CITY OF HAMILTON

BY-LAW NO. 10-287

To Adopt:

Official Plan Amendment No. 41 to the former Region of Hamilton-Wentworth Official Plan; Official Plan Amendment No. 135 to the former Town of Ancaster Official Plan; and Official Plan Amendment No. 82 to the former Township of Glanbrook Official Plan

Respecting:

The Airport Employment Growth District

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

1. Amendment No. 41 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. 135 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. 82 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.

PASSED this 13th day of October 2010

Fred Eisenberger
Mayor

Rose Catani
City Clerk
Amendment No. 41 to the former Region of Hamilton-Wentworth Official Plan;  
Amendment No. 135 to the Town of Ancaster Official Plan; and  
Amendment No. 82 to the former Township of Glanbrook Official Plan

The following text, together with the following maps/schedules:

**Region of Hamilton-Wentworth**
- Schedule “A-2” (Map 1-Regional Development Pattern);
- Schedule “A-3” (Map 2-Agricultural Lands and Niagara Escarpment Plan Area);
- Schedule “A-4” (Map 6-Transportation);
- Schedule “A-5” (Map 7-Airport Influence Area); and,
- Schedule “A-6” (Map 4A-Natural Heritage System for Airport Employment Growth District)

**Town of Ancaster**
- Schedule “B-2” (Schedule A-Land Use-Rural Area);
- Schedule “B-3” (Schedule B-Land Use-Urban Area);
- Schedule “B-4” (Schedule E – Road Networks-Major Roads);
- Schedule “B-5 ” (Schedule F – Specific Policy Area);
- Schedule “B-6 ” (Schedule F-1 – Specific Policy Areas);
- Schedule “B-7” (Map B.6.9-1- Airport Employment Growth District Secondary Plan-Land Use Plan);
- Schedule “B-8” (Map B.6.9-2- Airport Employment Growth District Secondary Plan- Natural Heritage System);
- Schedule “B-9” (Map B.6.9-3- Airport Employment Growth District Secondary Plan-Road Classification);
- Schedule “B-10” (Map B.6.9-4- Airport Employment Growth District Secondary Plan-Phasing); and,

**Township of Glanbrook**
- Schedule “C-2” - (Schedule A – Land Use Plan) ;
- Schedule “C-3” - (Schedule E – Road Network Plan) ;
- Schedule “C-4” (Map B.4-1- Airport Employment Growth District Secondary Plan-Land Use Plan);
- Schedule “C-5” (Map B.4-2- Airport Employment Growth District Secondary Plan- Natural Heritage System);
- Schedule “C-6” (Map B.4-3- Airport Employment Growth District Secondary Plan-Road Classification);
- Schedule “C-7” (Map B.4-4- Airport Employment Growth District Secondary Plan-Phasing);
and,

- Schedule "C-8" (Appendix "A"- Airport Employment Growth District Secondary Plan-Transit route and Trails)

attached hereto, constitutes:

1. Official Plan Amendment No. 41 to the former Region of Hamilton-Wentworth Official Plan
2. Official Plan Amendment No. 135 to the former Town of Ancaster Official Plan; and,
3. Official Plan Amendment No. 82 to the former Township of Glanbrook Official Plan.

1.0 **Purpose:**

The purpose of the amendments is:

1. to amend the urban boundary to add new Employment lands (Airport Employment Growth District designation) to the urban area; and,

2. to include a new secondary plan for the Airport Employment Growth District. The Plan includes both maps and policies for employment land use designations, natural and cultural heritage, infrastructure, transportation, eco-industrial, urban design and phasing of development.

2.0 **Location:**

Region of Hamilton-Wentworth - for lands generally bounded by Garner Road / Twenty Road West in the north and Carluke Road East / White Church Road in the south, Fiddler's Green Road in the west and Upper James Street in the east.

Town of Ancaster – for lands generally bounded by Glancaster Road, Garner Road East, Fiddlers Green Road and Carluke Road. The lands subject to the Secondary Plan are generally bounded by Garner Road East, Highway 6 and Glancaster Road.

Township of Glanbrook - lands generally bounded by Glancaster Road, Twenty Road, Upper James Street/Homestead, and White Church Road.

3.0 **Basis:**

The basis for permitting these Amendments is as follows:

- The City requires additional employment land to meet its 2031 employment growth forecasts;
- The City wishes to protect additional lands for employment uses post 2031;
- More specific policies and designations are required to implement the vision and goals of the Airport Employment Growth District;
- The ultimate build out of the Airport Employment Growth District will be determined by the phasing policies within the secondary plan.
4.0 **Actual Changes:**

4.1 **Region of Hamilton-Wentworth**

4.1.1 Add a new Subsection - 1.2A-Natural Heritage System - Airport Employment Growth District to Section C-Land Use Strategy, attached as Schedule A to this Amendment.

4.1.2 Delete Policies C.3.1.4.1 to C.3.1.4.11 inclusive and replace them with the following new Subsections, attached as Schedule A-1 to this Amendment.

4.1.3 Amend Policy C.4.3.5.3 a) to add the following words “, excluding the Airport Employment Growth District lands;” between ‘Urban;’ and ‘and,” so the policy reads as follows:

“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, excluding the Airport Employment Growth District lands; and,”

4.1.4 Add new terms to the Section D.11-Definitions, attached as Schedule A-7 to this Amendment.

4.2 **Town of Ancaster**

4.2.1 Amend Section 4: Land Use Policies by adding a new Designation as Subsection 4.8-Airport Employment Growth District, attached as Schedule B to this Amendment.

4.2.2 Amend Section 4: Land Use Policies by adding a new Designation as Section 4.9-Airport Reserve as follows:

“4.9  Airport Reserve

The Official Plan contemplates the airport shall require additional lands to provide for runway expansions and airfield operations during the lifetime of this Plan to ensure the long-term viability of the airport and that interim land uses are not appropriate which might create conflicts with the feasible expansion of the airport. As a result, certain lands must be reserved specifically for the airport’s future needs.

4.9.1  The lands designated as Airport Reserve shall be subject to the policies of Airport Employment Growth District Secondary Plan.”

4.2.3 Amend Policy 5.7.12 as follows:

a) delete “and 57a” at the end of the Policy 5.12; and,

b) delete policy 5.12.2 in its entirety.

4.2.4 Amend Section 5: Specific Policy Areas by deleting the following policies in their entirety:
4.2.5 Amend Section 6: Secondary Plans by adding a new Secondary Plan as 6.9 - Airport Employment Growth District Secondary Plan, attached as Schedule B-1.

4.3 Township of Glanbrook

4.3.1 Amend Policy B.1.12 as follows:
   a) delete “and 2a” at the end of the Policy B.1.12; and,
   b) delete policy B.1.12. (ii) in its entirety.

4.3.2 Delete Policy B.2.6-Airport Industrial Business Park in its entirety and replace with the following new section-Airport Employment Growth District attached as Schedule C to this Amendment.

4.3.3 Amend Section B.2-Urban Area by adding a new Section B.4 - Airport Employment Growth District Secondary Plan, attached as Schedule C-1 to this Amendment.

4.3.4 Amend Section B.2 by adding a new Designation as Section B.2.7-Airport Reserve as follows:

   “B.2.7 Airport Reserve

   The Official Plan contemplates the Airport shall require additional lands to provide for runway expansions and airfield operations during the lifetime of this Plan to ensure the long-term viability of the airport and that interim land uses are not appropriate which might create conflicts with the feasible expansion of the airport. As a result, certain lands must be reserved specifically for the airport’s future needs.

   2.7.1 The lands designated as Airport Reserve shall be subject to the policies of Airport Employment Growth District Secondary Plan.

4.3.5 Amend Policy E.2.26 as follows:

   a) delete the following streets and road widenings:
      i) Dickenson Road West; and,
      ii) Glancaster Road-Northern boundary of Township to Dickenson Road West;


b) add the following streets and associated road widenings

<table>
<thead>
<tr>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Future Right-of-Way Width (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dickenson Road West</td>
<td>Glancaster Road</td>
<td>Highway 6</td>
<td>30.480</td>
</tr>
<tr>
<td>Glancaster Road</td>
<td>Garner Road/Rymal</td>
<td>South of Dickenson Road West</td>
<td>26.213</td>
</tr>
<tr>
<td>Upper James Street</td>
<td>Rymal Road</td>
<td>150 north of new Highway # 6 S</td>
<td>45.000</td>
</tr>
</tbody>
</table>

5.0 Schedule Changes

5.1 Region of Hamilton-Wentworth

5.1.1 That Map 1 – Regional Development Pattern be amended by:

a) redesignating the lands from “Business Park” to “Airport Employment Growth District”
b) amending the urban boundary and including lands within the urban area;
c) adding the Greenbelt Plan natural heritage system;
d) deleting Special Policy areas 1, 2 and 9;

as shown on Schedule “A-2” attached to this Amendment.

5.1.2 That Map 2 – Agricultural lands and Niagara Escarpment Plan Area be amended by deleting the lands from “Prime Agricultural Lands”, as shown on Schedule “A-3” attached to this Amendment.

5.1.3 That Map 6 – Transportation be amended by deleting the road classifications, as shown on Schedule “A-4” attached to this Amendment.

5.1.4 That Map 7 – be amended by changing the urban boundary and adding the Airport Influence Area to the urban area, as shown on Schedule “A-5” attached to this Amendment; and,

5.1.5 That a new Map 4A- Natural Heritage System for Airport Employment Growth District be added, as shown on Schedule “A-6” attached to this Amendment.

5.2 Town of Ancaster

5.2.1 That Schedule A - Land Use-Rural Area be amended by deleting the lands from the rural area, as shown on Schedule “B-2” attached to this Amendment.

5.2.2 That Schedule B -Land Use-Urban Area be amended by:

a) adding lands to the urban area; and,
b) designating lands "Airport Employment Growth District", "Airport Reserve" and "Open Space Conservation";

as shown on Schedule "B-3" to this Amendment

5.2.3 That Schedule E – Road Networks-Major Roads be amended by deleting the road classification for the south side of Garner Road and Glancaster Road, and removing reference to Highway 6, as shown on Schedule "B-4" to this Amendment.

5.2.4 That Schedule "F"-Specific Policy Areas be amended by deleting Specific Policy Areas 24, 45, and 50, as shown on Schedule "B-5" to this Amendment.

5.2.5 That Schedule "F-1"-Specific Policy Areas be amended by deleting the lands shown as Specific Policy Area 57a, as shown on Schedule "B-6" to this Amendment.

5.2.6 That the following new maps and appendix be added to the Airport Employment Growth District Secondary Plan as follows:

a) Map B.4.1- Airport Employment Growth District Secondary Plan-Land Use Plan, as shown on Schedule "B-7" to this Amendment;

b) Map B.4-2- Airport Employment Growth District Secondary Plan-Natural Heritage System as shown on Schedule "B-8" to this Amendment;

c) Map B.4-3- Airport Employment Growth District Secondary Plan-Road Classification as shown on Schedule "B-9" to this Amendment;

d) Map B.4-4- Airport Employment Growth District Secondary Plan-Phasing, as shown on Schedule "B-10" to this Amendment; and,

e) Appendix "A"- Airport Employment Growth District Secondary Plan-Transit route and Trails as shown on Schedule "B-11" to this Amendment.

