

Appendix “H” – Volume 2: Chapter B-8 - Airport Employment Growth District Secondary Plan

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

Bolded text = text to be added

Proposed Change	Proposed New / Revised Policy
B.8.0 – Airport Employment Growth District Secondary Plan (OPA 35) ... Section B.8.0, Map B.8-1 – Airport Employment Growth District Land Use Plan, Map B.8-2 – Airport Employment Growth District Natural Heritage System, Map B.8-3 – Airport Employment Growth District Road Classification Map, Map B.8-4 – Airport Employment Growth District Phasing Plan, and Appendices ‘A’, ‘B’, and ‘C’ constitute the AEGD Secondary Plan.	B.8.0 – Airport Employment Growth District Secondary Plan (OPA 35) ... Section B.8.0, Map B.8-1 – Airport Employment Growth District Land Use Plan, Map B.8-2 – Airport Employment Growth District Natural Heritage System, Map B.8-3 – Airport Employment Growth District Road Classification Map, Map B.8-4 – Airport Employment Growth District Phasing Plan, and Appendices ‘A’, ‘B’, and ‘C’ constitute the AEGD Secondary Plan.

B.8.2.4 The Employment district has attractive, energy efficient, and green buildings. The Airport Employment Growth District Urban Design Guidelines ensure that high quality developments respect and enhance the public realm and natural environment. The intent is to: a) Create innovative, beautiful and sustainable buildings, and explore green building standards such as LEED and encourage the inclusion of sustainable building features such as green roofs and solar panels; b) Provide a variety of lot sizes and building styles to allow for different types of businesses that can evolve in use over time, support eco-industrial activity and respond to the needs of prospective market sectors; c) Encourage high intensity of buildings and employees and reduce the overall environmental footprint per employee; d) Effectively integrate building form and uses with surrounding areas; e) Create well detailed, human scaled buildings which front the street and help shape the public realm; f) Provide the opportunity for a mix of uses within buildings where appropriate; g) Design for flexibility to allow business collaboration and the application of eco-industrial principles; h) Create attractive and well designed grounds and landscaping;	B.8.2.4 The Employment district has attractive, energy efficient, and green buildings. The Airport Employment Growth District Urban Design Guidelines ensure that high quality developments respect and enhance the public realm and natural environment. The intent is to: a) Create innovative, beautiful and sustainable buildings, and explore green building standards such as LEED and encourage the inclusion of sustainable building features such as green roofs and solar panels; b) Provide a variety of lot sizes and building styles to allow for different types of businesses that can evolve in use over time, support eco-industrial activity and respond to the needs of prospective market sectors; c) Encourage high intensity of buildings and employees and reduce the overall environmental footprint per employee; d) Effectively integrate building form and uses with surrounding areas; e) Create well detailed, human scaled buildings which front the street and help shape the public realm; f) Provide the opportunity for a mix of uses within buildings where appropriate; g) Design for flexibility to allow business collaboration and the application of eco-industrial principles; h) Create attractive and well designed grounds and landscaping;
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l) Maximize efficiency of lot layout to take advantage of natural features; and, j) Where possible, reclaim and reuse materials from existing airport and other aging structures; and, k) Ensure parking areas are compact, attractive and sustainably designed (e.g., by minimizing storm water and heat island effects and minimizing the footprint of parking areas).	l) Maximize efficiency of lot layout to take advantage of natural features; j) Where possible, reclaim and reuse materials from existing airport and other aging structures; and, k) Ensure parking areas are compact, attractive and sustainably designed (e.g., by minimizing storm water and heat island effects and minimizing the footprint of parking areas).
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B.8.2.5 The employment district is well connected to the city and region by a seamless, <i>multi-modal</i> transportation network providing a high level of service for goods movement, automobiles, <i>active transportation</i> and <i>transit</i>. Movement within and to the industrial park is an easy experience due to the variety of options. The intent is to: a) Ensure transportation <i>infrastructure</i> and connections allow for efficient movement of goods and people to, from and within the employment lands; b) Design the transportation network to accommodate innovations in goods/people movement (e.g., changes in truck sizes, small electric vehicles, etc.); c) Create a sense of continuity when connecting the employment district to its surroundings; d) Create a well connected and permeable street pattern but also protect adjacent residential areas from truck traffic; e) Provide convenient, comfortable and efficient <i>transit</i> connections to the wider city, including through the provision of dedicated transit rights-of-way on key arterial roads (included Garner Road East, Upper James Street and Airport Road West); f) Create an employment lands enhanced <i>transit</i> stop; g) Provide goods movement connections to the Hamilton Port Area;	B.8.2.5 The employment district is well connected to the city and region by a seamless, <i>multi-modal</i> transportation network providing a high level of service for goods movement, automobiles, <i>active transportation</i> and <i>transit</i>. Movement within and to the industrial park is an easy experience due to the variety of options. The intent is to: a) Ensure transportation <i>infrastructure</i> and connections allow for efficient movement of goods and people to, from and within the employment lands; b) Design the transportation network to accommodate innovations in goods/people movement (e.g., changes in truck sizes, small electric vehicles, etc.); c) Create a sense of continuity when connecting the employment district to its surroundings; d) Create a well connected and permeable street pattern but also protect adjacent residential areas from truck traffic; e) Provide convenient, comfortable and efficient <i>transit</i> connections to the wider city, including through the provision of dedicated transit rights-of-way on key arterial roads (included Garner Road East, Upper James Street and Airport Road West); f) Create an employment lands enhanced <i>transit</i> stop; g) Provide goods movement connections to the Hamilton Port Area;
