMC 3 extends through the central portion of the UWS, in a northeast direction.
- b) Branch TTMC-5: This HDF originates in a cattail marsh at the western edge of the former Glancaster Golf Club lands, near Glancaster Road. The feature passes through the golf course, and through unmaintained online ponds prior to entering the central area of the Secondary Plan.
- c) Branch TTMC-6: This headwater tributary originates in the central portions of the Secondary Plan and flows eastward through agricultural fields and an abandoned orchard where it terminates at Twenty Road West.
- d) Branch TTMC-7: The tributary originates in the northeastern corner of the central area of the Secondary Plan and flows eastward through a residential property and terminates at Twenty Road West.
- e) Branch TTMC-8: The tributary originates in the golf course in the west of the Secondary Plan area and flows through the central areas and a residential property, then runs parallel to Twenty Road West for approximately 40m.

8.2.3 The AEGD Scoped Subwatershed Study management recommendations dealing with drainage features indicates that some headwater drainage features may be suitable for relocation or compensation if they are classified as "Mitigation" or "Conservation", are not regulated by a Conservation Authority, and are outside of the Natural Open Space designation. Where relocation occurs, the feature should be moved to an area where its form and function can be replicated and where it is contiguous with other natural features where possible, in order to provide overall benefit to the natural heritage feature and the wildlife that use and inhabit them. Final determination as to whether the relocation is appropriate for headwater drainage features will be determined through the Subwatershed Impact Study as part of a development application and may be further supported by a design report, or inclusion within a Natural Channel Design Brief for the subject lands at the detailed design stage which may include:

- a) Details related to the natural channel design principles applied to the design of the feature;

- b) Fluvial geomorphological analysis of the proposed feature design;
- c) Rationale for selection of plantings within the riparian zone and floodplain;
- d) Details regarding any enhancements proposed within the adjacent feature;
- e) Detailed hydrologic and hydraulic analyses of proposed feature and hydraulic structures to demonstrate impacts to floodplains, and freeboard under proposed conditions, maintenance of riparian storage post-development;
- f) Detailed groundwater analysis to demonstrate that the groundwater seepage function can be replicated in proposed condition;
- g) Detailed assessment of impacts of proposed feature to aquatic habitat and fish species; and
- h) Detailed design of the drainage for proposed feature and corridor.

8.3 CONCEPTUAL CHANNEL DESIGN

- 8.3.1 To accommodate the proposed development, TTMC2 and TTMC3 are proposed to be realigned into a common corridor, restored and maintained on sit. This would be undertaken based on a natural channel design approach which provides an opportunity to replace the existing features with a naturalized channel typology, with cross sectional dimensions closer to that of a naturalized drainage feature conveying similar flows. One goal of natural channel design is to replace existing degraded channels, particularly those impacted by past agricultural activities. As such, a naturalized channel and corridor will offer significant improvements to form and function.
- 8.3.2 The realignment and naturalization of these two branches provide opportunities for improved riparian conditions and well-developed bankfull channels with morphological variability. Improvement in morphology and function would provide additional benefits to sediment balance, floodplain storage, vegetation communities and terrestrial habitat features, edge impacts and restoration requirements, water balance, fish passage and water quality. The proposed future channel designs will provide an overall improvement over existing conditions.
- 8.3.3 Offline and online wetland features will be constructed in addition to the channel. These features enhance terrestrial habitat by increasing diversity and providing a more natural floodplain form. They also provide functional benefits such as short-term water retention and sediment banking. They will be irregularly shaped to maximize the perimeter for a given area, which increases potential for edge effects. Submerged and dry mounds are proposed within the wetland to provide topographically complex bottom that will increase habitat heterogeneity.

8.3.4 Stone-core wetlands will be proposed at SWMP outfalls and serve to accept discharge from the associated outlets. The stone core refers to hydraulically sized rounded stone, which is the subsurface material used to ensure wetland stability. The stone will be hydraulically sized during detailed design. The short-term water retention function of these wetlands also helps to polish the water and moderate the discharge of water into the channel (in addition to the functions provided by the SWMPs). The full channel corridor will be restored using native plant species. This includes appropriate species for the various seed mix as well as woody vegetation. The plantings are intended to enhance the terrestrial habitat through the provision of species and habitat diversity, increase floodplain soil stability, and increase floodplain roughness and sedimentation. The landscaping plan will be prepared by others during detailed design.

8.4 WETLANDS

8.4.1 Significant Wetlands are areas where development is not permitted. A small portion of the Upper Twenty Mile Creek Provincially Significant Wetland Complex is located to the east portion of Secondary Plan. The Upper Twenty Mile Creek Provincially Significant Wetland Complex joins the Lower Twenty Mile Creek Provincially Significant Wetland Complex (east of Highway 56) to form a protected area along the entire length of Twenty Mile Creek. The locally significant Rymal Road Wetland Complex is also present to the north of the study area.

8.4.2 Several unevaluated wetland features are present in the study area and located intermittently in the southern portions of the Secondary Plan.

8.4.3 Wetlands within the Secondary Plan area may require further evaluation as part of the Subwatershed Impact Studies as per the Ontario Wetland Evaluation System. Where wetlands exist, they have been incorporated into the Natural Open Space designation.

8.5 WOODLANDS

8.5.1 In accordance with the PPS, site alteration is not permitted in areas identified as Significant Woodlands. The AEGD Subwatershed Study (2017) identifies Significant Woodland in the study area, including a feature in the southeast and another feature within the southwest of the Secondary Plan.

8.5.2 Existing wooded areas that are not designated Natural Open Space should be integrated into development in a manner which will enhance the aesthetic qualities and enable the natural features to retain their environmental functions to take advantage of the natural features of sites.

8.5.3 The lands designated Natural Open Space located south of Twenty Road West and east of Dickenson Road and west of Upper James Street shall be preserved.