5.3 Township of Glanbrook

5.3.1 That Schedule A - Land Use-Plan be amended by:

a) renaming the "Airport Industrial Business Park" to "Airport Employment Growth District Secondary Plan Area";

b) redesignating lands from "Agricultural" to "Airport Employment Growth District", "Airport Reserve", and "Open Space and Conservation" and including them in the urban area;

c) redesignating lands from "Airport Industrial Business Park" to "Airport Reserve" and "Open Space and Conservation";

d) deleting Special Policy Area 1 and 2a; and,

e) adding the Greenbelt Plan natural heritage system;

as shown on Schedule “C-1” attached to this Amendment.

5.3.2 That Schedule E – Road Network Plan be amended by deleting the road network for lands, as shown on Schedule “C-2” to this Amendment.
5.3.3 That the following new maps and appendix be added to the Airport Employment Growth District Secondary Plan as follows:

a) Map B.6.9-1- Airport Employment Growth District Secondary Plan-Land Use Plan, as shown on Schedule “C-3” to this Amendment;
b) Map B.6.9-2- Airport Employment Growth District Secondary Plan- Natural Heritage System as shown on Schedule “C-4” to this Amendment;
c) Map B.6.9-3- Airport Employment Growth District Secondary Plan-Road Classification as shown on Schedule “C-5” to this Amendment;
d) Map B.6.9-4- Airport Employment Growth District Secondary Plan-Phasing, as shown on Schedule “B-10” to this Amendment; and,
e) Appendix “A”- Airport Employment Growth District Secondary Plan-Transit route and Trails as shown on Schedule “C-6” to this Amendment.

6.0 Implementation:

An implementing Zoning By-Law Amendment, site plan and plans of subdivisions will give effect to the intended uses on the subject lands.

This is Schedule “1” to By-law No.10-287 passed on the 13th day of October, 2010.

The City of Hamilton

Fred Eisenberger
Mayor

Rose Caterini
City Clerk
C.1.2A Natural Heritage System · Airport Employment Growth District

The Natural Heritage System consists of Core Areas, Linkages, and the matrix of lands between them which may be suitable for restoration. The systems approach involves delineating a Natural Heritage System which includes Core Areas, as well as supportive features (Linkages) that maintain the ecological functionality and connectivity of the natural system. Connecting natural areas allows wildlife and plants to move between habitat patches. These connections are important for maintaining biodiversity, and the long-term health and viability of natural systems. Protection and restoration of impaired or degraded habitat and habitats in diminishing supply, such as meadows, is vital for a fully functional Natural Heritage System. Using the systems approach, the City shall look at the restoration potential of natural areas adjacent to Core Areas, not just the habitat that currently exists. The systems approach also involves setting targets for the amount of habitat Hamilton needs for a healthy, functioning ecosystem. Looking beyond what exists to consider what could or should exist moves habitat protection towards a fully sustainable natural heritage system.

1.2A.1 Policy Goals
The following goals apply to designation and management of the Natural Heritage System in for lands within the Airport Employment Growth District:

a) Protect and enhance biodiversity and ecological functions.

b) Achieve a healthy, functional ecosystem.

c) Conserve the natural beauty and distinctive character of the landscape.

d) Maintain and enhance the contribution made by the Natural Heritage System to the quality of life of Hamilton’s residents.

e) Restore and enhance connections, quality and amount of natural habitat.

f) Provide opportunities for recreational and tourism uses where they do not impact natural heritage features.

g) Monitor and periodically assess the condition of Hamilton’s natural environment.

1.2A.2 General Policies

1.2A.2.1 The Natural Heritage System shown on Map 4A · Natural Heritage System, comprised of privately-owned land is not available for use by the general public nor shall there be any intent or obligation by the City or other public agency to purchase such lands.
1.2A.2.2 The boundaries of Core Areas and Linkages, shown on Map 4A - Natural Heritage System, are general in nature. Minor refinements to such boundaries may occur through Environmental Impact Statements, watershed studies or other appropriate studies accepted by the City without an amendment to this Plan. Major changes to boundaries, the removal or addition of Core Areas and Linkages identified on Map 4A - Natural Heritage System and, require an amendment to this Plan.

1.2A.2.3 Areas of significant habitat of threatened or endangered species, fish habitat, significant valley lands, significant wildlife habitat, vegetation protection zones, groundwater seepage areas and springs, and additional Core Areas are not mapped on Map 4A - Natural Heritage System, at this time. Other land containing these natural features may be identified through appropriate studies such as a sub-watershed plan, natural area inventory, or an Environmental Impact Statement. The policies governing these natural features shall apply to such natural features notwithstanding Map No. 1 - Regional Development Pattern.

1.2A.2.4 The City shall conduct studies in the future to identify the precise location of Core Areas identified by provincial policy and Linkages, but not presently mapped in this Plan. Map 4A - Natural Heritage System shall be amended as these features are identified. The Province is responsible for defining criteria for determining the significance of certain natural heritage features in the Natural Heritage System. The criteria established in this Plan and used by the City to identify natural heritage features shall be updated and amended to reflect provincial direction as required.

1.2A.2.5 Where land contains two or more natural features of differing significance which overlap in the Natural Heritage System, the more restrictive policies pertaining to those natural features shall apply. If more than one policy applies to a natural feature, such as may occur with hazardous lands defined in the Conservation Authorities Act or with fisheries under the Federal Fisheries Act, the more restrictive policy or standard shall apply.

1.2A.2.6 All natural features, required vegetation protection zones, and enhancement or restoration areas on a property shall be placed under appropriate zoning in the zoning by-law and/or protected through a conservation easement to the satisfaction of the City or the relevant Conservation Authority, or deeded to a public authority. Acquisition by a public body may also be considered as an option for protecting natural features and functions.
1.2A.2.7 The City will work with the Conservation Authorities to implement the recommendation of recovery strategies in order to meet the objectives of the Provincial Policy Statement related to endangered and threatened species.

1.2A.2.8 All applications for development shall conform to the recommendations in a secondary plan as it pertains to sub-watershed plan requirements.

1.2A.3 Natural Heritage System - Core Areas

1.2A.3.1 In accordance with the policies of this Plan, Map 4A – Natural Heritage System, identifies Core Areas to include key natural heritage features and key hydrologic features. Core Areas of the City's Natural Heritage System also include other locally and provincially significant natural areas. Map 4A – Natural Heritage System shall be amended when new Core Areas are identified.

1.2A.3.2 Core Areas include key natural heritage features, key hydrologic features and provincially significant and local natural areas that are more specifically identified by Map 4A – Natural Heritage System.

1.2A.3.3 The natural features and ecological functions of Core Areas shall be protected and enhanced. To accomplish this protection and enhancement, vegetation removal and encroachment into Core Areas shall generally not be permitted, and appropriate vegetation protection zones shall be applied to all Core Areas.

1.2A.4 Core Areas - Outside the Greenbelt Plan Area

1.2A.4.1 Permitted uses within Core Areas as identified on Map 4A-Natural Heritage System are established through the designations and policies the Airport Employment Growth District Secondary Plan. Boundaries of Core Areas and associated vegetation protection zones may be further refined by the completion of an Environmental Impact Statement. Generally, permitted uses in Core Areas shall include:

a) forest, fish and wildlife management;

b) conservation, and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered;

c) existing uses, in accordance with the non complying and non conformity policies in the Town of Ancaster or Township of Glanbrook Official Plans, and according to the requirements in Section 1.2.A.5 – Environmental Impact Statements;
d) passive recreation uses and small scale structures for recreation uses (such as boardwalks, footbridges, fences, docks, and picnic facilities) where permitted by Conservation Authority policies; however, the negative impacts on these features should be minimized;

e) infrastructure projects, in accordance with Section C.5.0 - Infrastructure.

1.2A.4.2 New development and site alteration shall not be permitted within provincially significant wetlands, significant coastal wetlands or significant habitat of threatened and endangered species.

1.2A.4.3 New development and site alteration shall not be permitted within fish habitat, except in accordance with provincial and federal requirements.

1.2A.4.4 New development and site alteration shall not be permitted within significant woodlands, significant valley lands, significant wildlife habitat and significant areas of natural and scientific interest unless it has been demonstrated that there shall be no negative impacts on the natural features or on their ecological functions.

1.2A.4.5 New development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in Section 1.2A.4.2 to 1.2A.4.4 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there shall be no negative impacts on the natural features or on their ecological functions.

1.2A.4.6 The construction of a single dwelling on an existing lot of record having frontage on a public road may be permitted within or adjacent to Core Areas, subject to Conservation Authority policies, and the policies of non complying and non conformity in the Town of Ancaster or Township of Glanbrook Official Plans.

1.2A.4.7 Streams are mapped in Map 4A - Natural Heritage Systems. Streams have been separated into two classes: Coldwater Watercourse/Critical Habitat and Warmwater Watercourse/Important/Marginal Habitat. If the stream has not been classified as part of an Environmental Impact Statement, subwatershed study, or other study, a scoped Environmental Impact Statement is required to determine the classification.

1.2A.4.8 New development or site alteration subject to Policies 1.2A.4.3 to 1.2A.4.7 requires, prior to approval, the submission and approval of an Environmental Impact Statement which demonstrates to the
satisfaction of the City and the relevant Conservation Authority that:

a) There shall be no negative impacts on the Core Areas or their ecological functions.

b) Connectivity between Core Areas shall be maintained, or where possible, enhanced for the movement of surface and ground water, plants and wildlife across the landscape.

c) The removal of other natural features shall be avoided or minimized by the planning and design of the proposed use or site alteration wherever possible.

1.2A.4.9 An Environmental Impact Statement shall propose a vegetation protection zone which:

a) has sufficient width to protect the Core Area and its ecological functions from impacts of the proposed land use or site alteration occurring during and after construction, and where possible, restores or enhances the Core Area and/or its ecological functions; and

b) is established to achieve, and be maintained as natural self-sustaining vegetation.

1.2A.4.10 Where vegetation protection zone widths have not been specified by watershed and sub-watershed plans, secondary or rural settlement area plan policies, Environmental assessments and other studies, the following minimum vegetation protection zone width objectives shall be evaluated and addressed by Environmental Impact Statements. Other agencies, such as Conservation Authorities, may have greater vegetation protection zone requirements.

a) Coldwater Watercourse and Critical Habitat – 30-metre vegetation protection zone on each side of the watercourse, measured from the bankfull channel.

b) Warmwater Watercourse and Important and Marginal Habitat – 15-metre vegetation protection zone on each side of the watercourse, measured from the bankfull channel.

c) Provincially Significant Wetlands and Locally Significant Wetlands (all evaluated wetlands) – 30-metre vegetation protection zone, measured from the boundary of the wetland, as approved by the Conservation Authority or Ministry of Natural Resources.
d) Unevaluated wetlands – Unevaluated wetlands greater than 2 hectares in size require a 30-metre vegetation protection zone, measured from the boundary of the wetland, as approved by the Conservation Authority or Ministry of Natural Resources. Unevaluated wetlands 2 hectares or less in size require a 30-metre vegetation protection zone, unless an Environmental Impact Statement recommends a more appropriate vegetation protection zone.

e) Woodlands – 10-metre vegetation protection zone, measured from the edge (drip line) of the woodland.

f) Significant woodlands – 15-metre vegetation protection zone, measured from the edge (drip line) of the significant woodland.

g) Significant Habitat of Threatened or Endangered Species and Significant Wildlife Habitat: the minimum vegetation protection zone will be determined through Environmental Impact Statements, dependent on the sensitivity of the feature.

h) Significant Habitat of Threatened or Endangered Species and Significant Wildlife Habitat: the minimum vegetation protection zone will be determined through Environmental Impact Statements, dependent on the sensitivity of the feature.