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h) Provide efficient movement of goods and minimum conflict with other modes of travel; i) Facilitate pedestrian and cycling movement via an effective network of sidewalks, bike lands, and off-street paths; j) Provide convenient arterial road connections between the employment district and 400 series highways; k) Provide convenient connections between the John C. Munro Hamilton International Airport and the employment district; and l) Integrate with future provincial transportation initiatives (e.g., Niagara to GTA transportation corridor; and m) Ensure parking areas are compact, attractive and sustainably designed (e.g., by minimizing storm water and heat island effects and minimizing the footprint of parking areas).	h) Provide efficient movement of goods and minimum conflict with other modes of travel; i) Facilitate pedestrian and cycling movement via an effective network of sidewalks, bike lands, and off-street paths; j) Provide convenient arterial road connections between the employment district and 400 series highways; k) Provide convenient connections between the John C. Munro Hamilton International Airport and the employment district; and l) Integrate with future provincial transportation initiatives.
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B.8.10.1 In addition to the policies of Section C.4 – Transportation of Volume 1: a. The proposed transportation network servicing this Secondary Plan Area shall include public roads, pedestrian/bicycle pathways and future <i>transit</i> routes supporting a high <i>transit</i> modal split. It shall also include connections to future rapid transit extending from downtown to the airport, and to priority transit routes along Garner Road East. The planned right-of-way for Garner Road East, Upper James Street and Airport Road/Airport Road West and leading into Hamilton International Airport shall be protected for future priority transit use. b. Development of the transportation network shall include an allowance in the right-of-way for a green servicing corridor which would support the eco-industrial design of the business park and be capable of accommodating sustainable design elements such as but not limited to distribution of renewable energy, distribution of district energy, water recirculation systems, or <i>light rail transit</i>; c. Minor adjustments to the location of the transportation network elements shown on Map B.8-3 – Airport Employment Growth District Road Classification Map may be considered by the City without Amendment to this Secondary Plan, provided that the intent of the Plan is satisfied. d. Changes to road phasing, transit routes and pedestrian and cycling facilities shown on Appendices ‘A’, ‘B’,	B.8.10.1 In addition to the policies of Section C.4 – Transportation of Volume 1: a. The proposed transportation network servicing this Secondary Plan Area shall include public roads, pedestrian/bicycle pathways and future <i>transit</i> routes supporting a high <i>transit</i> modal split. It shall also include connections to future rapid transit extending from downtown to the airport, and to priority transit routes along Garner Road East. The planned right-of-way for Garner Road East, Upper James Street and Airport Road/Airport Road West and leading into Hamilton International Airport shall be protected for future priority transit use. b. Development of the transportation network shall include an allowance in the right-of-way for a servicing corridor which would support the eco-industrial design of the business park and be capable of accommodating sustainable design elements such as but not limited to distribution of renewable energy, distribution of district energy, water recirculation systems, or <i>light rail transit</i>; c. Minor adjustments to the location of the transportation network elements shown on Map B.8-3 – Airport Employment Growth District Road Classification Map may be considered by the City without Amendment to this Secondary Plan, provided that the intent of the Plan is satisfied. d. Changes to road phasing, transit routes and pedestrian and cycling facilities shown on Appendices ‘A’, ‘B’, and ‘C’ do not
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and 'C' do not require an Amendment to this Secondary Plan.	require an Amendment to this Secondary Plan.
B.8.10.2 The City shall encourage cycling as a mode of transportation within and to the Airport Employment Growth District. A system of on-street and off-street cycling trails shall be developed in order to support cycling, in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map and Appendix 'A' 'C'.	B.8.10.2 The City shall encourage cycling as a mode of transportation within and to the Airport Employment Growth District. A system of on-street and off-street cycling trails shall be developed in order to support cycling, in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map and Appendix 'C'.
B.8.10.4 The City shall encourage walking within and to the Airport Employment Growth District. A system of sidewalks within the right-of-way, pedestrian trails and/or multi-use trails shall be developed in order to support walking, in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map and Appendix 'A' 'C'.	B.8.10.4 The City shall encourage walking within and to the Airport Employment Growth District. A system of sidewalks within the right-of-way, pedestrian trails and/or multi-use trails shall be developed in order to support walking, in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map and Appendix 'C'.