8.6 VEGETATION, FLORA AND FAUNA

- 8.6.1 The majority of the study area consists of agricultural fields and hedgerows with several HDFs, meadow marsh wetlands, and naturalizing orchard and golf course areas. Hedgerows are present throughout the subject site and provide numerous corridors of natural cover between the existing natural features.
- 8.6.2 Species surveys have been conducted within the Secondary Plan which have been determined to include the following at certain locations:
- a) bird species including Barn swallow, chimney swift, eastern meadowlark, eastern wood-pewee and others.
 - b) herpetofauna species including snapping turtle, and others.
 - c) frog and toad species including spring peeper, green frog and gray treefrog.
 - d) snake species including the Dekay's Brownsnake, Northern Red-bellied Snake and Eastern Gartersnake.
 - e) mammals were observed near the study area including bats, coyote and white-tailed deer.
 - f) butterfly species including the monarch.
 - g) dragonfly and damselfly species were observed.
 - h) A single fish, grass pickerel in the Upper Twenty Mile Creek Watershed.

8.7 SIGNIFICANT WILDLIFE HABITAT

- 8.7.1 Through field work, 3 candidate Significant Wildlife Habitats (SWH) types were identified in the study area:
- a) Candidate Marsh Breeding Bird SWH is present within identified wetland habitat.
 - b) Candidate Reptile Hibernaculum SWH is potentially present in the wetlands throughout the study area, and in areas with significant debris accumulations, old foundations, or capped wells near the abandoned dwellings, outbuildings, and golf course clubhouse.
 - c) Habitat for Special Concern and Rare Wildlife including for Grass Pickerel may be present off site, along HDF reach TTMC3-2 in the study area containing the Upper Twenty Mile Creek PSW Complex. Aquatic habitat field surveys were conducted in spring and summer 2019 and confirmed that suitable spawning and nursery habitat for this species is present in TTMC3-2. All HDFs in the study area were assessed by NRSI aquatic biologists and no other suitable habitat for Grass Pickerel was observed in the study area.

d) Turtle Overwintering Habitat: The Floating-leaved Shallow Aquatic (SAF1) pond in the West Block was identified as potentially suitable for turtle overwintering.

8.7.2 Significant Wildlife Habitat has been identified within the Secondary Plan area and included in the Natural Open Space designation. Further assessment and mitigation requirements for Significant Wildlife Habitat are required in the Subwatershed Impact Study. Any additional Significant Wildlife Habitat identified as part of a Subwatershed Impact Study should be considered for incorporation into the Natural Open Space designation where appropriate along with appropriately sized buffers to ensure its protection and enhancement.

8.8 HABITAT OF ENDANGERED AND THREATENED SPECIES

8.8.1 Habitat for species at risk was identified in the study area for the following:

- a) Butternut Trees
- b) Barn Swallow
- c) Species at Risk Bats

8.9 LINKAGES

8.9.1 The Secondary Plan include areas which are identified with several areas which connect or support the functions of Core Areas. These features can be planted wooded areas, meadows, thickets and old fields. Streams and watercourses can function as linkages when they connect Core Area. Hedgerows can also provide linkage functions.

8.9.2 The AEGD identifies several linkages which overlay with study area including the following:

- a) Linkage 1: Linkage 1 is a hydro transmission corridor running east to west parallel with Twenty Road West.
- b) Linkage 2: Linkage 2 is a mature, mostly deciduous hedgerow that runs north to south along the eastern side of the Secondary Plan.

8.10 SPECIES AT RISK

8.10.1 Species at Risk were observed within the Secondary Plan area. Further assessment and mitigation requirements for Species at Risk habitat will be addressed through the development approval process. Boundaries of any habitat for endangered and threatened species identified as part of the Subwatershed Impact Study should be delineated in consultation with the Ministry of Environment, conservation and Parks in accordance with provincial requirements under the ESA, 2007. The boundaries of this habitat and any *buffers* deemed necessary through the Subwatershed Impact Study should be incorporated into the Natural Open Space designation where appropriate, to ensure its protection and enhancement.

8.11 VEGETATION PROTECTION ZONES

8.11.1 Vegetation Protection Zones (VPZs) are required for natural heritage features such as woodlands, wetlands, SWH, watercourses, and ponds to protect them from indirect and induced impacts resulting from development and land use changes. The VPZs function as an area of physical separation between the development, future residents and land uses, and the natural features. Human activity and interaction with natural areas within the subject sites will be focused at specific locations, such as schools, trails and general open space, so that residents can enjoy natural and open space areas, and sensitive natural features can be protected in the NHS.

8.12 ROAD CROSSINGS AND ALIGNMENTS

8.12.1 New roads, are intended to be located outside of the Natural Heritage System including its buffers in order to reduce impacts on the natural heritage features.

8.12.2 Crossings and alignments within or in close proximity to the Natural Heritage System will need to be assessed through an Environmental Impact Assessment.

8.13 RESTORATION AREAS

8.13.1 Restoration Areas have been identified to support existing and planned natural heritage features.

8.13.2 Restoration areas will be considered part of the Natural Heritage System.

8.13.3 The restoration areas have been located adjacent to or amongst features of the natural heritage system. These areas will be relied upon to enhance and supplement the features and will be designed at the time of the development approval process.

9.0 INTEGRATED TRANSPORTATION NETWORK

9.1 GENERAL POLICIES

9.1.1 The Secondary Plan has been prepared to be consistent with the road network established through the AEGD Secondary Plan, specifically the Preferred Road Network. This road network will provide a safe, multi-modal transportation system that is well connected to the surrounding area and provides easy access for residents and employees. All proposed improvements to the higher order road network shall anticipated be established through an Environmental Assessment.

9.2 ROAD NETWORK

9.2.1 Schedule "D", Transportation Network, identifies the proposed location and hierarchy of roads, active transportation routes, and transit connections within the Secondary Plan Area.

9.2.2 The road network shall be planned to provide for the safe and efficient movement of people and goods.

9.2.3 The location and general alignment of the new collector roads are conceptual and approximate, and subject to study as may be required by the City but are necessary to ensure appropriate overall functioning of a transportation system that can support development of the area. Minor adjustments to location will not require an amendment to this Plan.

9.2.4 All local roads will be determined through future detailed planning approvals, such as but not limited to, Plan of Subdivision or Plan of Condominiums. Any adjustments, deletions, or additions of local roads will not require an amendment to this Plan.