1.2A.4.11 Vegetation protection zone widths greater than specified in a) to g) above may be required if ecological features and functions warrant it, as determined through an approved Environmental Impact Statement. The minimum vegetation protection zone widths in Policy 1.2A.4.10 are guidelines. Widths shall be determined on a site-specific basis, by considering factors such as the sensitivity of the habitat, the potential impacts of the proposed land use, the intended function of the buffer, and the physiography of the site.

1.2A.4.12 Where the Greenbelt Plan Natural Heritage System abuts the Urban Area, the Greenbelt Plan vegetation protection zone requirements apply for the purposes of conducting Environmental Impact Studies, watershed plans, and sub-watershed studies.

1.2A.4.13 At disturbed sites which are undergoing re-development adjacent to Core Areas, vegetation protection zone widths narrower than those minimums recommended in Policy 1.2A.4.10 may be considered on constrained sites and when an Environmental Impact Statement (EIS) confirms that reduced vegetation protection zones will not negatively impact the existing features and functions of the Core Area.

1.2A.4.14 Permitted uses within a vegetation protection zone will be dependent on the sensitivity of the feature, and determined
through approved studies. Generally, permitted uses within a vegetation protection zone shall be limited to low impact uses, such as vegetation restoration, resource management, and open space. Septic tanks, holding tanks, impervious surfaces, and grading works shall not be permitted within the vegetation protection zone. Storm water management facilities and recreational trails shall generally not be permitted within the vegetation protection zone. New development or site alteration areas shall be located outside of the vegetation protection zone. Private sewage disposal systems and new impervious surfaces associated with the development shall not be permitted within the vegetation protection zone. Permitted uses within the vegetation protection zone should be similar to those within the protected natural area and the vegetation protection zone should remain in or be returned to a natural state.

1.2A.4.15 All plantings within vegetation protection zones shall use only non-invasive plant species native to Hamilton. The City may require that applicants for development or site alteration develop a restoration or management plan for the vegetation protection zone as a condition of approval.

1.2A.5 Environmental Impact Statements (EIS)

1.2A.5.1 Any required Environmental Impact Statement shall be completed in accordance with Section 1.2A.5A - Environmental Impact Statements, and comply with all provisions of Section 1.2A.4.1 - Core Areas - Outside of Greenbelt Plan Area.

1.2A.5A Environmental Impact Statements (EIS) Implementation

1.2A.5A.1 Council has adopted Environmental Impact Statement Guidelines which shall be used by proponents and professionals when preparing an EIS. The City shall revise the Environmental Impact Statement Guidelines from time to time.

1.2A5A.2 When a development proposal has the potential to negatively impact a Core Area or its function, the proponent shall be required to prepare an EIS to the satisfaction of the City and the relevant Conservation Authority. An EIS inventories and describes the existing Core Areas and ecological functions of the site in the context of the surrounding landscape. An EIS also assesses the potential negative impacts that proposed development may have on Core Areas and Linkages and provide recommendations on whether the development proposal should proceed or be modified, natural area boundaries, mitigation measures, and design measures to accommodate or enhance existing natural features and functions.
1.2A.5A.3 For proposals outside of the Greenbelt Plan area, an EIS shall be required for development and site alteration proposed within or adjacent to the Core Area. Adjacent lands for features outside of the Greenbelt Plan area are defined in Table 1.2A.5A.3.1 below.

Table 1.2A.5A.3.1: Adjacent Land Distances to Trigger an Environmental Impact Statement

<table>
<thead>
<tr>
<th>Natural Heritage Feature</th>
<th>Boundary Definition</th>
<th>Extent of Adjacent Lands (outside of Greenbelt)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fish Habitat</td>
<td>Streams, rivers, lakes, ponds, and wetland.</td>
<td>30 metres from bankfull channel</td>
</tr>
<tr>
<td>Provincially Significant Wetlands, Local Wetlands, and Unevaluated Wetlands greater than 2 hectares in size</td>
<td>Defined by the Province, Conservation Authorities, and the City of Hamilton</td>
<td>120 metres</td>
</tr>
<tr>
<td>Significant Habitat of Threatened and Endangered Species</td>
<td>Defined by the Province and City of Hamilton.</td>
<td>50 metres</td>
</tr>
<tr>
<td>Unevaluated wetlands</td>
<td>Defined by Conservation Authorities and the City of Hamilton</td>
<td>50 metres</td>
</tr>
<tr>
<td>Significant Woodlands</td>
<td>Defined by City of Hamilton</td>
<td>50 metres, measured from the dripline</td>
</tr>
<tr>
<td>Streams and River Valleys</td>
<td>Conservation Authority regulatory lines, flood plain mapping.</td>
<td>30 metres from stable top of bank</td>
</tr>
<tr>
<td>Areas of Natural and Scientific Interest (ANSIs)</td>
<td>As defined by the Province</td>
<td>50 metres</td>
</tr>
<tr>
<td>Significant Valley lands</td>
<td>As defined by the Province and City of Hamilton.</td>
<td>50 metres</td>
</tr>
<tr>
<td>Significant Wildlife Habitat</td>
<td>As defined by the Province and City of Hamilton.</td>
<td>50 metres</td>
</tr>
<tr>
<td>Environmentally Significant Areas (ESAs)</td>
<td>As defined by the City of Hamilton</td>
<td>50 metres</td>
</tr>
</tbody>
</table>

1.2A.5A.4 The EIS may be scoped to reflect the type of development being proposed and the sensitivity and special characteristics of the natural area. Scoping shall be done by City, the Conservation Authority, and Conservation Authority.
Schedule “A” to OPA 41 (R)

Authority, and other relevant agencies in consultation with the applicant.

1.2A.5A.5 The EIS must be submitted as part of a complete development application to ensure that environmental impacts are considered early in the design process when there is the greatest opportunity to design in harmony with the natural environment. In no case shall an EIS be a condition of approval granted under the Planning Act and the completion of an EIS does not guarantee that the development application will be approved.

1.2A.5A.6 The EIS must be prepared by a professional qualified in the field of environmental sciences, following the requirements of the City's Environmental Impact Statement Guidelines. An EIS may include plans, studies, environmental analyses, cumulative impact assessments, buffer requirements, or other associated documentation and data considered necessary by Environmentally Significant Areas Impact Evaluation Group (ESAIEG) and City staff, as outlined in the City of Hamilton's Environmental Impact Statement Guidelines.

1.2A.5A.7 Where an Environmental Assessment is carried out under Federal or Provincial Environmental Assessment processes, the assessment shall be considered as fulfilling the EIS requirements of this Plan.

1.2A.5A.8 Where environmental studies, such as a sub-watershed study have been carried out as part of a comprehensive planning process, the study may be submitted in place of the EIS, provided it fulfills the requirements of an EIS and is carried out to the satisfaction of the City and the relevant Conservation Authority.

1.2A.5A.9 Where an EIS demonstrates that a development proposal shall have negative impacts on the significant natural feature and functions of a site, the following options shall apply:

a) the application shall be refused; or,

b) the City shall consult with the applicant to redesign the proposal to reduce the impacts to the satisfaction of the City and relevant Conservation Authority; or,

c) the City shall negotiate an agreement with the landowner requiring conditions of approval, or requiring dedication of land/conservation easement to protect the significant natural feature or function.
1.2A.6 Linkages

Linkages are remnant natural areas within the landscape that connect Core Areas. Connections between natural areas provide opportunities for plant and animal movement, hydrological and nutrient cycling, and maintain ecological health and integrity of the overall Natural Heritage System. The City recognizes the importance of Linkages to be shown on Map 4A – Natural Heritage System in reducing the adverse impacts of habitat fragmentation of natural areas. Habitat fragmentation results in loss of species diversity and reduced ecosystem health and resilience. It is the intent of this policy that Linkages be protected and enhanced to sustain the Natural Heritage System wherever possible. In addition, there may be areas where a natural area is degraded, presenting an opportunity to recreate or enhance a Linkage.

1.2A.6.1 The City shall encourage the connection of Core Areas within the municipality and adjacent to its municipal boundaries through the identification of Linkages in Environmental Impact Statements, Secondary Plans, watershed plans, and other studies. Linkages include the following:

a) woodland linkages (e.g. small woodlands);

b) other natural vegetation types (e.g. meadows, old field, thickets); or

c) streams and watercourses that connect Core Areas.

1.2A.6.2 On its own properties, including road rights-of-way, utilities, major infrastructure facilities, and storm water management ponds the City shall enhance Linkages by restoring natural habitat, where appropriate. The City shall support the naturalization of vegetation in inactive sections of parks and open space areas, where appropriate.

1.2A.6.3 The City shall require the incorporation of Linkages into a design of new development requiring approval by this Plan to retain and enhance the cultural, aesthetic, and environmental qualities of the landscape, wherever possible.

1.2A.6.4 Since Linkages are best enhanced and protected through larger-scale planning processes, Secondary Plans shall identify and evaluate Linkages shown on Map 4A – Natural Heritage System in greater detail. Secondary Plans shall map Linkages, and contain policies for their protection and enhancement.

1.2A.6.5 Where new development or site alteration is proposed within a Linkage in the Natural Heritage System as identified in Map 4A – Natural Heritage System, the applicant shall prepare a Linkage
Assessment. On sites where an Environmental Impact Statement (EIS) is being prepared, the Linkage Assessment can be included as part of the EIS report. Any required Linkage Assessment shall be completed in accordance with Policy 1.2A.6.6 - Linkage Assessments.

1.2A.6.6 Linkage assessments shall consider both the linkage within the site and connections with other sites and shall evaluate the following:

a) identify and assess the linkage including its vegetative, wildlife, and/or landscape features or functions, including:

   i) the natural areas and habitats/functions linked (number of sites linked and habitat sizes and condition);

   ii) linkage type (e.g. anthropogenic railway or utility corridor, hedgerow, plantation, or natural community);

   iii) vegetation cover type quality (health, condition, maturity, species, and aesthetic value);

   iv) width;

   v) length; and,

   vi) continuity of vegetation (long gaps greater than 100 metres, gaps containing roads or other barriers, or gaps less than 30 metres wide with no barriers);

b) assess the potential impacts on the viability and integrity of the linkage as a result of the development proposal; and,

c) make recommendations on how to protect, enhance or mitigate impacts on the linkage(s) and its functions through planning, design and construction practices.

1.2A.6.7 In addition to the Airport Employment Grown District Linkages identified in the Secondary Plan, there may be Hedgerows that are worthy of protection, especially where:

a) they link Core Areas;

b) there is evidence that wildlife regularly use them as movement corridors or habitat;

c) they are composed of mature, healthy trees and generally provide a wide, unbroken linkage between Core Areas.
d) they contain trees which are rare, unique, culturally important, or old (more than 100 years); or,

e) they represent an important cultural feature and contribute to the aesthetics of the landscape, particularly adjacent to the Niagara Escarpment.

1.2A.7 Tree and Woodland Protection

1.2A.7.1 The City recognizes the importance of trees and woodlands to the health and quality of life in our community. The City shall encourage sustainable forestry practices and the protection and restoration of trees and forests, including significant woodlands, wooded areas, hedgerows, and tree cover within urban and rural settlement areas.

1.2A.7.2 Opportunities for tree planting on City-owned lands (such as lands designated Open Space and inactive portions of parks) shall be identified and implemented in cooperation with government agencies and local interest groups. In restoration efforts, the City shall plant only native species, preferably those of local origin.

