

Bill No. 196

CITY OF HAMILTON

BY-LAW NO. 05-196

To Adopt:

Official Plan Amendment No. 25 to the former Region of Hamilton-Wentworth
Official Plan;
Official Plan Amendment No. 104 to the former Town of Ancaster Official Plan.
and
Official Plan Amendment No. 50 to the former Township of Glanbrook Official Plan.

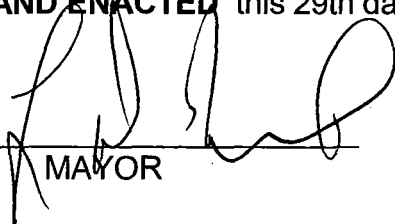
Respecting:

Lands in the vicinity of John C. Munro Airport

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. Amendment No. 25 to the Official Plan of the former Region of Hamilton-Wentworth Planning Area consisting of Schedule 1, hereto annexed and forming part of this by-law, is hereby adopted.
2. Amendment No. 104 to the Official Plan of the former Town of Ancaster Planning Area consisting of Schedule 1, hereto annexed and forming part of this by-law, is hereby adopted.
3. Amendment No. 50 to the Official Plan of the former Township of Glanbrook Planning Area consisting of Schedule 1, hereto annexed and forming part of this by-law, is hereby adopted
4. It is hereby authorized and directed that such approval of the Official Plan Amendment referred to in sections 1, 2 and 3 above, as may be requisite, be obtained and for the doing of all things for the purpose thereof.

PASSED AND ENACTED this 29th day of June, 2005



MAYOR



CLERK

Schedule "1"**Amendments****to the****Regional Municipality of Hamilton-Wentworth, Town of Ancaster, the
Township of Glanbrook Official Plans**

The following text, together with Schedule "A" (*Map No. 7, Airport Influence Area of the former Regional Municipality of Hamilton-Wentworth Official Plan*), Schedule "B" (*Map No. 1 – Regional Development Pattern of the former Regional Municipality of Hamilton-Wentworth Official Plan*), Schedule "C" (*Schedule "F-1 - Special Policy Areas*), of the Official Plan of the former Town of Ancaster and Schedule "D" (*Schedule "A" – Land Use Plan*) of the former Township of Glanbrook Official Plan, attached hereto, constitutes;

1. Official Plan Amendment No. 25 to the Regional Municipality of Hamilton-Wentworth Official Plan;
2. Official Plan Amendment No. 104 to the Town of Ancaster Official Plan;
3. Official Plan Amendment No. 50 to the Township of Glanbrook Official Plan;

Purpose:

The effect of the Amendment is:

- to protect John C Munro International Airport's 24 hour operation by restricting incompatible and noise sensitive land uses from encroachment into Airport noise sensitive areas; and,
- to provide for the development of a future employment land growth centre.

Location:

The lands subject to this Amendment are in the vicinity of the John C. Munro Airport.

Basis:

1. City Council's Strategic Plan "Right on Course" commits to the following:
 - (a) to focus all available resources on economic development as its No. 1 priority with particular attention to the airport as a key economic node to future prosperity;

- (b) to pursue initiatives at the airport to ensure benefits of economic development are felt city-wide; and,
 - (c) to pursue investment in strategic infrastructure to attract new non-residential business.
2. City Council's adopted Economic Development Strategy (October, 2004) and the HIA Gateway Opportunities Study (October, 2002) commits to the creation of an Aerotropolis Cluster which is intended to form an industrial, commercial and residential community around the John C. Munro Hamilton International Airport in support of the airport operation and the City's economic development objectives.
 3. The Places to Grow discussion paper identified the Airport as Hamilton's top economic priority, by stating growth should "take advantage of the economic opportunities provided by the airport."
 4. The Province, in conjunction with the GTA municipalities and Hamilton prepared growth forecasts for employment lands. Based on the Hemson forecasts, total employment on employment lands in the City of Hamilton will increase by approximately 52,000 jobs in the 2001-31 time period. Based on the GTA-H standard of 37 workers/ha (15 workers/acre), approximately 1,270 ha (3,100 acres) of employment lands are required to accommodate projected growth.
 5. A secondary plan will be required to determine the mix of employment uses, the servicing requirements, the appropriate transportation network and the funding required for the completion of the hard infrastructure. This will be completed in conjunction with GRIDS and all related Master Servicing Plans to ensure that the airport is an integral part of the City's future growth.
 6. The Regional Official Plan identifies an Airport Influence Area. The boundaries have been modified to coincide with 28 NEF contour as identified in the Airport Master Plan. The Airport Influence Area will protect John C Munro International Airport's 24 hour operation by restricting incompatible and noise sensitive land uses from encroachment into Airport noise sensitive areas.