B.8.10.9 The Airport Employment Growth District Secondary Plan identifies Proposed Rapid Transit on Map B.8-3 – Airport Employment Growth District Road Classification Map. The location of the Proposed Rapid Transit is approximate and shall be finalized through more detailed transit network planning by the City, a Transportation Master Plan, and/or rapid transit feasibility study. The final location of the Proposed Rapid Transit may be established without an amendment to this Plan. The location of proposed rapid transit is anticipated to be along major arterial roads. The location and design of proposed rapid transit shall be finalized through more detailed transit network planning by the City, a Transportation Master Plan, and/or rapid transit feasibility study, and may be established without an amendment to this Plan.	B.8.10.9 The location of proposed rapid transit is anticipated to be along major arterial roads. The location and design of proposed rapid transit shall be finalized through more detailed transit network planning by the City, a Transportation Master Plan, and/or rapid transit feasibility study, and may be established without an amendment to this Plan.
B.8.10.10 The transportation, and road system and its functional road classifications, including collector and arterial roads, as well as proposed road connections, is shown on Map B.8-3 – Airport Employment Growth District Road Classification Map.	B.8.10.10 The road system and its functional road classifications, including collector and arterial roads, as well as proposed road connections, is shown on Map B.8-3 – Airport Employment Growth District Road Classification Map.

B.8.10.11 The alignment of the local road network shall be detailed within plans of subdivision. The rights-of-way of all streets within and bordering the Secondary Plan Area shall be protected and dedicated in accordance with the requirements of the City. Adjustments to the final location of roads can be made without amendment to this Plan if identified through a class environmental assessment, transportation impact study, or similar study, as permitted by Policy C.4.5.1 of Volume 1.	B.8.10.11 The alignment of the local road network shall be detailed within plans of subdivision. The rights-of-way of all streets within and bordering the Secondary Plan Area shall be protected and dedicated in accordance with the requirements of the City. Adjustments to the final location of roads can be made without amendment to this Plan if identified through a class environmental assessment, transportation impact study, or similar study, as permitted by Policy C.4.5.1 of Volume 1.
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~~B.8.10.12 Notwithstanding the policies of Section C.4 of Volume 1, the basic minimum right-of-way width for:~~

~~a. Minor collector roads shall be 26 metres in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map;~~

~~b. Major collector roads shall be 33 metres in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map;~~

~~c. Minor arterial roads shall be 37 metres in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map; and,~~

~~d. Major arterial roads shall be 44 metres or 44.5 metres in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map.~~

Notwithstanding the right-of-way requirement for arterial and collector roads in Section C.4.5.2 of Volume 1 and Schedule C-2 – Future Right-of-Way Dedications. Right-of-Way widths may be refined through future Environmental Assessments where appropriate and approved by the City to address site-specific conditions or opportunities without requiring an amendment to this Plan.

B.8.10.12 Notwithstanding the right-of-way requirement for arterial and collector roads in Section C.4.5.2 of Volume 1 and Schedule C-2 – Future Right-of-Way Dedications. Right-of-Way widths may be refined through future Environmental Assessments where appropriate and approved by the City to address site-specific conditions or opportunities without requiring an amendment to this Plan.