1.2A.7.3 Where the City is undertaking infrastructure work, existing woodland resources shall be protected and preserved, where feasible. If it is necessary for infrastructure works to destroy any trees, the City shall ensure that the trees are not listed as threatened or endangered species, and the City will endeavour to compensate by re-planting on site and/or planting trees elsewhere.

1.2A.8 Water Resources

1.2A.8.1 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features and tributaries including those tributaries defined by the City's Source Protection Plan such that these features and their related hydrologic functions and water quality functions shall be protected, improved or restored. Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.
3.1.4.1 Cultural Heritage Resources Policies

3.1.4.1.1 Policy Goals
The following goals apply to the care, protection, and management of cultural heritage resources in Hamilton:

3.1.4.1.2 Identify and conserve the City's cultural heritage resources through the adoption and implementation of policies and programs, including partnerships among various public and private agencies and organizations.

3.1.4.1.3 Encourage a city-wide culture of conservation by promoting cultural heritage initiatives as part of a comprehensive environmental, economic, and social strategy, where cultural heritage resources contribute to achieving sustainable, healthy, and prosperous communities.

3.1.4.1.4 Ensure that all new development, site alterations, building alterations, and additions are contextually appropriate and maintain the integrity of all on-site or adjacent cultural heritage resources.

3.1.4.1.5 Encourage the rehabilitation, renovation, and restoration of built heritage resources in order that they remain in active use.

3.1.4.1.6 Promote public and private awareness, appreciation, and enjoyment of Hamilton's cultural heritage through public programmes or heritage interpretation activities, heritage tourism, and guidance on appropriate conservation practices.

General Cultural Heritage Policies
3.1.4.1.7 The City of Hamilton shall, in partnership with others where appropriate:

a) Protect and conserve the tangible cultural heritage resources of the City, including archaeological resources, built heritage resources, and cultural heritage landscapes for present and future generations.

b) Identify cultural heritage resources through a continuing process of inventory, survey, and evaluation, as a basis for the wise management of these resources.

c) Promote awareness and appreciation of the City's cultural heritage and encourage public and private stewardship of and custodial responsibility for the City's cultural heritage resources.

d) Avoid harmful disruption or disturbance of known archaeological sites or areas of archaeological potential.

e) Encourage the ongoing care of individual cultural heritage resources and the properties on which they are situated together with associated features and structures by property owners, and provide guidance on sound conservation practices.

f) Support the continuing use, reuse, care, and conservation of cultural heritage resources and properties by encouraging property owners to seek out and apply for funding sources available for conservation and restoration work.
g) Ensure the conservation and protection of cultural heritage resources in planning and development matters subject to the Planning Act either through appropriate planning and design measures or as conditions of development approvals.

h) Conserve the character of areas of cultural heritage significance, including designated heritage conservation districts and cultural heritage landscapes, by encouraging those land uses, development and site alteration activities that protect, maintain and enhance these areas within the City.

i) Use all relevant provincial legislation, particularly the provisions of the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, the Municipal Act, the Niagara Escarpment Planning and Development Act, the Cemeteries Act, the Greenbelt Act, the Places to Grow Act, and all related plans and strategies in order to appropriately manage, conserve and protect Hamilton’s cultural heritage resources.

3.1.4.1.8 The City consists of many diverse districts, communities, and neighbourhoods, each with their own heritage character and form. The City shall recognize and consider these differences when evaluating development proposals to maintain the heritage character of individual areas.

Cultural Heritage Evaluation Criteria

3.1.4.1.9 For consistency in all heritage conservation activity, the City shall use, and require the use by others, of the following criteria to assess and identify cultural heritage resources that may reside below or on real property:

a) prehistoric and historical associations with a theme of human history that is representative of cultural processes in the settlement, development, and use of land in the City;

b) prehistoric and historical associations with the life or activities of a person, group, institution, or organization that has made a significant contribution to the City;

c) architectural, engineering, landscape design, physical, craft, or artistic value;

d) scenic amenity with associated views and vistas that provide a recognizable sense of position or place;

e) contextual value in defining the historical, visual, scenic, physical, and functional character of an area; and,

f) landmark value.

3.1.4.1.10 Any property that fulfills one or more of the foregoing criteria listed in Policy 3.1.4.1.9 shall be considered to possess cultural heritage value. The City may further refine these criteria and provide guidelines for their use as appropriate.
Cultural Heritage Impact Assessments

3.1.4.1.1 A cultural heritage impact assessment shall be required by the City and submitted prior to or at the time of any application submission pursuant to the Planning Act where the proposed development, site alteration, or redevelopment of lands (both public and private) has the potential to adversely affect the following cultural heritage resources through displacement or disruption:

a) Properties designated under any part of the Ontario Heritage Act or adjacent to properties designated under any part of the Ontario Heritage Act;

b) Properties that are included in the City’s Register of Property of Cultural Heritage Value or Interest or adjacent to properties included in the City’s Register of Property of Cultural Heritage Value or Interest;

c) A registered or known archaeological site or areas of archaeological potential;

d) Any area for which a cultural heritage conservation plan statement has been prepared; or,

e) Properties that comprise or are contained within cultural heritage landscapes that are included in the Register of Property of Cultural Heritage Value or Interest.

3.1.4.1.12 Where the City requires a proponent to prepare a cultural heritage impact assessment it shall be undertaken by a qualified professional with demonstrated expertise in cultural heritage assessment, mitigation and management, according to the requirements of the City’s Cultural Heritage Impact Assessment Guidelines, and shall contain the following:

a) Identification and evaluation of all potentially affected cultural heritage resource(s), including detailed site(s) history and a cultural heritage resource inventory containing textual and graphic documentation;

b) A description of the proposed development or site alteration and alternative forms of the development or site alteration;

c) A description of all cultural heritage resource(s) to be affected by the development and its alternative forms;

d) A description of the effects on the cultural heritage resource(s) by the proposed development or site alteration and its alternative forms; and,

e) A description of the measures necessary to mitigate the adverse effects of the development or site alteration and its alternatives upon the cultural heritage resource(s).

3.1.4.1.13 Where cultural heritage resources are to be affected, the City may impose conditions of approval on any planning application to ensure their continued protection. In the event that rehabilitation and reuse of the resource is not viable and this has been demonstrated by the proponent, the City may
require that affected resources be thoroughly documented for archival purposes at the expense of the applicant prior to demolition.

General Cultural Heritage Policies for Urban Areas

Commercial and Industrial Heritage Properties

3.1.4.1.14 The City shall encourage the intensification and adaptive reuse of commercial and industrial heritage properties. Any permitted redevelopment shall ensure, where possible, that the original building fabric and architectural features are retained and that any new additions will complement the existing building in accordance with the policies of this Plan.

3.1.4.1.15 To facilitate the intensification and adaptive reuse of such properties, the City may allow reduced parking or other site and amenity requirements.

Archaeology Policies

3.1.4.1.16 The City shall require the protection, conservation, or mitigation of sites of archaeological value and areas of archaeological potential as provided for under the Planning Act, the Environmental Assessment Act, the Ontario Heritage Act, the Municipal Act, the Cemeteries Act, or any other applicable legislation.

Archaeological Assessment Requirements

3.1.4.1.17 In areas of archaeological potential, an archaeological assessment shall be required and submitted prior to or at the time of application submission for the following planning matters under the Planning Act:

a) official plan amendment or secondary plan amendment unless the development proposed in the application in question or other applications on the same property does not involve any site alteration or soil disturbance;

b) zoning by-law amendments unless the development proposed in the application in question or other applications on the same property does not involve any site alteration or soil disturbance; and,

c) plans of subdivision.

3.1.4.1.18 In areas of archaeological potential, an archaeological assessment:

a) may be required and submitted prior to or at the time of application submission for the following planning matters under the Planning Act when they involve soil disturbance or site alteration:

i) site plan applications; and,

ii) plans of condominium.

b) may be required for the following planning matters under the Planning Act when they involve soil disturbance or site alteration:

i) minor variances; and,

ii) consents/severances.
Any required archaeological assessment must be conducted by an archaeologist licensed under the Ontario Heritage Act and shall be submitted to the City for final approval and to the Province for review and compliance to licensing provisions and archaeological assessment standards and guidelines. The archaeological assessment:

a) shall be prepared following the terms and conditions set out in the provincial guidelines; and,

b) shall provide conservation-related recommendations, including, but not restricted to subsequent processes and procedures for the conservation and management of archaeological resources prior to, during and post development and/or site alteration-related activities. This may address further archaeological test-excavation and evaluation prior to the determination of a final resource management strategy and the submission of any further reports required by the Province or City. Such recommended processes and procedures for archaeological management shall be implemented through a variety of measures including but not limited to the mitigation, preservation, and/or resource excavation, removal and documentation, of all archaeological resources, to the satisfaction of the City and approval by the Province.

Prior to site alteration or soil disturbance relating to a Planning Act application, any required archaeological assessment must be approved, in writing by the Province and the City, indicating that there are no further archaeological concerns with the property or concurring with the final resource management strategy to be implemented. The City may also require a higher standard of conservation, care and protection for archaeological resources based on prevailing conditions and circumstances within the City and the results of any dialogue with First Nations and their interests.

The City considers the following archaeological resources to be of particular interest, value and merit:

a) spatially large, dense lithic scatters (peak levels of more than 99 artifacts per square-metre);

b) deeply buried or stratified archaeological sites;

c) undisturbed or rare Native archaeological sites;

d) sacred archaeological sites;

e) archaeological sites comprising human burials;

f) Paleo-Indian archaeological sites;

g) Early-Archaic archaeological sites;

h) Woodland period archaeological habitation sites;

i) post-contact archaeological sites predating 1830 AD;
j) post 1830 archaeological site(s) where background documentation or archaeological features indicate heritage value; and,

k) underwater archaeological sites.

3.1.4.1.22 To conserve these resources, avoidance and protection in situ shall be the preferred conservation management strategies. Where it has been demonstrated in an archaeological assessment by a licensed archaeologist that avoidance is not a viable option, alternative mitigation measures shall be agreed upon by the Province and the City and in accordance with the Archaeology Management Plan.

3.1.4.1.23 The City may use all relevant provisions of the Planning Act to prohibit the use of land and the placement of buildings and structures in order to protect and conserve sites or areas of significant archaeological resources.

3.1.4.1.24 Where a marked or unmarked cemetery or burial place is encountered during any archaeological assessment or excavation activity, the provisions of the Cemeteries Act and associated regulations, and the policies of this Plan shall apply.

3.1.4.1.25 Where a marked or unmarked cemetery or burial place is found, the nearest First Nation shall be notified.

**Built Heritage Resource Policies**

3.1.4.1.26 An inventory of built heritage resources shall be prepared by the City and, as appropriate, may be included in the Register of Property of Cultural Heritage Value or Interest. Registered properties containing built heritage resources may be considered for designation under the Ontario Heritage Act and shall be protected in the carrying out of any undertaking subject to the Environmental Assessment Act or the Planning Act.

3.1.4.1.27 The City shall encourage the retention and conservation of significant built heritage resources in their original locations. In considering planning applications under the Planning Act and heritage permit applications under the Ontario Heritage Act, there shall be a presumption in favour of retaining the built heritage resource in its original location.

3.1.4.1.28 Relocation of built heritage resources shall only be considered where it is demonstrated by a cultural heritage impact assessment that the following options, in order of priority, have been assessed:

a) retention of the building in its original location and its original use; or,

b) retention of the building in its original location, but adaptively reused.