9.2.5 All roadway and driveway spacings shall conform to standard roadway engineering practices and will be approved by the respective roadway jurisdiction. The provision of additional local roads where deemed necessary, may be determined as part of the development approval process. The road network will be designed to augment the existing system, improve connectivity within the Secondary Plan area and to adjacent areas, provide opportunities to relieve pressure on key intersections, facilitate access to individual properties, and reduce driveway accesses onto arterial roads.

As part of the development approval applications for the Secondary Plan area, an interim transportation strategy must be developed to ensure interim access during implementation and construction. Landowners and developer(s) are encouraged to coordinate in preparing the strategy in conformity with the City's requirements.

9.2.6 All lands required for new public roads, road widenings for existing public roads and daylighting triangles, shall be dedicated free of charge and free of all encumbrances to the City.

- 9.2.7 Garth Street will be prioritized to function as a major route into and through the Secondary Plan area. The proposed minor arterial road will be planned to accommodate future projected traffic volumes. A Municipal Class Environmental Assessment for Garth Street from Twenty Road West to Dickenson Road West shall be completed. A range of multi-modal options for corridor improvements shall be considered, such as right of way width, cross-sectional requirements, active transportation, transit infrastructure improvements, intersection improvements, and overall traffic operations.
- 9.2.8 The costs related to the design and construction of all new public roads as a result of the development of the Upper West Side Secondary Plan area shall be at the expense of the developer(s). The details regarding these works and costs shall be established in the subdivision agreement(s) and/or the development, maintenance and use (site plan) agreement(s) to be approved by the City and executed by the City and the developer(s).
- 9.2.9 As part of any development application, a Traffic Impact Study may be required in order to demonstrate:
- a) that adequate network capacity exists to accommodate the proposed development;
 - b) the need for new collector road segments;
 - c) the need for road and/or intersection improvements (such as traffic signals, turn lanes, access construction, illumination etc.) and the timing for such improvements;
 - d) the development supports the overall function of the road network for the Secondary Plan area;
 - e) the traffic control and circulation within the development application; and
 - f) any additional requirements as determined by the City.
- 9.2.10 The Traffic Impact Study shall be completed in accordance with the City's Transportation Impact Study Guidelines.
- 9.2.11 Future access to higher order roads will be controlled and are intended to be limited to the connections with the road network identified for the Secondary Plan area. Any additional connections will be considered through development approvals and will be based on a Traffic Impact Study.

9.3 ACTIVE TRANSPORTATION

- 9.3.1 Development shall be encouraged to facilitate the use of walking, cycling and transit modes of travel within the Secondary Plan area in order to assist the City in achieving its environmental stewardship goals and to encourage increased activity levels

regardless of age, fitness, or ability as a component of healthy living by those who live and work within the Secondary Plan area.

9.3.2 The transportation system will be designed to maximize connectivity, safety and comfort for pedestrians, cyclists, and those with accessibility issues to travel both within the Secondary Plan area and between the Secondary Plan area and other activity areas within the City.

9.3.3 This Plan supports and promotes an increased level of cycling within the community, through consideration of two-tiered cycling network which provides for both on-road opportunities such as bike lanes and off- road opportunities such as trails and multi-use paths. Active Transportation infrastructure should be considered and designed through site-level development approvals.

9.3.4 In addition to the infrastructure identified in Schedule "X" of this Plan, development applications and approvals shall also:

- a) require the provision of sidewalks as new roads are created or existing roads are redeveloped in the Secondary Plan area;
- b) ensure the provision of safe and convenient on-site pedestrian connections and adequate bicycle storage facilities in the review of development applications;
- c) require barrier-free design of all new pedestrian facilities; and
- d) ensure that lands for bicycle and pedestrian facilities are included with the land requirements for roads.

9.4 TRANSIT

9.4.1 The City shall encourage the provision of public transportation facilities to service the Secondary Plan in accordance with the Airport Employment Growth District.

9.4.2 This Plan has been prepared to support to achievement of a high level of interconnectivity between transit, cycling, and pedestrian networks. The community has been designed with consideration of facilities which will offer residents and employees the opportunity to conveniently and safely walk or bike to local services, parks, and shops, through sidewalks, on- and off-road bike routes, pedestrian trails, and bus routes for the Hamilton Street Railway Company ("HSR").

9.5 TRANSPORTATION DEMAND MANAGEMENT

9.5.1 In support of the creation of a multi-modal transportation system, the City will actively work with developers and businesses to develop and implement Transportation Demand Management measures that aim to reduce motorized vehicular trips and that promote and enable the use of active transportation modes, car-sharing and/or

carpooling, and use of public transit when they become available, and travel during off-peak hours.

9.6 PARKING

9.6.1 Surface parking shall be minimized in order to reduce large expanses of hard surfaces and to encourage the use of alternative means of transportation.

9.6.2 Where surface parking is provided, it shall be appropriately landscaped and screened from the street, with clearly defined pedestrian connections between the parking area and the building entrances. Consideration shall also be given to addressing parking and site design policies in the Urban Design Guidelines (Appendix A) and the City of Hamilton Green Development Standards.

10.0 INFRASTRUCTURE

10.1 GENERAL POLICIES

10.1.1 Infrastructure services within the Secondary Plan area shall be provided in accordance with Policies C.5.3 – Lake-Based Municipal Water and Wastewater Systems and C.5.4 – Storm Water Management Facilities of Volume 1 of the UHOP. Additionally, storm drainage facilities shall comply with the requirements of the Master Storm Drainage Plan for the Planning Area and all other applicable standards.

10.2 WATER

10.2.1 The existing water infrastructure available to service the Upper West Side Secondary Plan area includes:

- a) 600mm watermain on Glancaster Road from Dickenson Road to Twenty Road West.
- b) 600mm, 400mm and 300mm watermains on Twenty Road West between Glancaster Road and Upper James Street.
- c) 400mm watermain on Upper James Street from Twenty Road West to Dickenson Road.
- d) E300mm watermain on Dickenson Road from Upper James Street to approximately 1100m west.