B.8.10.16 The City shall encourage the completion of the proposed Highway 6 interchanges and the Province at Book Road, Butter Road, and south of the airport when the need is justified. coordinate access to the Secondary Plan area from Highway 6 south with the Ministry of Transportation to determine the appropriate timing for interchanges.	B.8.10.16 The City shall coordinate access to the Secondary Plan area from Highway 6 south with the Ministry of Transportation to determine the appropriate timing for interchanges.
B.8.10.17 The Airport Employment Growth District Secondary Plan Appendix 'B' identifies a proposed car pool Lot on Map B.8-3 — Airport Employment Growth District Road Classification Map. The location of the car pool lot is identified on Upper James Street, between Twenty Road and Dickenson Road. However, the actual location of the car pool lot is approximate and shall be finalized through more detailed planning by the City and/or a Transportation Master Plan. The resulting location of the suggested car pool lot may be established without an amendment to this Plan.	B.8.10.17 Appendix 'B' identifies a proposed car pool Lot on Upper James Street, between Twenty Road and Dickenson Road. However, the actual location of the car pool lot is approximate and shall be finalized through more detailed planning by the City and/or a Transportation Master Plan. The resulting location of the suggested car pool lot may be established without an amendment to this Plan.
B.8.10.18 The City shall develop and implement a Transportation Demand Management (TDM) Strategy for the Airport Employment Growth District to support sustainable transportation and manage travel demand effectively.	B.8.10.18 The City shall develop and implement a Transportation Demand Management (TDM) Strategy for the Airport Employment Growth District to support sustainable transportation and manage travel demand effectively.

B-8.12.2 Streams are identified in Map B-8-2— Airport Employment Growth District Natural Heritage System. If the stream has not been classified as part of an Environmental Impact Study, subwatershed study, or other study, a scoped Environmental Impact Study is required to determine the classification.	
B.8.14.5 Parking areas shall be suitably located and designed to discourage large barren parking areas and encourage shared parking, preferential parking, and sustainable features. Development should promote alternative modes of travel through parking design by including park-and-ride locations, preferred spaces for carpooling, micro-mobility or ride-share services, opportunities, through facilities such as preferred carpooling/ride-sharing parking and shared parking facilities across uses or lots. To support transit accessibility and walkability, buildings should be located closest to transit stops, with parking generally located to the side or rear of buildings.	B.8.14.5 Parking areas shall be suitably located and designed to discourage large barren parking areas and encourage shared parking, preferential parking, and sustainable features. Development should promote alternative modes of travel through parking design by including park-and-ride locations, preferred spaces for carpooling, micro-mobility or ride-share services, and shared parking facilities across uses or lots. To support transit accessibility and walkability, buildings should be located closest to transit stops, with parking generally located to the side or rear of buildings.

B.8.14.15 Water resources and environmental criteria addressing the following shall be met throughout the area: a. Protection and maintenance of stream corridors watercourses to address flood control and <i>fish habitat</i> regulatory requirements; b. Flow requirements designed to prevent increases in flooding and erosion within and downstream of the study area; c. Water balance criteria to protect groundwater infiltration requirements and local groundwater supplies; and, d. Runoff reduction requirements to address water quality requirements necessary to meet provincial water quality objectives for receiving waters consistent with Level 1 or Level 2 treatment.	B.8.14.15 Water resources and environmental criteria addressing the following shall be met throughout the area: a. Protection and maintenance of watercourses to address flood control and <i>fish habitat</i> regulatory requirements; b. Flow requirements designed to prevent increases in flooding and erosion within and downstream of the study area; c. Water balance criteria to protect groundwater infiltration requirements and local groundwater supplies; and, d. Runoff reduction requirements to address water quality requirements necessary to meet provincial water quality objectives for receiving waters consistent with Level 1 or Level 2 treatment.
B.8.14.40 Parking areas that are safe, functional, attractive, and comfortable and appropriately sized to discourage excess parking supply, as well as reducing their environmental and visual impact are encouraged.	B.8.14.40 Parking areas that are safe, functional, attractive, comfortable and appropriately sized to discourage excess parking supply, as well as reducing their environmental and visual impact are encouraged.

B.8.14.78 The connectivity of the cycling and trail network is to be enhanced by creating and integrating pathways in private ownership around the edges of major Natural Heritage systems to protect ecologically sensitive areas, biodiversity, and other environmentally significant sites, provided the Natural Heritage Policies of Chapter C.2.0 and this Secondary Plan are satisfied.	B.8.14.78 The connectivity of the cycling and trail network is to be enhanced by creating and integrating pathways in private ownership around the edges of major Natural Heritage systems to protect ecologically sensitive areas, biodiversity, and other environmentally significant sites, provided the Natural Heritage Policies of Chapter C.2.0 and this Secondary Plan are satisfied.
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