3.1.4.1.29 Where it has been demonstrated that retention of the built heritage resource in its original location is neither appropriate nor viable the following options, in order of priority, shall be considered:

a) relocation of the building within the area of development; or,

b) relocation of the building to a sympathetic site.
Where a significant built heritage resource is to be unavoidably lost or demolished, the City shall ensure the proponent undertakes one or more of the following mitigation measures, in addition to a thorough inventory and documentation of the features that will be lost:

a) preserving and displaying of fragments of the former buildings' features and landscaping;

b) marking the traces of former locations, shapes, and circulation lines;

c) displaying graphic and textual descriptions of the site's history and former use, buildings, and structures; and,

d) generally reflect the former architecture and use in the design of the new development, where appropriate.

Cultural Heritage Landscapes
3.1.4.1.31 A cultural heritage landscape is a defined geographical area characterized by human settlement activities that have resulted in changes and modifications to the environment, which is now considered to be of heritage value or interest. Cultural heritage landscapes may include distinctive rural roads, urban streetscapes and commercial mainstreets, rural landscapes including villages and hamlets, designed landscapes such as parks, cemeteries and gardens, nineteenth and twentieth century urban residential neighbourhoods, as well as commercial areas and industrial complexes.

An inventory of cultural heritage landscapes shall be prepared by the City and may be included in the Register of Properties of Cultural Heritage Value or Interest. Cultural heritage landscapes may also be considered for designation under the Ontario Heritage Act and shall be protected in the carrying out of any undertaking subject to the Environmental Assessment Act or the Planning Act.

Cultural Heritage Conservation Plan Statements
3.1.4.1.33 Cultural heritage conservation plan statements shall include the following elements:

a) a description of the historical development of the area;

b) a description of the cultural heritage resources and their significance;

c) conservation priorities for identified cultural heritage resources;

d) redevelopment potential;

e) consideration of open space, public access and community connectivity;

f) the provision of interpretive devices, such as plaques and displays;

g) the creation of guidelines for the conservation and enhancement of cultural heritage resources; and,

h) the creation of guidelines for contextual enhancements, such as streetscaping and alterations and/or additions to adjacent properties.
3.1.4.1.34 Cultural heritage conservation plan statements may be included in secondary plan studies and policies, neighbourhood plans or other planning initiatives.

3.1.4.1.35 The City shall develop guidelines for the preparation of cultural heritage conservation plan statements.

3.1.4.2 Utility Designation

3.1.4.2 It is the intent of this Plan to ensure that utility uses are developed in an orderly manner consistent with the needs of the City. The planning, design and development of utility uses shall complement the intent of policies for other land uses.

3.1.4.2.1 Permitted Uses
The following uses shall be permitted on lands designated Utility within the Airport Employment Growth District Secondary Plan - Land Use Plan:

a) major facilities, corridors, easements and rights-of-way for utilities and services, such as electric power, natural gas and oil pipelines, telecommunication, storm water management, solid waste management outside Employment Areas, water and wastewater service;

b) municipal works yards outside Employment Areas;

c) parking lots in conjunction with adjacent uses;

d) open space uses such as trails and community gardens;

e) transportation yards; and

f) heavy rail corridors and main lines.

3.1.4.3 INTEGRATED TRANSPORTATION NETWORK

Roads Network

3.1.4.3.1 The road network is a component of the overall transportation network. The City shall provide an efficient road network that will accommodate anticipated traffic volumes at a reasonable level of service while balancing the needs of all road users and vehicles for the efficient movement of people and goods and providing a right-of-way for underground utilities.

Functional road classifications and associated policies will recognize differing needs for rural and urban roads, and employment and neighbourhood-oriented roads.

Functional Classification

3.1.4.3.2 The road network shall be comprised of Provincial highways, parkways, major arterial roads, minor arterial roads, collector roads and local roads. The road network, except for local roads, is identified in the Secondary Plans. The road alignments of proposed roadways shown are diagrammatic and may be altered provided the general intent of this Plan is maintained.

3.1.4.3.3 The road network shall be planned and implemented according to the following functional classifications and right-of-way widths:

a) Provincial highways, subject to the following general policies:
Schedule “A-1” to OPA 41 (R)

i) There is one provincially owned facility within the AEGD, Highway 6, which has a unique classification. Development which falls within the Ministry of Transportation's permit control area is subject to the requirements of the provincial government.

ii) New entrances or the upgrading of entrances within the Ministry of Transportation's permit control area of a provincial highway shall be subject to the approval of the Ministry of Transportation.

iii) The City and the Ministry of Transportation shall work cooperatively with respect to the planning of land development and associated access connections within the Ministry of Transportation's permit control area adjacent to all provincial highways and interchanges within the City, to protect the future capacity and operation of both the provincial highway network and the City's transportation facilities.

b) Major arterial roads, subject to the following policies:

i) The primary function of a major arterial road shall be to carry relatively high volumes of intra-municipal and inter-regional traffic through the City in association with other types of roads.

ii) Although land accesses are permitted, they shall generally be controlled/restricted.

iii) The right-of-way widths of major arterial roads shall include sufficient width for left turn lanes and right turn lanes at major intersections.

iv) Major arterial roads should generally be organized in a grid pattern with collectors, other major and minor arterials, parkways and provincial highways.

v) Bicycle lanes may be in place to accommodate cyclists and sidewalks shall generally be provided on both sides of the street for pedestrians.

vi) On street parking and loading may be prohibited or at minimum be restricted in the peak hours.

c) Minor arterial roads, subject to the following policies:

i) The primary function of a minor arterial road shall be to carry moderate volumes of intra-municipal and inter-regional traffic through the City in association with other types of roads.

ii) Land accesses shall be permitted with some controls.

iii) Minor arterial roads shall generally be organized in a grid pattern with collectors, major and minor arterials, parkways and provincial highways.

iv) Bicycle lanes may be in place to accommodate cyclists and sidewalks shall generally be provided on both sides of the street for pedestrians.

v) Gateway features may be permitted where required.
Schedule “A-1” to OPA 41 (R)

vi) On street parking and loading may be prohibited or at minimum be restricted in the peak hours.

d) Collector roads, subject to the following policies:

i) The function of a collector road shall be equally shared between providing direct land accesses and the movement of moderate volumes of traffic within and through designated Employment or Neighbourhood Areas.

ii) Collector roads in the urban area shall generally be organized in a grid-network and connect to minor arterial roads and major arterial roads.

iii) Short connecting link-roads which generally connect local internal neighbourhood ring road networks to external arterial roads shall be classified as collector roads. Several connecting link-roads are located in between arterial roads and function as mid block collector roads.

iv) Trucks shall generally be restricted from collector roads, except in designated Employment Areas. Wider lanes or separate facilities shall generally be in place to accommodate cyclists and sidewalks shall be provided on both sides of the street.

v) Horizontal traffic calming features such as curb extensions, median islands, and roundabouts shall be permitted where appropriate subject to meeting City Traffic Calming warrants, except in designated Employment Areas.

e) Local roads, subject to the following policies:

i) The primary function of a local road shall be to provide direct land accesses. The secondary function shall be to enable the movement of low volumes of traffic to collector roads.

ii) The City recognizes that in older urban built up areas there are existing road right-of-way widths significantly less than 20.117 metres. Notwithstanding the other road right-of-way widening policies of this Plan, it is the intent of the City to increase these existing road rights-of-ways to a minimum of 15.24 metres with daylight triangles at intersections instead of the minimum required 20.117 metre road right-of-way width, provided all the required road facilities, municipal sidewalks and utilities can be accommodated in this reduced road right-of-way width.

iii) Trucks shall be restricted from local roads, except for local deliveries and in Employment Areas.

iv) Sidewalks should be provided on one or both sides of the street, but cycling facilities shall not be required.

v) Horizontal and vertical traffic calming measures, including speed humps, may be implemented where appropriate subject to meeting City Traffic Calming warrants, except in designated Employment Areas.
vi) Local roads ending in cul-de-sacs shall generally be discouraged, except under the following criteria:

1. where the topography, natural features, wetlands, watercourses, existing development, etc. prevent the construction of a through street;
2. where the road extension would have to cross a railway right-of-way or any other utility corridor;
3. where it has been determined by the City that public street connectivity is not essential to the street circulation network or the underground services and utility grid network of the adjacent area; or,
4. where the local road network is arranged such that connections for pedestrians and cyclists are direct and continuous.

**Road Widening**

3.1.4.3.4 The City shall reserve or obtain road widenings for established rights-of-way. The aforesaid road widenings shall be reserved or obtained through subdivision approval, condominium approval, land severance consent, site plan approval or by gift, bequeathment, purchase or through expropriation where necessary and feasible.

3.1.4.3.5 No development or redevelopment shall be permitted which does not front on a public road of an acceptable standard of construction. Further, the City shall require, as a condition of site plan approval, subdivision approval, condominium approval and land severance consent, that sufficient lands are conveyed to provide for a road right-of-way in accordance with the designated widths.

3.1.4.3.6 Road widening obtained though land severance or consent shall be taken from both the severed and retain parcels of land unless in the opinion of the City obtaining the widening from both parcels would not be practicable or feasible.

3.1.4.3.7 Where a proposed development is subject to site plan approval, the following provisions shall apply:

a) Further to Policy 3.1.4.3.5 above, the City shall require as a condition of site plan approval, the dedication of property abutting roads with future rights-of-way widths.

b) Where feasible, the City shall acquire land through dedication, equally from both sides of the road unless otherwise specified. However, in the built up areas of the City, it may be necessary to acquire more than half of the total dedication from one side of the road. Where the City requires more than one half of the widening from one side of the road, the City shall require, from said side of the road, dedication at no cost to the City of one half of the total proposed widening and shall acquire the remaining land required for the road widening through gift, bequeathment, purchase, expropriation or other methods.
c) Notwithstanding Policies 3.1.4.3.6 to 3.1.4.3.7 inclusive, the City shall require, as a condition of site plan approval, the dedication of additional property for daylighting triangles at road intersections. In this regard, the maximum amount of land to be dedicated shall not exceed 116.13 square metres in accordance with Policy 3.1.4.3.10.

3.1.4.3.8 Notwithstanding Policies 3.1.4.3.4 to 3.1.4.3.10 inclusive, the City may waive or accept less than the maximum road widening and/or daylighting triangle requirements where, in the opinion of City, constraints including but not limited to, the nature of existing development, topographic and/or natural features, cultural heritage and design features or other constraints make it impractical to widen the road to the established road allowance requirement.

3.1.4.3.9 Notwithstanding Policies 3.1.4.3.4 to 3.1.4.3.9 inclusive, the City shall interpret the required right-of-way widths detailed in a Secondary Plan, where applicable to denote only the basic requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive turning lanes, daylight triangles and other special treatments to accommodate the optimum road/intersection geometric design. There may also be additional requirements for rights-of-way to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, pathways, roundabouts, traffic control and transit priority measures, including rapid transit lanes and/or stations in accordance with Policy 3.1.4.3.10. Any such additional right-of-way requirements shall be determined at the time of design of the road facilities and shall become part of the total required right-of-way.

Daylighting Triangles
3.1.4.3.10 The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped, as a condition of site plan approval, consent, or plan of subdivision approval, in accordance with City standards based on the intersecting roadways of the functional road classification detailed in policy 3.1.4.3.3. Daylighting triangles at intersections shall generally be as follows:

a) Local to local roads: 4.57 m triangle or radius;

b) Collector to local or collector Roads: 9.14 m x 9.14 m triangle; and,

c) Arterial to collector or arterial (Urban): 12.19 m x 12.19 m triangle.