Actual Changes

1. Regional Official Plan
 - 1.1) Add a new schedule titled "Map 7- Airport Influence Area", attached as shown on the attached Schedule "A" of this Amendment.

- 1.1) to delete Policy C.4.3.5.3 in its entirety and replace it with the following policy:

“Minimize future conflicts between the operation of the Airport and surrounding land uses. Under this policy, the affected Area Municipalities will be required, in their Official Plans and Zoning By-laws, to apply noise exposure forecast contours (Transport Canada) and guidelines for development in the Vicinity of the Airport (Transport Canada) so that:

- a) no sensitive land uses are permitted to be developed within areas exposed to noise disturbance levels greater than the 28 NEF, except where the lands are currently designated Urban; and,*
- b) any sensitive land uses permitted to be developed between 25 and 28 NEF contours will be required to implement noise mitigative measures in accordance with Provincial and Federal guidelines/standards .”*

- 1.2) Amend Policy C.4.3.5.4 to delete the last sentence and replace it with the following sentence.

“The limitations of the Airport Influence area are defined on Map 7 – Airport Influence Area.”

- 1.3) Add a new policy to section C.4.3.5 as follows:

“C.4.3.5.5 The City of Hamilton, in conjunction with the John C. Munro Airport, are required to update and maintain up-to-date Airport Zoning Regulations and Noise Exposure Forecast to protect the long term 24 hour, seven day a week and three hundred and sixty five day a year operation.”

- 1.4) Map No. 1 – Regional Development Pattern – be revised by adding Special Policy Area 9, as shown on the attached Schedule “B” of this Amendment.

- 1.5) Add a new Policy C.3.1.4.6 to section C.3.1.4 as follows;

“C.3.1.4.6. The lands generally located south and west of the Airport, and identified - as Special Policy Area 9 on Map 1 but subject to the provisions of the Greenbelt Protection Plan, are required for the development of a future economic growth centre and major employment lands. The use of these lands for this purpose will be contingent upon the following;

- a) The completion of a Secondary Plan which will require:*

- i) *the designation of appropriate land uses;*
- ii) *the completion of a City wide Water/Wastewater (Lake Based system) Master Plan, and City Wide Transportation Master Plan;*
- iii) *a sub-watershed plan, including a comprehensive storm water management plan;*
- iv) *environmental impact statements as required by applicable Official Plan and Greenbelt Plan policies;*
- v) *a financing policy approved by the City; and,*
- vi) *any other study the City deems as necessary.*

b) the provision of full municipal services, including sanitary sewerage, water supply and storm water management facilities and an appropriate transportation network.

2. That the Official Plan for the Town of Ancaster be amended as follows:
 - 2.1) Schedule "F-1 - Special Policy Areas – be revised by including the subject lands as Specific Policy Area 57 and 57a, as shown on the attached Schedule "B" to this Amendment.
 - 2.2) Section 5 be amended by adding the following new policies;

5.12 SPECIFIC POLICY AREA NO.57

"5.12 In addition to the existing applicable policies in this Plan, this section sets out additional policies for the lands identified on Schedule "F-1" as Specific Policy Areas 57 and 57a.

5.12.1 The area identified as Specific Policy Area 57 on Schedule "F-1", shall be subject to Policies C.4.3.5.3 and C.4.3.5.4 of the Regional Official Plan.

5.12.2 The area identified as Specific Policy Area 57a on Schedule "F-1", shall be subject to Policy C.3.1.4.6 of the Regional Official Plan."

3. That the Official Plan for the Township of Glanbrook be amended as follows:
 - 3.1) Schedule "A – Land Use Plan – be revised by including the subject lands as Special Policy Area 2 and 2a, as shown on the attached Schedule "D" to this Amendment.
 - 3.2) Section B.1 be amended by adding a new Subsection B.1.12 as follows;

“B.1.12 In addition to the existing applicable policies in this Plan, this Section sets out additional policies for the lands identified on Schedule “A” – Land Use Plan, as Specific Policy Areas 2 and 2a.