10.2.2 Construction of a new 400mm watermain from Twenty Road West to Dickenson Road West in conjunction with the Garth Street Extension, and extension of the existing watermain on Dickenson Road to the Garth Street Extension, shall provide adequate water supply for the initial stages of development for the Secondary Plan. Subsequent development shall be serviced from the existing perimeter watermains.

10.3 SANITARY

10.3.1 Existing sanitary infrastructure available to service the Upper West Side Lands includes:

- a) Twenty Road SPS (HC018) located at the northwest corner of Twenty Road West and Upper James Street.
- b) Existing 750mm diameter sanitary trunk sewer on Upper James St. between Twenty Road West and Dickenson Road.

10.3.2 Existing residential dwellings will be required to connect to municipal services once such services are available.

10.3.3 The following facilities will be necessary to support the development of the Secondary Plan area:

- a) Proposed 600mm & 750 mm diameter Dickenson Trunk Sewer (MH11-S-14 & MH10-S-14) and Pumping Station: This sewer will be ultimately be extended from the Centennial Trunk Sewer in Binbrook westerly to Glancaster Road, and will provide wastewater collection capacity for the AEGD Secondary Plan Area including portions of the Upper West Side Lands.
- b) Proposed 375 mm diameter Twenty Road West sewer (MH1-S-14): This sewer will be extended westerly from the existing 750 mm diameter sewer on Upper James Street to future Street B along Twenty Road West. This sewer will service the lands between Twenty Road West, Glancaster, Upper James and the east-west NHS.
- c) Proposed 375 mm diameter Glancaster Road sewer (MH16-S-14): This proposed sewer will be extended northerly along Glancaster Road from the Dickenson Road West sanitary trunk sewer. The requirement of this sewer should be reviewed to determine if the service area can be accommodated by the Dickenson Road West sanitary sewers.

10.4 STORMWATER MANAGEMENT

- 10.4.1 Stormwater detention ponds and associated channels shall be established in the Secondary Plan on the lands designated Utility - Storm Water Management on Schedule "B", Land Use Plan.
- 10.4.2 All stormwater management infrastructure shall be permitted in all land use designations.
- 10.4.3 Lands required for the storm water drainage channels shall be dedicated free of charge and free of all encumbrances to the City by the developer(s).
- 10.4.4 Costs attributable to the design and construction of the storm water drainage channels shall be paid for by the developer(s) and shall be identified in the subdivision agreement(s) and/or development, maintenance and use (site plan) agreement(s) to be approved by the City and executed by the City and the developer(s).
- 10.4.5 Stormwater management ("SWM") facilities have been incorporated to ensure water quality and control functions as well as to maintain the environmental and ecological integrity of the adjacent NHS and to provide a net benefit to the environmental health of the development area, to the extent practical. End-of-pipe stormwater management facilities (dry pond) are proposed to treat the post development drainage.
- 10.4.6 Prioritization of well-distributed source controls to provide treatment of rainfall wherever it lands will occur. LID BMP source controls will be allocated as site conditions allow. The following suite of LID source control measures from the AEGD SWMP will be evaluated for site feasibility:
 - a) Rainwater Harvesting

- b) Green Rooftops
- c) Downspout Disconnection
- d) Soakaway Pits
- e) Bioretention and Special Bioretention
- f) Soil Compost Amendments
- g) Tree Clusters
- h) Filter Strips
- i) Permeable Pavement

10.4.7 The proposed SWM pond facilities are located throughout the broader development block of the future community and have been situated in relation to existing drainage patterns of the development lands. These facilities shall be designed in accordance with the following:

- a) Naturalized planting throughout shall consist of whips, multi-stem shrubs, ornamental grasses, and riparian, aquatic, and upland species appropriate for the pond (dry) condition, with an emphasis on native species.
- b) Should pedestrian access into the pond areas be desirable and appropriate to the surrounding residential or employment land uses, the maintenance/access roads may facilitate these connections.
- c) Fencing requirements for the ponds will be determined, in part, by the interface condition with the surrounding residential and employment lands, as well as the type of employment use (industrial, office, etc.).
- d) Utility structures are to be screened from public view with planting and fencing or other built features, as necessary.
- e) Dense planting should be used to discourage access to sensitive landscape areas or those inappropriate for public use.
- f) Information signage shall be provided within areas of high visibility.

10.5 DRAINAGE

10.5.1 The existing drainage systems along Twenty Road West, Upper James Street and Dickenson Road West provide outlets for the future Upper West Side SWM facilities and corresponding catchment areas.

10.5.2 Under proposed conditions, the lands tributary to the Twenty Mile Creek culvert outlets along Twenty Road West will be consolidated into one major storm outlet (T-

29/Pond 8) that will service the north portion of the Upper West Side lands. While consolidation of flows is proposed for the north portion of the site (to T-29/Pond 8), the minor headwater reaches along Twenty Road West will be maintained to continue to provide surface conveyance and riparian rights (although with reduced contributing drainage areas) to the adjacent landowners.

- 10.5.3 The proposed stormwater drainage system for the Upper West Side lands incorporate an innovative dual drainage concept (minor and major systems) as recommended in the AEGD SWMP (See Figure 12). This involves two distinct storm drainage subsystems:
- a) The proposed minor system proposed will consist of Low Impact Development (LID) conveyance systems designed to remove excess surface runoff from lot level source controls and road right of ways (ROWs) that are produced by more frequent storms and deliver it to end-of pipe facilities.
 - b) The proposed major system will consist of the overland flow route in which the runoff flow in excess of the capacity of the minor system/LID swales will be conveyed.
- 10.5.4 At key locations side swales have been introduced to convey road drainage from the LIDs into the NHS, this will avoid the major system and road LID swales from exceeding their conveyance capacities.

11.0 LAND USE COMPATIBILITY

11.1 GENERAL POLICIES

11.1.1 The Upper West Side Secondary Plan area is located within proximity to the John C. Monroe Hamilton International Airport and the Airport Employment Growth District area. As this Plan permits residential and mixed-uses in proximity to employment and major facility uses, any sensitive development within the Secondary Plan area shall have regard for policies within this section.