Access Management
3.1.4.3.11 The efficiency, safety and traffic carrying capacity of parkways, major arterial and minor arterial roads shall be protected by minimising the number and spacing of intersecting streets and access points.

3.1.4.3.12 To the extent feasible, the intersection of a new collector road with an arterial road shall provide sufficient separation from the nearest major intersection to allow for the efficient operation of traffic control devices.

3.1.4.3.13 Local roads with cul-de-sacs shall not be permitted to connect to arterial roads unless there are no reasonable alternatives.
3.1.4.3.14 Private access to arterial and collector roads shall be designed to minimize the number of driveways and to consolidate driveways for adjacent sites where possible.

3.1.4.3.15 New development or redevelopment shall only be permitted on a property that has direct frontage on a publicly assumed road constructed to municipal standards.

Traffic Management

3.1.4.3.16 Traffic calming shall be considered an effective means of reducing the negative impacts of traffic on the quality of life for Hamilton residents in existing and planned neighbourhoods and other built-up areas. New secondary plans and neighbourhoods shall be designed to minimize the future requirements for traffic calming or traffic management.

3.1.4.3.17 Traffic calming devices shall only be installed where warranted in accordance with current City traffic standards.

3.1.4.3.18 Traffic management plans for entire neighbourhoods (bounded by an arterial road network) shall be preferred over street-by-street solutions that may shift problems to adjacent roadways. Neighbourhood traffic management shall be explicitly addressed through secondary plans or Transportation Master Plans and, where appropriate, at the draft plan of subdivision or site plan stage for larger developments (i.e. consisting of multiple streets in a subdivision).

3.1.4.3.19 The City shall require transportation impact studies to assess the impact of proposed developments on current travel patterns and/or future transportation requirements. These studies shall be submitted as part of applications for Official Plan amendments, subdivision approvals, major rezoning and major site plan approvals.

3.1.4.3.20 Roundabouts shall be the preferred method for intersection traffic control over all-way stop and traffic signals. Design of roundabouts shall consider pedestrian and cycling safety and access.

3.1.4.3.21 Proactive safety measures for all road systems users, including persons with disabilities or reduced mobility, shall be considered in both new development and redevelopment proposals.

Parking and Loading

3.1.4.3.22 Parking and loading requirements regulated through the Zoning By-Law or site plan approval shall ensure adequate parking for the site, while avoiding excess parking supply that can discourage transit use and active transportation choices.

3.1.4.3.23 Parking options and related incentives for transit and active transportation use shall be improved through:

   a) installation of secure bike parking in strategic high activity public locations, including municipal parking facilities; and,

   b) adoption of Zoning regulations to require secure bike parking in new commercial developments where appropriate.
To facilitate more efficient uses of off-street parking, the City shall encourage the use of shared parking and develop parking standards for mixed use development.

The negative impacts of parking on urban environments and pedestrian activity shall be minimized through:

a) placement of parking and loading areas at the rear of buildings where feasible;

b) use of alternative paving materials such as but not limited to permeable pavement systems;

c) alternative surface water management in parking areas such as urban swales, and ditches;

d) other considerations including promotion of green technology and public art as a component of parking structures; and,

e) landscaping treatments.

New development on properties adjacent to major arterial and minor arterials and where necessary, collector roads, shall include provisions for sufficient parking, loading, manoeuvring and off-street parking.

An important component of Hamilton’s transportation network is an efficient system of goods and services movement, which helps attract and retain industries and business, thus contributing to the City’s economy. The goods movement network in Hamilton consists of provincial highways, the road network, rail, the John C. Munro Hamilton International Airport and the Port of Hamilton. The local goods movement network links to the wider inter-regional, inter-provincial, and inter-national goods movement network as detailed in the Growth Plan for the Greater Golden Horseshoe. Hamilton has access to a wide range of goods movement facilities and corridors. These facilities and corridors form a network which contributes to making the City an ideal location for a “goods movement gateway”.

The goods movement network in Hamilton shall be maintained, protected and enhanced to support Hamilton’s economic development strategy.

Goods movement corridors include truck and rail transportation routes, the John C. Munro Hamilton International Airport, and the Port of Hamilton. Heavy truck traffic may be restricted to designated truck routes to minimize negative impacts of truck traffic on local roads.

The City shall encourage the development of facilities, including inter-modal facilities, for the transfer of goods between rail, air, marine and truck modes of transportation in appropriate locations such as designated Employment Areas.
3.1.4.3.31 The City shall encourage the movement of goods to fully utilize John C. Munro International Airport and the Port of Hamilton, where feasible.

**Rail Network**

3.1.4.3.32 The use of heavy rail transportation shall be considered an efficient method of moving goods and people. Rail is an important mode within the integrated transportation network and shall be promoted while minimizing and eliminating potential conflicts with adjacent land uses.

3.1.4.3.33 The City shall support railway companies in providing service to the residents and businesses throughout the City.

3.1.4.3.34 The City shall encourage heavy rail connections to rapid transit and/or potential light rail transit corridors where feasible to increase the connectivity between modes.

3.1.4.3.35 All proposed development and redevelopment adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided to the satisfaction of the City and in consultation with the appropriate railway company.

3.1.4.3.36 The City shall support the acquisition of abandoned railway rights-of-way by public authorities, for transportation facilities, utility corridors, bicycle and foot paths, transit rights-of-way, outdoor recreation, reforestation, open space and linkages.

**Airport**

3.1.4.3.37 It is the objective of this Plan to support John C. Munro International Airport as a 24 hour, seven day a week operation. The Airport and the adjacent Airport Business Park is one of the City’s major economic nodes and a valued transportation facility which links the movement of goods and people.

3.1.4.3.38 The lands identified as John C. Munro International Airport on Map 1 - Regional Development Pattern are recognized as the City’s major airport facility, which includes both airport uses and complementary uses supporting the primary function of the Airport. These lands are intended to have full municipal services.

3.1.4.3.39 The City shall support the Federal Government and airline companies in the provision of adequate airline and airport service to the residents and businesses of the City.

3.1.4.3.40 The City shall maintain Noise Exposure Forecast (NEF) contours and the Primary Airport Zoning Regulation, as amended from time to time, and formulate guidelines for development in the vicinity of John C. Munro International Airport.

3.1.4.3.41 The City shall minimize future conflicts between operation of the Airport and surrounding land uses to ensure:

   a) there shall be no negative impact on the long-term operations of the Airport;
b) the opportunities for expansion of airport operations shall not be limited; and,
c) there are no land uses in the vicinity which may cause a potential aviation hazard.

3.1.4.3.42 The Airport Influence Area is identified on Map 7 – Airport Influence Area.

3.1.4.3.43 All development and redevelopment shall comply with all provincial and municipal standards, criteria and guidelines regarding noise and vibration from air traffic sources.

3.1.4.3.44 Proposals for development, infill development and redevelopment of Residential or other sensitive land uses shall comply with the following requirements in Table 3.1.4.4.1- Requirement for Development in the Vicinity of John C. Munro International Airport, based on all applicable locational criteria. Proposals may meet more than one locational criteria and thereby be subject to more than one set of requirements.

3.1.4.4 Employment Area –Airport Employment Growth District Designation

3.1.4.4.1 The following uses shall be permitted on lands identified as Airport Employment Growth District on Map 1 – Regional Development Pattern and in accordance with the Airport Employment Growth District Secondary Plan:

a) manufacturing, warehousing, repair service, transportation terminals, research and development, high technology industry, fuel storage, communication establishments, and private power generation. Salvage yards and other uses which are unsightly or otherwise incompatible with the design policies and image for business parks shall be prohibited;

b) airport-related industrial uses, including airport transportation and cargo services, benefiting from proximity to airport services;

c) airport-related business uses, including hotels and motels, convention and exposition centres, labour association halls, trade schools, restaurants, catering services, commercial motor vehicle and equipment sales, and commercial rental establishments, automobile rental, leasing and servicing, , taxi terminals, commercial parking facilities and financial institutions;

d) office;

e) post secondary school;

f) accessory uses, such as restaurants and office; and,

g) ancillary uses which primarily support businesses and employees within business parks, including, hotels, fitness and health facilities, financial establishments, restaurants, personal services, and gas bar, car washes commercial parking facilities.

3.1.4.4.2 The following uses shall only be permitted as temporary uses on lands identified as Airport Employment Growth District as shown on Map 1:

a) agricultural uses, excluding intensive livestock operations; and,
b) golf courses and associated ancillary uses.

Scale

3.1.4.4.3 The size of the offices within the Employment Area – Business Park designation shall be determined by the Zoning By-law but shall not exceed 9,999 square metres per free standing building.

3.1.4.4.4 Ancillary uses shall only be permitted at strategic locations and may contain a gross floor area restriction, as identified in the Airport Employment Growth District Secondary Plan.

3.1.4.4.5 The Airport Employment Growth District shall be developed in phases, as described in the Airport Employment Growth District Secondary Plan.

3.1.4.4.6 The Airport Business Park shall be developed in a coordinated and comprehensive manner. Wherever possible, development shall have regard to reducing the number of access points to the major boundary and major internal roadways, and to providing efficient internal traffic circulation, adequate off-street parking and loading facilities, adequate restrictions and screening of outside storage, and adequate landscaping and buffering requirements.

3.1.4.4.7 All existing residential uses within the Airport Employment Growth District shall be ultimately be redeveloped in compliance with the use permitted in Policy 3.1.4.4.1 above.

3.1.4.4.8 All development in the Airport Employment Growth District shall be adequately separated, screened and buffered from existing residential and institutional uses in or abutting the Airport Employment Growth District.

Table 3.1.4.4.1: Requirements for Development in the Vicinity of John C. Munro International Airport

<table>
<thead>
<tr>
<th>Locational Criteria</th>
<th>Requirements</th>
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| 35 NEF and greater, and/or within the Airport Influence Area | • All new development of residential and other sensitive land uses, including infill development and redevelopment, shall be prohibited.  
• New land uses which may cause a potential aviation hazard shall be prohibited. |
| 28 NEF and greater, but less than 35 NEF | • All new development of residential and other sensitive land uses, including infill development and redevelopment, shall be prohibited.  
• New land uses which may cause a potential aviation hazard shall be prohibited.  
• All development applications approved prior to approval of this Plan may proceed. |
| 25 NEF and greater, but less than 28 NEF | • All development and redevelopment proposals for residential and other sensitive land uses shall be required to submit a detailed noise study, employ noise mitigation measures and include appropriate warning clauses.  
• New land uses which may cause a potential aviation hazard shall be prohibited. |
3.1.4.4.9 Any permitted development, redevelopment or infill development at or above 25 NEF or within the Airport Influence Area shall be required to submit a detailed noise study, implement noise mitigative measures in accordance with provincial and federal guidelines/standards or municipal approaches that achieve the same objective, and include appropriate warning clauses in lease or rental agreements, agreements of purchase and sale, and within development agreements.

3.1.4.5 INFRASTRUCTURE

3.1.4.5.1 The City shall endeavour to recover the full lifecycle cost of providing sustainable municipal water and wastewater service as required by applicable municipal By-laws and provincial legislation.

3.1.4.5.2 All new development and redevelopment within the urban area shall be connected to the City’s water and wastewater system.

3.1.4.5.3 Where a private well(s) and/or private on-site septic system(s) is abandoned in favour of connection to the City’s water and wastewater system, the property owner shall properly plug the well and decommission the septic tank in accordance with pertinent legislation and guidelines so as to reduce or eliminate potential safety hazards.