- (i) The area identified as Special Policy Area 2 shall be subject to Policies C.4.3.5.3 and C.4.3.5.4 of the Regional Official Plan.
- (ii) The area identified as Specific Policy Area 2a shall be subject to Policy C.3.1.4.6 of the Regional Official Plan.”

Implementation:

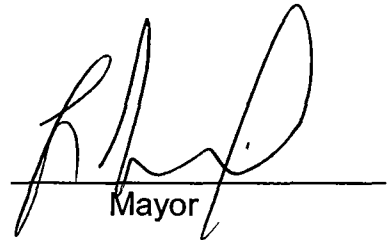
The provisions of Section D – Implementation, of the Official Plan for the former Regional Municipality of Hamilton-Wentworth, Section 7 – Implementation, of the Official Plan for the former Town of Ancaster, and Section G – Implementation, of the Official Plan for the former Township of Glanbrook will give effect to the amendments.

This is Schedule “A” to By-law No. 05-196 passed on the 29th day of June, 2005.



City Clerk

City of Hamilton



Mayor

MAP No. 7

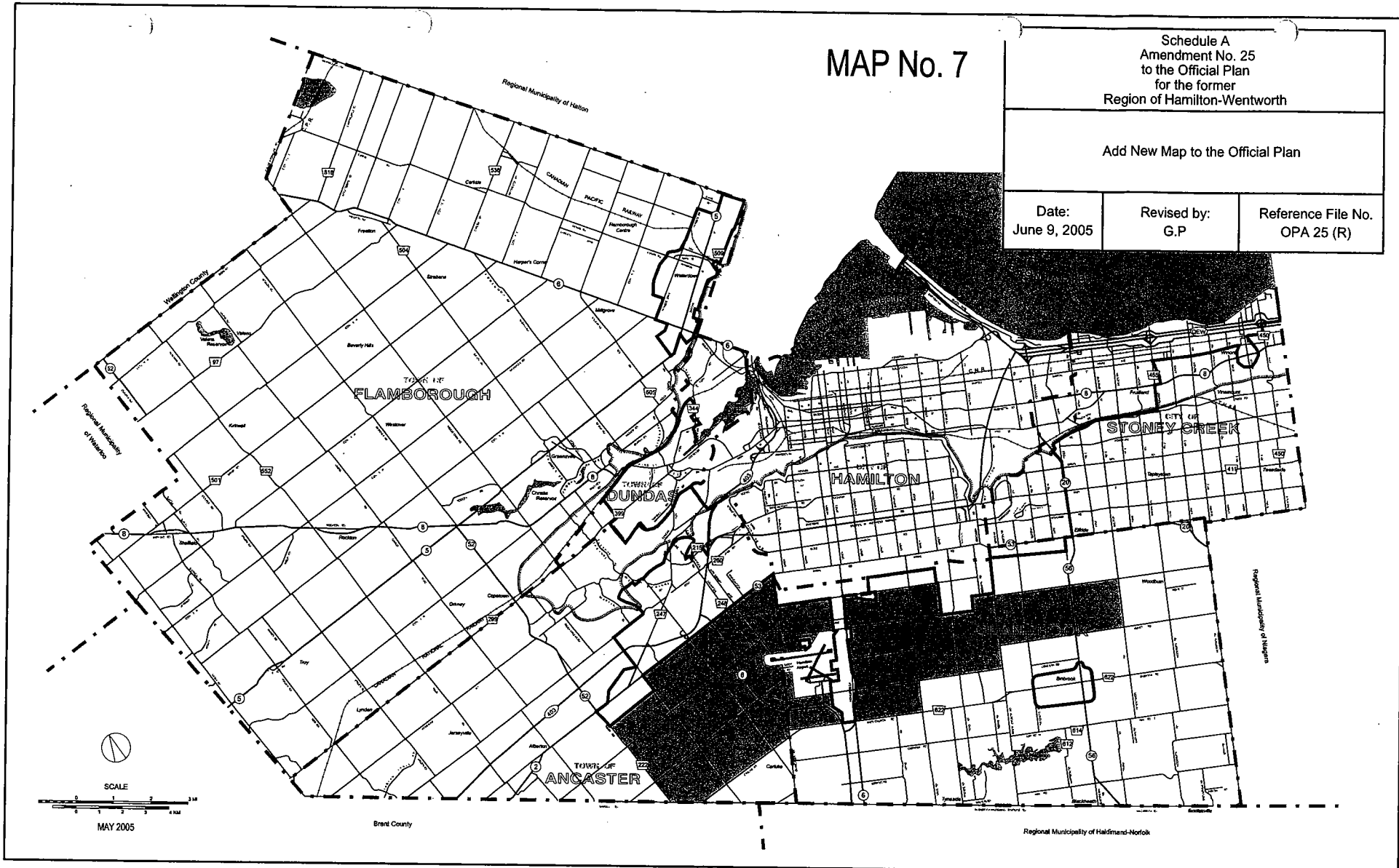
Schedule A
Amendment No. 25
to the Official Plan
for the former
Region of Hamilton-Wentworth