11.1.2 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities, such as the John C. Monroe Hamilton International Airport, in accordance with provincial guidelines, standards and procedures.

11.1.3 Where avoidance is not possible in accordance with Section 11.1.2, the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment shall be protected by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards, and procedures:

- a) There is an identified need for the proposed use;
- b) Alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
- c) Adverse effects to the proposed sensitive land use are minimized and mitigated; and
- d) Potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

11.1.4 Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment uses.

11.2 JOHN C. MONROE HAMILTON INTERNATIONAL AIRPORT

11.2.1 Development within this Plan shall be undertaken so that:

- a) The long-term operation and economic role of the Airport is protected; and
- b) Sensitive land uses are appropriately designed, buffered, and/or separated from the Airport, in accordance with Sections 11.1.2 and 11.1.3 of this Plan.

- 11.2.2 The John C. Monroe Hamilton International Airport shall be protected from incompatible land uses and development by:
- a) Prohibiting new residential development and other sensitive land uses in airports above 30 NEF/NEP;
 - b) Consider redevelopment of existing residential and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and
 - c) Discouraging land uses which may cause a potential aviation safety hazard.

11.3 NOISE POLICIES

- 11.3.1 Appropriate warning clauses to advise of this potential noise nuisance related to airport operations shall be included in lease or rental agreements, agreements of purchase and sale and within required development agreements.
- 11.3.2 Sections B.3.6.3 – Noise, Vibration and Other Emissions and C.4.8 – Airport of Volume 1 of the UHOP, shall apply to this Plan.
- 11.3.3 All new development and redevelopment shall conform to all relevant legislation, policies, standards and guidelines.
- 11.3.4 Notwithstanding Policy C.4.8.8, Table C.4.8.1, Subsection 2) of Volume 1 of the UHOP, for lands at or above the 28 NEF Contour and at or below the 30 NEF Contour, and designated Institutional, Residential or Mixed Use – Medium Density Schedule “B” – Land Use Plan, the provisions of Table C.4.8.1, Subsection 3) shall apply.

12.0 CULTURAL HERITAGE RESOURCES

12.1 GENERAL POLICIES

- 12.1.1 The Secondary Plan area was historically an agricultural area and the cultural heritage resources reflect that history. It is an objective of the City to conserve significant cultural heritage resources and to ensure that all new development and any site alteration conserves significant cultural heritage resources. They shall be maintained and integrated into new development, where appropriate and feasible. The City will exercise the powers and apply the tools provided by legislation, including the Ontario Heritage Act, in implementing and enforcing the cultural heritage policies of the City.
- 12.1.2 The following properties within the Secondary Plan area are currently listed on the City's Municipal Heritage Register as locations of Cultural Heritage Value:
- a) 9511 Twenty Road West
 - b) 9445 Twenty Road West
 - c) 9751 Twenty Road West
 - d) 9285 Twenty Road
 - e) 555 Glancaster Road
- 12.1.3 Any use and development of 9751 Twenty Road West shall have regard for the following recommendations:
- a) Preserve the buildings unaltered and maintain the current use and permissions associated with residential use;
 - b) If the property is proposed to be developed, the buildings shall be incorporated into the new construction and rehabilitated for a compatible use, unless otherwise recommended by a Cultural Heritage Impact Assessment.
- 12.1.4 New development proposed on properties with identified or noted cultural value shall look for ways to integrate within the development, including:
- a) the use or adaptive reuse of cultural heritage resources, or key components of such resources, whenever possible as part of the new development in situ, or on an alternate site; or
 - b) where resources which are not designated and are not to be conserved, the City may request the documentation of such resources in a cultural heritage evaluation report with a detailed property history, architectural description and photographic recording.

- 12.1.5 Any development approvals may include conditions which requires the implementation of appropriate measures to ensure the conservation of any affected cultural heritage resources, and where appropriate, their integration into new development.
- 12.1.6 A Cultural Heritage Impact Assessment will be prepared in accordance with the City's standards to determine the resource's specific heritage significance and to establish appropriate conservation plans and/or mitigation measures be prepared where development or redevelopment is proposed:
- a) on, within, adjacent to, or in the immediate vicinity of any designated cultural heritage resource; or
 - b) on a property listed on the Heritage Register.
- 12.1.7 The conservation of cultural heritage resources may be integrated with the conservation of natural heritage features and environmentally sensitive areas, where feasible.
- 12.1.8 New development shall be compatible with cultural heritage resources in their context (both those within and those adjacent to the Secondary Plan area) through consideration of such matters as, but not limited to, building height, massing, scale, setbacks, stepbacks, roof line and profile and architectural character and expression.
- 12.1.9 Development that impacts areas identified for potential archaeological significance will require assessment in accordance with Provincial requirements and the Regional Archaeological Management Plan to determine the presence of archaeological resources and, if required, provide recommendations for mitigation and conservation. Development and site alteration may be permitted after the significant archaeological resources have been conserved by removal and documentation, or preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration, which maintains the heritage integrity of the site, will be permitted.

13.0 SUSTAINABILITY & CLIMATE CHANGE RESILIENCY

13.1 SUSTAINABILITY & CLIMATE CHANGE RESILIENCY OBJECTIVES

13.1.1 This Plan establishes the following objectives with respect to sustainability and climate change resiliency:

- a) Ensures that the land uses and built forms can achieve the integration of energy systems;
- b) Facilitates efficient energy generation and distribution systems, where appropriate, including district energy;
- c) Promotes building energy efficiency and achieving higher levels of energy efficiency than required by the Ontario Building Code;
- d) Maximizes opportunities for the use of the transit and active transportation networks to reduce the reliance on vehicle travel for the movement of people and goods;
- e) Promotes neighbourhood forms and building designs that maximize opportunities for walking, cycling, transit use, low carbon vehicle use, and facilitates the efficient delivery and use of energy;
- f) Promotes the integration of green infrastructure into the built environment; and
- g) Prepares for and adapts to the impacts of climate change.

13.2 GENERAL POLICIES

13.2.1 The transportation network will be designed to facilitate different modes of transportation to provide opportunities for the efficient movement of people and goods among different modes of transportation.