3.1.4.5.4 The City shall improve the quality of effluent discharged from the sewage treatment plants into Hamilton Harbour and Cootes Paradise by:

a) Aiming to eliminate entry of toxic and harmful contaminants into sewers;

b) Investigating and introducing where feasible, technologies to eliminate toxic and harmful contaminants and reduce pollution in discharge;

c) Using by-products of the sewage treatment plants where possible; and,

d) Preparing an annual monitoring report on the characteristics of discharge.

3.1.4.5.5 A wastewater treatment surcharge may be assessed to specific businesses as a means of recovering additional costs associated with the treatment of high concentration effluent at the City’s wastewater treatment plant.

3.1.4.5.6 The nature or concentrations of wastewater from non-residential sources will be regulated by the City through the Sewer Use By-law, which may be periodically amended by Council. The City shall maintain and update a Water and Wastewater Master Plan which is supported by the policies of this Plan, providing direction for planning and staging of improvements to the City’s water and sewer facilities and guides the operation of the City’s day-to-day water and sewer programs.

3.1.4.5.7 The City shall discourage changes in land use designation and zoning which would result in the underutilization of previously planned and/or constructed water and wastewater systems.

3.1.4.5.8 The City shall ensure that any change in density can be accommodated within the municipal water and wastewater system.
3.1.4.5.9 Water and wastewater systems shall be designed and constructed in accordance with the specifications and standards of the City, provincial guidelines, and other applicable standards, regulations and guidelines.

3.1.4.5.10 The City shall limit development in the urban area to the ability and financial capability of the City to provide infrastructure services in accordance with its approved Development Charges By-laws and to meet provincial environmental standards governing municipal water and wastewater service. The provision of full municipal sewage and water services in the urban area shall be subject to the City's financial and physical capabilities, as determined by Council.

3.1.4.5.11 Expansion of water and wastewater systems within the urban area, shall be in accordance with the Water and Wastewater Master Plan and Staging of Development Plan as well as supporting the City’s density and intensification targets.

3.1.4.5.12 The City shall be satisfied that adequate infrastructure services can be provided prior to any development or intensification proceeding and, where technically and economically possible, the City shall require such services to be located underground.

**Storm Water Management Facilities**

3.1.4.5.13 The City shall ensure that appropriate storm water management facilities are built and maintained to provide a safe and secure system for storm water.

3.1.4.5.14 The City may consider the establishment of interim storm water management facilities on a temporary basis notwithstanding the underlying land use designation for the lands, provided the interim facilities do not preclude or prejudice future development on the basis of the land use designations of Secondary Plan.

3.1.4.5.15 Any new development that occurs shall be responsible for submitting a detailed storm water management plan prior to development to properly address on site drainage and to ensure that new development has no negative impact on off site drainage.

3.1.4.5.16 Construction of new storm water management ponds and the expansion, extension, alteration and operations of existing facilities shall be to the satisfaction of the City and shall be accompanied by a storm water management plan which shall demonstrate that:

a) Planning, design and construction practices minimize vegetation removal, grading and soil compaction, sediment erosion, the creation of breeding areas for human disease vector species and impervious surfaces; and,

b) Where appropriate, an integrated approach is used to minimize storm water management flows and structures by such measures as controls and conveyance techniques on individual lots.

3.1.4.5.17 Where possible, storm water management facilities should be designed in consultation with a qualified landscape architect, to achieve an open space setting.
3.1.4.5.18 The City shall not permit any new development which would interfere with, or reduce, the drainage capacity of any natural watercourse or result in drainage problems along watercourses and their tributaries.

3.1.4.5.19 The City shall encourage the use of measures that will enable the City to control and reduce storm water run-off and to maintain the receiving watercourses in a more natural condition.

3.1.4.5.20 Where feasible, storm water management facilities shall be designed to provide a benefit to the Natural Heritage System.

3.1.4.5.21 Development and/or redevelopment shall be connected to, or serviced by, a storm water drainage system or other appropriate system such as ditches, or any other techniques acceptable to the City, Conservation Authorities, or the Province and/or detailed in a Storm Water Master Plan or other relevant study;

3.1.4.5.22 Development shall be in accordance with the system capacity for drainage and storm water management and where relevant, will conform to storm water site management plans, a Storm Water Master Plan, site plans and/to other relevant studies, guidelines or regulations;

3.1.4.5.23 Storm water systems shall be designed and constructed, in accordance with the City' standards and guidelines, provincial guidelines, storm water master plans, master drainage plans and any other relevant study or legislation.

3.1.4.5.24 The City shall endeavour to recover the full lifecycle cost of providing sustainable municipal storm water services as required by applicable municipal and provincial legislation.

3.1.4.6 Energy and Environmental Assessment Report

3.1.4.6.1 Proponents of development applications may be required to prepare an Energy and Environmental Assessment Report to indicate how the proposal incorporates environmental and sustainable design features and practices, such as active transportation, energy efficiency through building and site design, and water conservation.

3.1.4.6.2 The need and scope for the preparation of an Assessment Report shall be determined by the City at the formal consultation stage of the development review process and submitted as part of the associated application. The specific requirements of the Assessment Report shall be reflective of individual applications and determined on a case by case basis.

3.1.4.6.3 The City shall develop Terms of Reference for the preparation of energy and Environmental Assessment Report.

3.1.4.7 Staging of Development

3.1.4.7.1 Staging of development refers to the process of managing the rate and timing of subdivision development for lands within the urban boundary of the City. This type of management ensures effective and efficient growth in existing and newly developing areas.

3.1.4.7.2 The City shall use the annual, three-year Staging of Development Report to manage subdivision growth. The report shall:
Schedule “A-I” to OPA 41 (R)

a) provide a document and process which integrates the City’s financial planning of growth-related capital costs with land use planning and timing of development for new growth areas;

b) ensure that growth takes place in an orderly and appropriate sequence in locations desirable to meet market demands, other growth strategies, servicing programs, and the priorities in this Plan;

c) outline the City’s intention toward the scheduling and processing of plans of subdivision for residential, employment and commercial development, and infrastructure;

d) identify subdivisions which require owners to be responsible for paying for the installation of growth related, City capital works in exchange for, or as a credit towards, the payment of required development subdivided, in accordance with the Development Charges Act and the Development Charges By-law;

e) identify subdivisions which include engineering services to be arranged through Front-ending Agreements under the Development Charges Act;

f) provide necessary financial information for the Ten Year Capital Budget process by estimating potential development charge revenues and development charge expenditures related to new growth areas;

g) when used in conjunction with the City’s Vacant Lot Inventory Report, provide the necessary monitoring mechanism to determine the existing supply of serviced land to meet housing demands and to ensure the provision of a two-year supply of serviced residential land;

h) provide the necessary monitoring mechanism to determine the existing supply of employment land to meet employment needs to ensure the provision of a serviced employment lands;

i) the Staging of Development Plan shall be established with consideration of criteria for determining the appropriate staging and priority for development. The criteria include:

   i) status of plans of subdivision;

   ii) provincial legislation regarding land supply, density targets, and intensification;

   iii) status of adjacent lands;

   iv) financing;

   v) serviceability; and,

   vi) market forces.

3.1.4.7.3 The City’s Staging of Development Report shall be prepared and approved annually. The City’s Staging of Development Report and the City’s Capital Works Program shall generally be prepared in concert with each other.
3.1.4.7.4 In addition to the City’s Ten Year Capital Forecast, the staging or scheduling of plans of subdivision shall be based on a number of other factors including:

a) the orderly extension of services, advancing a public need such as a road connection or school;

b) other strategic program priorities, activity levels or the imminent approval of secondary plans; and,

c) the programs and input of various Provincial Ministries and local agencies responsible for the delivery of essential services and protection of the environment.

3.1.4.7.5 As part of planning for the staging of development the City shall work with the utility companies to ensure that adequate utility networks, are or will be, established to serve the anticipated development and that these networks can be phased in a manner that is cost effective and efficient.

3.1.4.7.6 It is the intent of this Plan to promote the planning and installation of all utilities, including telecommunications in a coordinated and integrated manner, to be more efficient, cost effective, and to minimize disruption.
Amendment No. 41
To the Official Plan
Change lands from "Rural Area" to "Airport Employment Growth District" and change the Urban Area boundary
Change lands from "Business Parks" to "Airport Employment Growth District"
Add Greenbelt Natural Heritage System
Remove lands from SPA 9
TO N R Flamborough PARKSIDE DR.
REFERRAL No. 7.
Date:
Revised By:
Reference File No.:
Delete lands from “Prime Agricultural Lands”
Amend the Urban Area Boundary and Airport Influence Area to include lands within the Urban Area.

MAP No. 7

Legend:
- Airport Influence Area
- Urban Area Boundary

Date: October 2010
Revised By: JHE/LMM
Reference File No.: ROPA41(R)
Schedule A-6
Amendment No. 41
To the Official Plan
of the former Region of Hamilton-Wentworth

Add a new Map 4a - Natural Heritage System - Airport Employment Growth District

Date: October 2010
Revised By: JHE/LMM
Reference File No.: ROPA41(R)

LEGEND

- - - Urban Area Boundary
Core Areas
Airport Employment Growth District Study Area Boundary

NATURAL HERITAGE SYSTEM
Airport Employment Growth Plan

Map No. 4a
New Definitions to Region of Hamilton Wentworth Official Plan Glossary - "Italicized Words" Glossary

Accessory (Urban): means, when used to describe a use of land, building or structure, a use which is commonly incidental, subordinate and exclusively devoted to the main use of a building and is situated within the same building or on the same lot.

Active Transportation: non-motorized travel, including walking, cycling, inline skating and wheelchair movements. The active transportation network includes sidewalks, crosswalks, designated road lanes and off-road trails to accommodate active transportation (Metrolinx, 2008).

Adjacent (AEGD): In regard to cultural heritage and archaeology, those lands contiguous to, or located within 50 metres of, a protected heritage property.

Adjacent Lands: means those lands contiguous to hazard lands, a specific natural heritage feature, or area where it is likely that development or site alteration would have a negative impact on the hazard, feature or area. The extent of the adjacent lands may be recommended by the Province or based on municipal approaches which achieve the same objectives.

Ancillary: means subordinate use that supports a principal use or a primary function of a site or area.

Archaeological Resources: Include artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act (PPS, 2005).

Area of Archaeological Potential: A defined geographical area with the potential to contain archaeological resources. Criteria for determining archaeological potential are established by the Province, this Plan and the City's Archaeological Management Plan. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the Ontario Heritage Act (PPS, 2005, amended).

Areas of Natural and Scientific Interest (ANSI): means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education (PPS, 2005).

Conserved: in the context of cultural heritage resources, means the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and
integrity are retained. This may be addressed through a conservation plan or heritage impact statement (PPS, 2005).

**Core Areas:** includes *key natural heritage features, key hydrologic features, and local natural areas.*

**Cultural Heritage Conservation Plan Statement:** A document comprising text and graphic material including plans, drawings and photographs that contains the results of historical research, field work, survey, analysis, and description(s) of *cultural heritage resources* together with a statement of cultural heritage value, interest, merit or significance accompanied by guidelines as required by the policies of this Plan. A *cultural heritage conservation plan statement* shall be considered a conservation plan as including in the PPS (2005) definition of *conserved* (above).

**Cultural Heritage Impact Assessment:** A document comprising text and graphic material including plans, drawings and photographs that contains the results of historical research, field work, survey, analysis, and description(s) of *cultural heritage resources* together with a description of the process and procedures in deriving potential effects and mitigation measures as required by official plan policies and any other applicable or pertinent guidelines. A *cultural heritage impact assessment* may include an archaeological assessment where appropriate.