Add New Map to the Official Plan



Date:
June 9, 2005

Revised by:
G.P

Reference File No.
OPA 25 (R)



LEGEND

-  AIRPORT INFLUENCE AREA
-  URBAN AREA BOUNDARY


AIRPORT INFLUENCE AREA



Hamilton
Planning & Economic
Development Department
May 2005

MAP No. 1

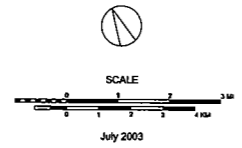
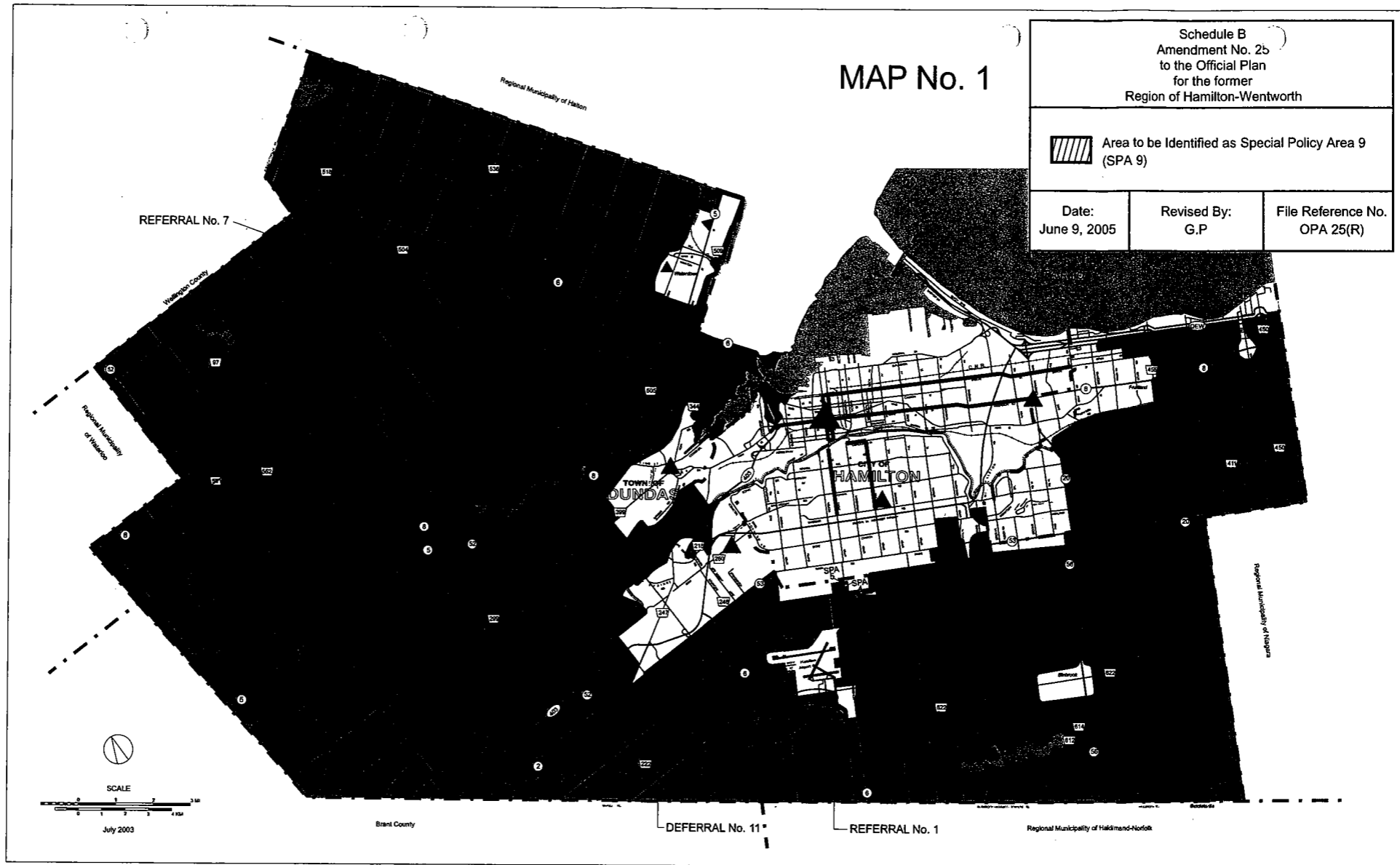
Schedule B
Amendment No. 25
to the Official Plan
for the former
Region of Hamilton-Wentworth