13.2.2 Provision for electric vehicle charging infrastructure shall be provided throughout the public realm and incorporated into private developments' designs.

13.2.3 District energy systems are encouraged to be explored to facilitate the use of low carbon energy sources, such as solar-thermal, combined heat and power ("CHP"), and geothermal.

13.2.4 All new development is encouraged to exceed the energy performance criteria of the Ontario Building Code. Through the development approvals process, and other implementation tools, such as Site Plan Control, opportunities to include sustainable design features will be assessed.

- 13.2.5 Development will incorporate active and passive strategies to reduce energy demand and increase energy efficiency to minimize the impact on the conventional energy distribution network while also promoting the use of alternative, clean, and renewable energy sources. Development will implement, where feasible, strategies to:
- a) Reduce total energy consumption and peak energy use;
 - b) Minimize greenhouse gas (“GHG”) emissions caused by the heating and cooling of homes and buildings;
 - c) Encourage other methods for improving energy efficiency and air quality and reducing GHG emissions, such as earth source energy, district energy, passive solar design, building orientation, ventilation, increased insulation, photovoltaic panels, green roofs, cool roofs, and high-quality windows; and
 - d) Reduce the urban heat island effect and energy expenditure for climate control by implementing reflective, light-coloured roofs, or other alternatives for medium and high density-rise residential, commercial, industrial, and institutional, and mixed-use buildings where green roofs are not feasible.
- 13.2.6 Multi-unit buildings will be designed to facilitate metering and sub-metering for all major energy supply, conversion, and consumption systems.
- 13.2.7 The establishment of energy efficiency upgrade packages for purchasers of new homes and buildings that will result in improved energy efficiency and renewable energy use is encouraged.
- 13.2.8 All development will assess and address potential climate change risks and vulnerabilities through component studies submitted as part of the planning application.
- 13.2.9 All development will demonstrate innovative practices and tools to reduce vulnerability to climate change by adapting the community to climate change impacts including:
- a) Mitigating the impacts of extreme weather;
 - b) Integrating Low Impact Development (“LID”) methods and green infrastructure;
 - c) Reducing the impacts of extreme heat and urban heat island effects; and
 - d) Enhancing natural heritage systems and parks to build resiliency.

14.0 URBAN DESIGN GUIDELINES

14.1 URBAN DESIGN POLICIES

- 14.1.1 The Secondary Plan area is intended to reflect its role as a complete community which provides opportunities to be a gateway into the area surrounding the airport and to ensure that future development reflects high quality architectural and urban design standards.
- 14.1.2 Urban Design Guidelines have been prepared to establish a planning framework that will help the City achieve its goal to create a dynamic and accessible area that includes sustainable development practices. Refer to Appendix A for more information.
- 14.1.3 The Urban Design Guidelines for this Secondary Plan provide guidance on the creation of high quality streetscape design and urban design which is supportive of transit and active transportation.
- 14.1.4 All development within the Secondary Plan area will address the Urban Design objectives and policies in Appendix A of this Plan. The Urban Design Guidelines address matters related to site plan design, built form design, and environment and open space.
- 14.1.5 The highest quality of development shall occur at key locations, such as the Primary and Secondary Community Nodes and Community Corridors, and particularly along the proposed extension of Garth Street, in order to promote a distinct visual presence and sense of arrival.
- 14.1.6 The Zoning By-law and Site Plan Approval process will assist in guiding development along Garth Street and all collector roads to ensure a high quality of site design. In particular:
- a) buildings will be designed to front on these roads;
 - b) parking including the parking of transport trucks and trailers and delivery trucks regularly used in the business operation will be at least partially screened from these streets by berms and landscaping;
 - c) the majority of service and loading facilities will be screened from these roads; and,
 - d) safe and functional vehicular and pedestrian access will be provided.
- 14.1.7 Development will support sustainable site and building design and construction practices.

15.0 IMPLEMENTATION

15.1 GENERAL POLICIES

- 15.1.1 This Plan will be implemented and interpreted in accordance with the provisions in the UHOP pertaining to the administration and implementation of the Plan.
- 15.1.2 Where policies conflict between the Urban Hamilton Official Plan and the Upper West Side Secondary Plan, the policies of this Plan shall take precedence.
- 15.1.3 This Plan is to be reviewed and updated, as needed, within one year of the approval of a comprehensive amendment to the UHOP.
- 15.1.4 The City, at its discretion, may request a peer review of any of the reports, plans and/or studies required in support of complete applications.
- 15.1.5 The City may enact Community Planning Permit Systems, Zoning By-laws, and approve Draft Plans of Subdivision, and Site Plan Control Applications to permit the development of the Secondary Plan area provided that proposals meet all applicable policies and legislation.
- 15.1.6 The City may identify one or more areas, including the entire Secondary Plan Area, as a Community Planning Permit Area.
- 15.1.7 Within an area for which a community planning permit by-law has been enacted, the City's Zoning By-law will not apply, nor will Site Plan Control Approval if applicable.
- 15.1.8 The City will use its powers as the municipal approval authority to ensure that residential development does not outpace the provision of infrastructure, services, facilities, and amenities needed to support intensification of the Secondary Plan Area.

15.2 COST SHARING

- 15.2.1 To support the development of the Secondary Plan, the use of Front-Ending Agreements under the Development Charges Act, Developer Cost Sharing Agreements or other suitable arrangements amongst landowners necessary to allocate related costs of development shall be required. The City of Hamilton will not negotiate or be a part to such agreements, but must be assured, and ascertain, that the document assigns cost sharing in a reasonable manner.
- 15.2.2 A Developer Cost Sharing Agreement is required to ensure the implementation of the Secondary Plan and will be executed by all developers within the Secondary Plan area prior to the approval of any Draft Plan of Subdivision, Site Plan Approval, Official Plan Amendment, or Zoning By-law Amendment applications.
- 15.2.3 Where required, the City will require confirmation from the Developer Cost Share Trustee of:

Upper West Side Secondary Plan

Upper West Side Secondary Plan

- a) The execution of the Developer Cost Sharing Agreement including any amendment(s) thereto; and,
- b) Conformance of compliance with the terms of the Cost Sharing Agreement.

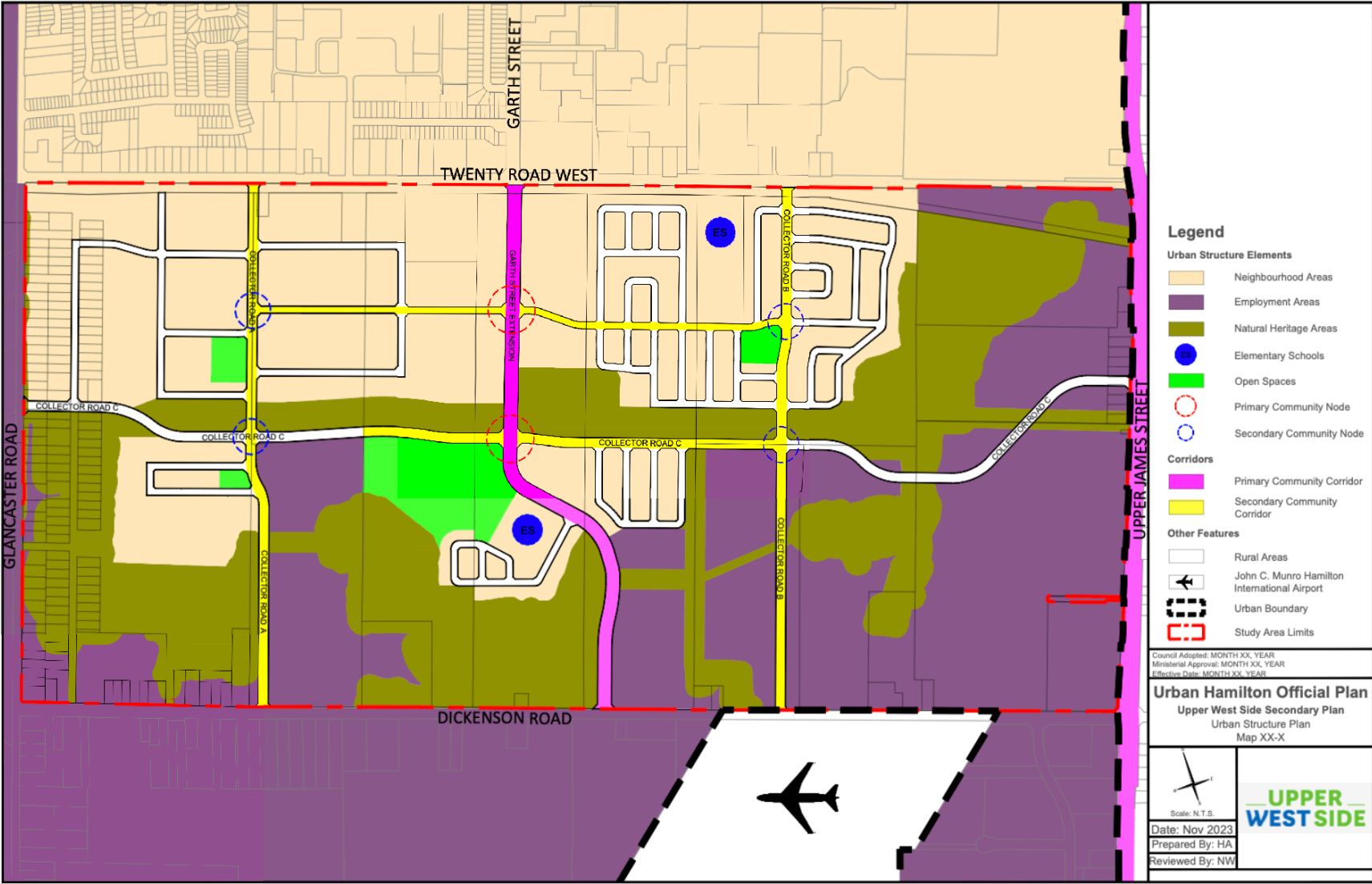
SCHEDULES

Schedule A – Urban Structure Plan

Schedule B – Land Use Plan

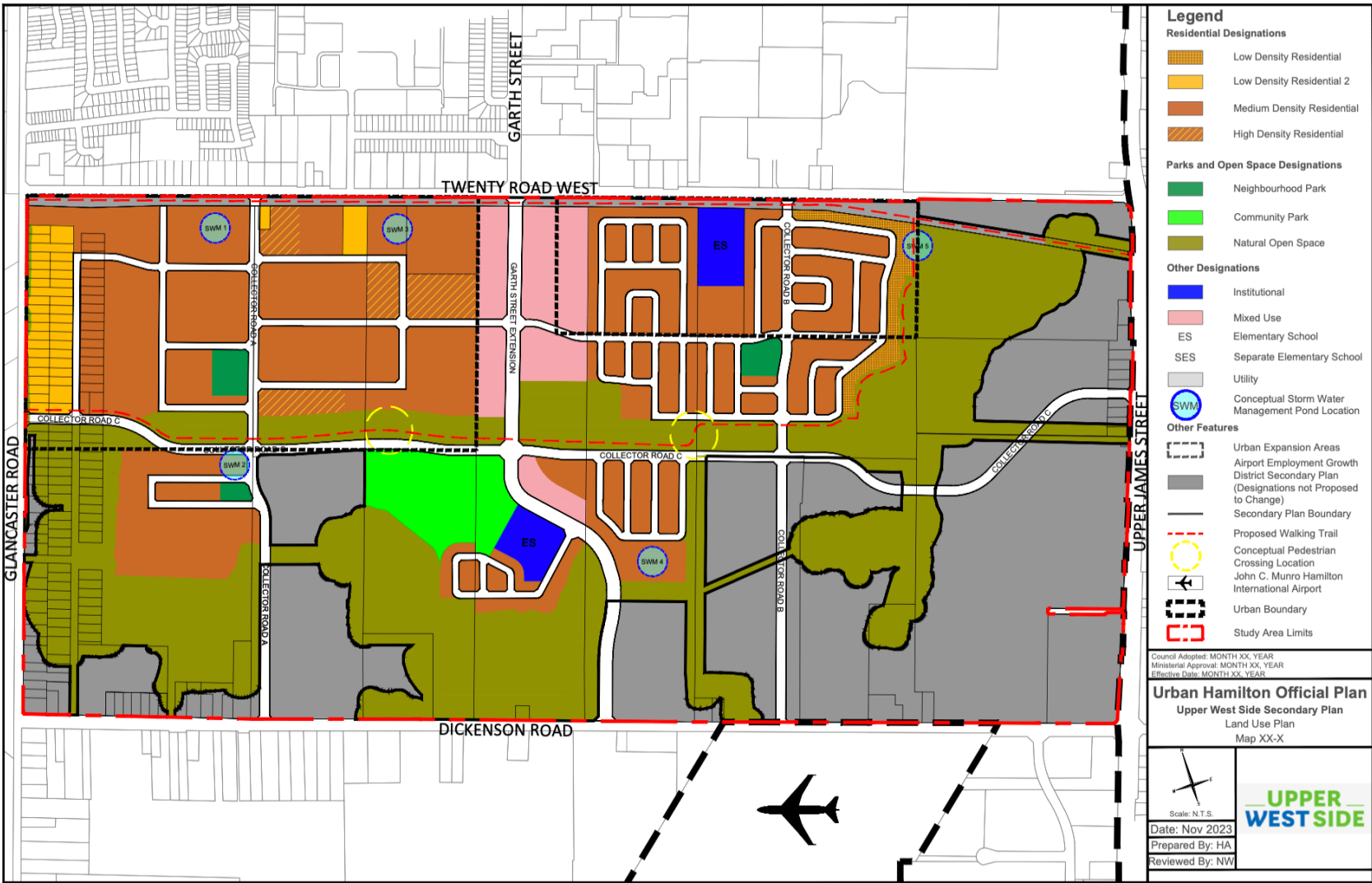
Schedule C – Natural Heritage System