 Area to be Identified as Special Policy Area 9 (SPA 9)

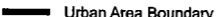
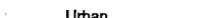
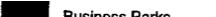



Date:
June 9, 2005

Revised By:
G.P

File Reference No.
OPA 25(R)








URBAN AREAS

-  Urban Area Boundary
-  Urban
-  Business Parks
-  Regional Centre
-  Mixed-use Centre
-  High Density Mixed-use Corridors

RURAL AREAS

-  Rural Area
-  Rural Settlements

OTHER

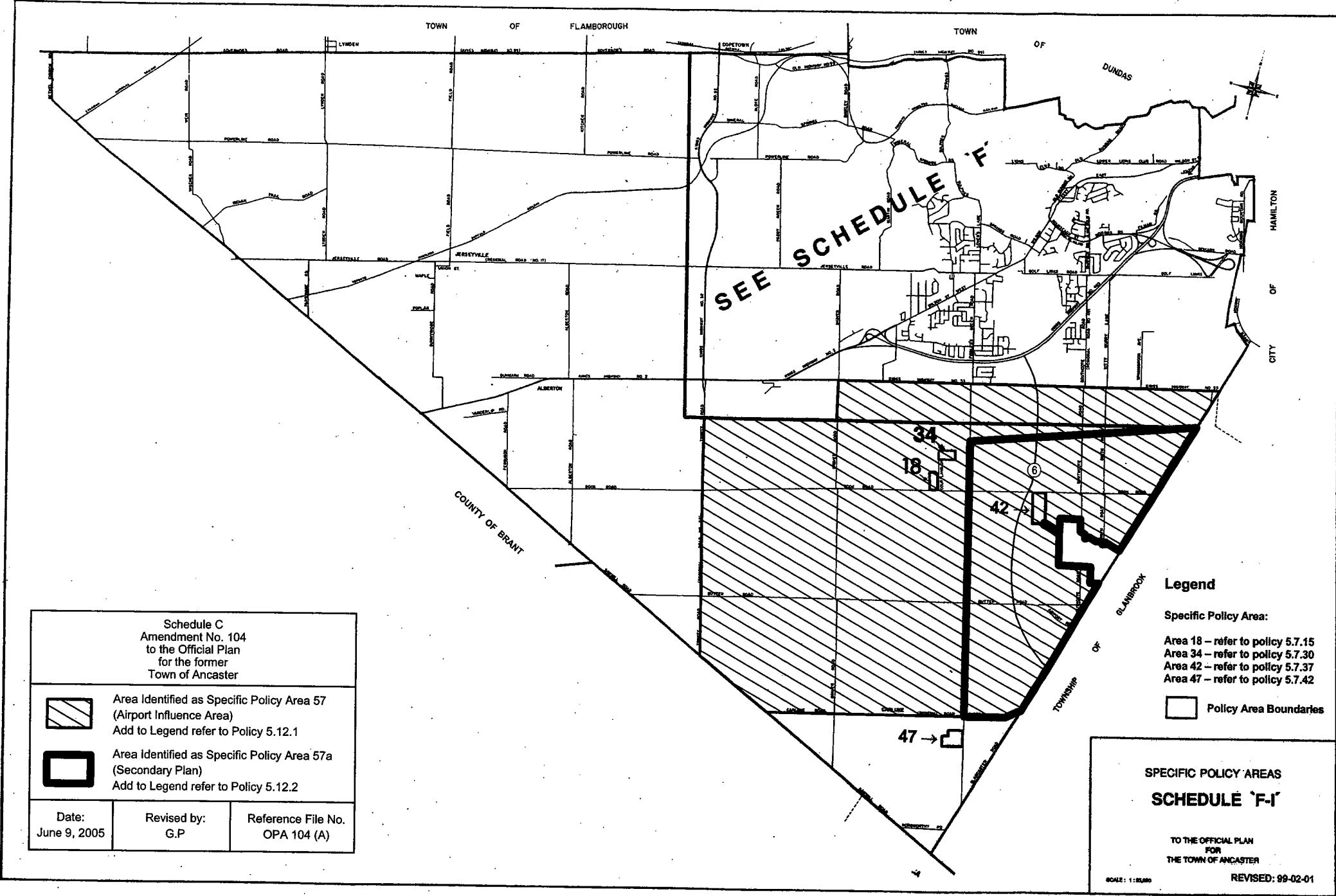
-  Parkway Belt West Policy Areas
-  Special Policy Areas
-  Airport
-  Future Roadway
-  Municipal Boundary