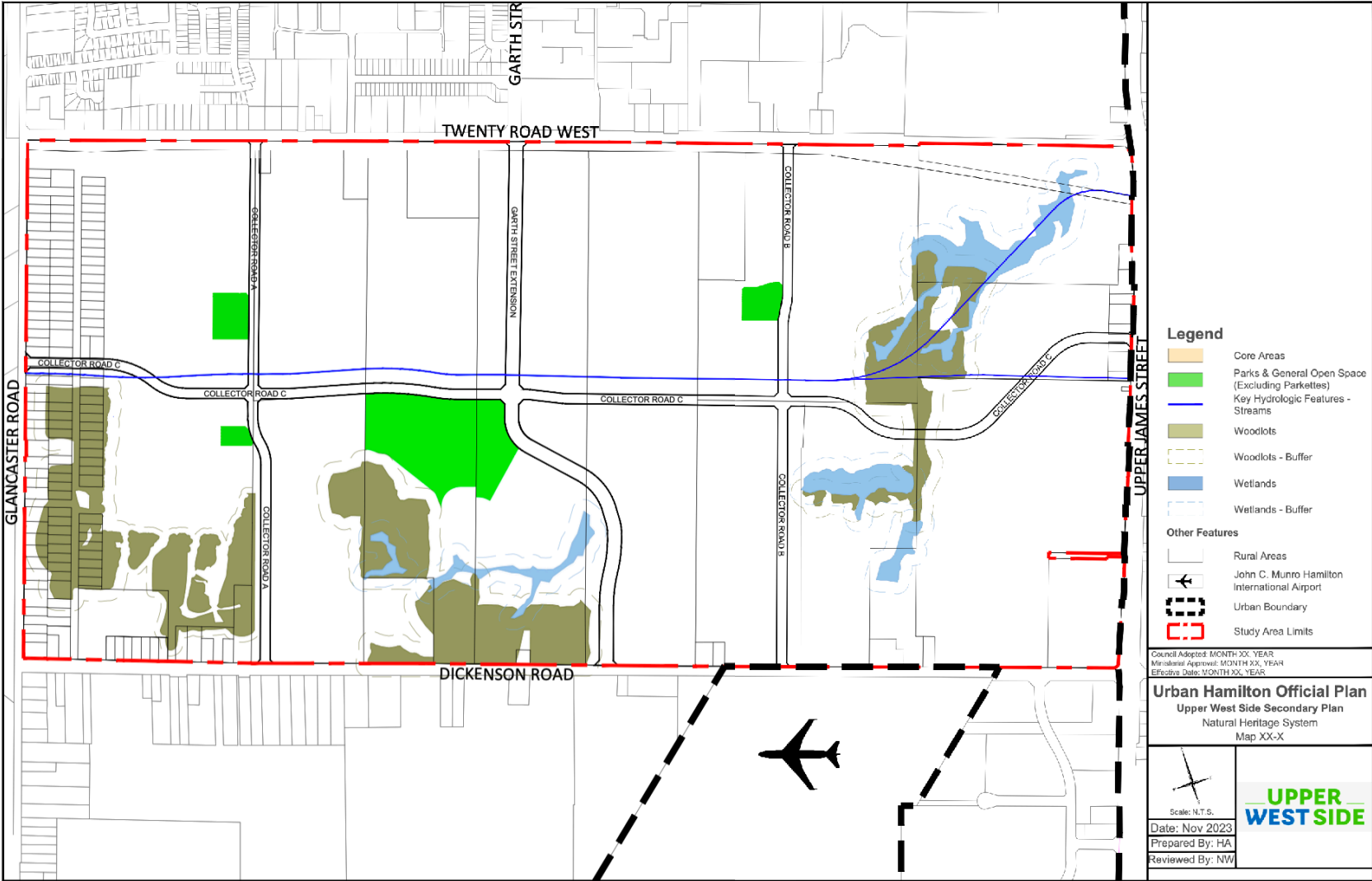
Schedule D – Transportation Network



Upper West Side Secondary Plan

Upper West Side Secondary Plan





Upper West Side Secondary Plan
Upper West Side Secondary Plan