REGIONAL DEVELOPMENT PATTERN





THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Regional Environment Department

February 2005



Schedule C
Amendment No. 104
to the Official Plan
for the former
Town of Ancaster


	Area Identified as Specific Policy Area 57 (Airport Influence Area) Add to Legend refer to Policy 5.12.1
	Area Identified as Specific Policy Area 57a (Secondary Plan) Add to Legend refer to Policy 5.12.2

Date: June 9, 2005	Revised by: G.P	Reference File No. OPA 104 (A)
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Legend

Specific Policy Area:

- Area 18 – refer to policy 5.7.15
- Area 34 – refer to policy 5.7.30
- Area 42 – refer to policy 5.7.37
- Area 47 – refer to policy 5.7.42

 Policy Area Boundaries

**SPECIFIC POLICY AREAS
SCHEDULE 'F-1'**

TO THE OFFICIAL PLAN
FOR
THE TOWN OF ANCASTER

SCALE: 1:20,000 REVISED: 99-02-01

**OFFICIAL PLAN
FOR THE
TOWNSHIP
OF
GLANBROOK**

**SCHEDULE A
LAND USE PLAN**

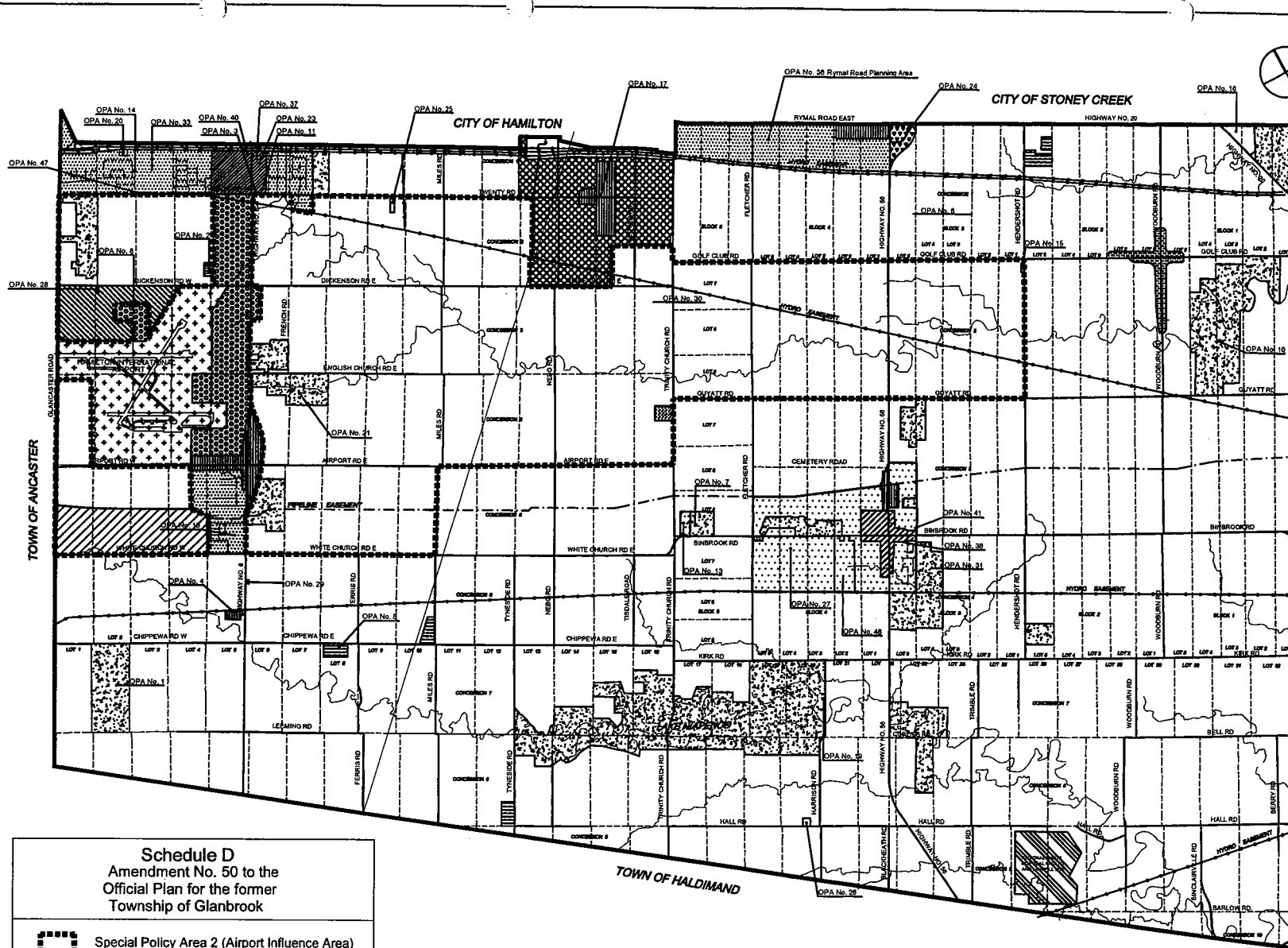
LEGEND

RURAL AREA

- AGRICULTURAL
- WOODBURN RURAL SETTLEMENT AREA
- RURAL INDUSTRIAL - BUSINESS PARK
- RURAL INDUSTRIAL
- INSTITUTIONAL
- PUBLIC INDUSTRIAL
- OPEN SPACE AND CONSERVATION
- SPECIAL POLICY AREA 1
- SPECIAL POLICY AREA 2 AIRPORT INFLUENCE AREA

URBAN AREA

- RESIDENTIAL
- GENERAL COMMERCIAL
- BINBROOK VILLAGE
- BINBROOK COMMUNITY CORE
- AIRPORT RELATED COMMERCIAL
- AIRPORT
- AIRPORT INDUSTRIAL - BUSINESS PARK
- NORTH GLANBROOK INDUSTRIAL - BUSINESS PARK
- OPEN SPACE AND CONSERVATION



**Schedule D
Amendment No. 50 to the
Official Plan for the former
Township of Glanbrook**

Special Policy Area 2 (Airport Influence Area)

Special Policy Area 2a (Secondary Plan)

Date: June 9, 2005	Revised by: G.P	Reference File No. OPA 50(G)
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**Note: See Township of Glanbrook
Official Plan for details on
Official Plan Amendments (OPAs)**

DRAWN: NOV 2002	DRAWN BY: L.C.	SCALE	N.T.S.
REVISED APRIL 2005		<small>NOTE: THE SCHEDULE SHOULD BE READ IN CONJUNCTION WITH THE POLICIES AND OTHER SCHEDULES OF THE OFFICIAL PLAN. THE DEGREE OF THE STREET NETWORK AND THE INTERSECTION LOCATIONS OF THE EXISTING ROADWAYS ARE CONSIDERED A GENERAL GUIDE ONLY AND SUBJECT TO THE SURVEY AND DELINEATION AS REQUIRED BY THE PRESPECTIVE ROAD APPLICANT.</small>	