**Cultural Heritage Resources:** Structures, features, sites, and/or landscapes that, either individually or as part of a whole, are of historical, architectural, archaeological, and/or scenic value that may also represent intangible heritage, such as customs, ways-of-life, values, and activities.

**Development (Urban):** means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the *Planning Act* but does not include:

- a) activities that create or maintain infrastructure used by a public body and authorized under an environment assessment process; or,

- b) works subject to the Drainage Act. (PPS, 2005, amended)

**Ecological Function:** means the natural processes, products, or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical, and socio-economic interactions (PPS, 2005).

**Employment Area (formerly referred to as Industrial Areas):** Areas designated in an official plan for clusters of business and economic activities
including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities (PPS, 2005).

**Existing**: when used in reference to a use, lot, building or structure, means any use, lot, building or structure legally established or created prior to the day of approval of this Official Plan.

**Fish Habitat**: means the spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend on directly or indirectly in order to carry out their life processes (PPS, 2005).

**Ground Water Feature**: refers to water related features in the earth’s subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeological investigations (PPS, 2005).

**Hedgerows**: means a narrow, linear band or row of trees or shrubs with a minimum width of 10 metres and length of 200 metres or more. Hedgerows are linear natural or cultural features which may contribute to species dispersal.

**Infrastructure**: means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, sewage treatment systems, waste management systems, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities (PPS, 2005).

**Key Hydrologic Features (KHF)**: these features include:

a) Permanent and intermittent streams;
b) Lakes (and their littoral zones);
c) Seepage areas and springs; and,
d) Wetlands. (Greenbelt Plan, 2005)

**Key Natural Heritage Features (KNHF)**: include the following:

a) Significant habitat of endangered, threatened, and special concern species;
b) Fish habitat;
c) Wetlands;
d) Life Science Areas of Natural and Scientific Interest (ANSIs);
e) Significant valleylands;
f) Significant woodlands;
g) Significant wildlife habitat;
h) Sand barrens, savannahs, and tallgrass prairies; and
i) Alvars. (Greenbelt, Plan, 2005)
**Linkages:** means landscape areas that connect natural areas. Linkages are also important natural features, either in their own right or through restoration activities. They are avenues along which plants and animals can propagate, genetic interchange can occur, populations can move in response to environmental changes and life cycle requirements, and species can be replenished from other natural areas. Conserving linkages also protects and enhances Core Areas.

**Local Natural Areas:** means Environmentally Significant Areas (ESAs) as identified by the City of Hamilton, unevaluated wetlands, and Earth Science Areas of Natural and Scientific Interest (ANSI).

**Natural Self-Sustaining Vegetation:** means vegetation dominated by native plant species that can grow and persist without direct human management protection, or tending (Greenbelt Plan, 2005).

**Negative Impact:** means

a) In regard to water, degradation to the quality or quantity of surface or ground water, key hydrologic features or vulnerable areas, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities;

b) In regard to fish habitat, the harmful alteration, disruption, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act, using the guiding principle of no net loss of productive capacity; and,

c) In regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple, or successive development or site alteration activities. (PPS, 2005)

**Quality and Quantity of Water:** is measured by indicators such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended soils, temperature bacteria, nutrients and hazardous contaminants, and hydrological regime (PPS, 2005).

**Rapid Transit:** Transit service separated partially or completely from general vehicular traffic and therefore able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by transit vehicles operating in mixed traffic. Rapid transit can include light rail transit and/or bus rapid transit (adapted from Metrolinx, 2008).
Sensitive: in regard to surface water feature and ground water feature, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants (PPS, 2005).

Sensitive Land Use: means a building, amenity area, or outdoor space where routine or normal activities occurring at reasonably expected times would experience one or more adverse effect(s) from contaminant discharges generated by a nearby major facility. The sensitive land use may be a part of the natural or built environment. Depending on the particular facility involved, a sensitive land use and associated activities may include one or a combination of:

- residences or facilities where people sleep (e.g. single and multi-unit dwellings, long term care facilities, hospitals, trailer parks, campgrounds, etc.). These uses are considered to be sensitive 24 hours a day;
- a permanent structure for non-facility related use, particularly of an institutional nature (e.g. schools, churches, community centres, day care centres);
- certain outdoor recreational uses deemed by a municipality or other level of government to be sensitive (e.g. trailer park, picnic area, etc.);
- certain agricultural operations (e.g. cattle raising, mink farming, cash crops and orchards);
- bird/wildlife habitats or sanctuaries. (MOE Guidelines, Procedure D-1-3, amended)

Significant: In regard to cultural heritage and archaeology, means cultural heritage resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (PPS, 2005).

Significant Wildlife Habitats: means areas where plants, animals and other organisms live and find adequate amounts of food, water, shelter and space needed to sustain their populations. Wildlife habitat is significant where it is ecologically important in terms of features, functions, representation, or amount and contributes to the quality and diversity of a Natural Heritage System. Significant wildlife habitat areas are defined as consisting of one or more of the following:

- Critical habitat areas that provide for seasonal concentrations of animals;
b) Wildlife movement corridors;

c) Rare vegetation communities or specialized habitats for wildlife; and/or

d) Habitats for species of conservation concern including provincially and federally threatened, endangered, special concern species, and locally rare species.

e) MNR identifies criteria, as amended from time to time for the forgoing. (Greenbelt Plan, 2005)

**Site Alteration:** means activities, such as grading, excavation, and the placement of fill that would change the landform and natural vegetative characteristics of a site (PPS, 2005, amended).

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

**Valley Lands:** means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year (PPS, 2005).

**Vegetation Protection Zone (Greenbelt Plan):** means a vegetated buffer area surrounding a key natural heritage feature or key hydrologic feature within which only those land uses permitted within the feature itself are permitted. The width of the vegetation protection zone is to be determined when new development or site alteration occurs within 120 metres of a key natural heritage feature or key hydrological feature. And is to be of sufficient size to protect the features and its functions from the impacts of the proposed change and associated activities that will occur before, during and after, construction, and where possible, restore or enhance the features and/or its function (Greenbelt Plan, 2005).

**Vegetation Protection Zone (Outside of the Greenbelt Plan area):** means a vegetated buffer area surrounding a Core Area which is of sufficient size to protect the features and functions from the impacts of the proposed change and associated activities that will occur before, during, and after construction. Where possible, the buffer should restore or enhance the features and/or functions of the Core Area. The width of the vegetation protection zone is to be determined when new development or site alteration is proposed within the adjacent lands to the Core Area.
Watershed: means an area that is drained by a river and its tributaries.

Wetlands (AEGD): mean land such as swamp, marsh, bog, or fen (not including land that is being used for agricultural purposes and no longer exhibits wetland characteristics) that:

a) is seasonally or permanently covered with shallow water or has the water table close to or at the surface;

b) has hydric soils and vegetation dominated by water-tolerant plants; and

c) has been further identified according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.

d) This includes provincially and locally significant wetlands. (Greenbelt Plan, 2005)

Woodlands (AEGD): means treed areas that provide environmental and economic benefits to both the private landowners and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas (PPS, 2005).
4.8  Employment Area – Airport Employment Growth District Designation

4.8.1 The following uses shall be permitted on lands designated Employment Area – Airport Employment Growth District on Schedule B – Land Use-Urban Area and in accordance with the Airport Employment Growth District Secondary Plan:

a) manufacturing, warehousing, repair service, transportation terminals, research and development, high technology industry, fuel storage, communication establishments, and private power generation. Salvage yards and other uses which are unsightly or otherwise incompatible with the design policies and image for business parks shall be prohibited;

b) airport-related industrial uses, including airport transportation and cargo services, benefiting from proximity to airport services;

c) airport-related business uses, including hotels and motels, convention and exposition centres, labour association halls, trade schools, restaurants, catering services, commercial motor vehicle and equipment sales, and commercial rental establishments, automobile rental, leasing and servicing, taxi terminals, commercial parking facilities and financial institutions;

d) office;

e) post secondary school;

f) accessory uses, such as restaurants and office; and,

g) ancillary uses which primarily support businesses and employees within business parks, including, hotels, fitness and health facilities, financial establishments, restaurants, personal services, and gas bar, car washes commercial parking facilities.

4.8.2 The following uses shall only be permitted as temporary uses on lands designated Employment Area – Airport Employment Growth District on Schedule B – Land Use-Urban Area:

a) agricultural uses, excluding intensive livestock operations; and,

b) golf courses and associated ancillary uses.

Scale

4.8.3 The size of the offices within the Employment Area – Business Park designation shall be determined by the Zoning By-law but shall not exceed 9,999 square metres per free standing building.

4.8.4 Ancillary uses shall only be permitted at strategic locations and may contain a gross floor area restriction, as identified in the Airport Employment Growth District Secondary Plan.
Other Policies

4.8.6 The Airport Employment Growth District shall be developed in phases, as described in the Airport Employment Growth District Secondary Plan.

4.8.7 The Airport Employment Growth District shall be developed in a coordinated and comprehensive manner. Wherever possible, development shall have regard to reducing the number of access points to the major boundary and major internal roadways, and to providing efficient internal traffic circulation, adequate off-street parking and loading facilities, adequate restrictions and screening of outside storage, and adequate landscaping and buffering requirements.

4.8.8 All existing residential uses within the Airport Employment Growth District shall be ultimately be redeveloped in compliance with the use permitted in Policy E.4.8.1, and all other relevant policies of this Plan.

4.8.9 All development in the Airport Employment Growth District shall be adequately separated, screened and buffered from existing residential and institutional uses in or abutting the Airport Employment Growth District.

4.8.10 All development in the Airport Employment Growth District shall comply with Section C.4.3.5.3 to C.4.3.5.5 of the Region of Hamilton-Wentworth Official Plan (formerly SPA 57-Policy 5.12.1).

4.8.11 For the lands designated Airport Reserve on Schedule "B"-Land Use Plan-Urban Area, Policies 6.9.7 of the Airport Employment Growth District Secondary plan shall apply.
Hamilton Airport Employment Growth District
Secondary Plan

October 6, 2010
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6.9 AIRPORT EMPLOYMENT GROWTH DISTRICT SECONDARY PLAN

The Airport Employment Growth District encompasses approximately 1,340 hectares of land (excluding the Greenbelt and the John C. Munro Hamilton International Airport) located in the west end of Glanbrook, extending between Garner Road / Twenty Road West in the north and Carluke Road East / White Church Road in the south, Fiddler’s Green Road in the west and Upper James Street in the east.

The policies of this Section 6.9, in conjunction with Map B.6.9-1 – Airport Employment Growth District Land Use Plan, Map B.6.9-2 – Airport Employment Growth District Natural Heritage System, Map B.6.9-3 – Airport Employment Growth District Road Classification Map, Map B.6.9-4 – Airport Employment Growth District Phasing Plan, and Appendix ‘A’ constitute the Airport Employment Growth District Secondary Plan. It establishes the phasing, specific land uses, the transportation network, infrastructure requirements, design principles and development standards to guide the development and/or redevelopment of lands in the Airport Employment Growth District. The principles, objectives, and policies of the Airport Employment Growth District Secondary Plan, as well as the policies of the Official Plan, provide guidance and direction for future development of the Secondary Plan Area.

6.9.1 General

The Airport Employment Growth District is guided by this Secondary Plan and has been designed to provide for a major business park development which effectively integrates with and complements the existing John C. Munro Hamilton International Airport, effectively integrates with the residential development abutting Garner Road / Twenty Road, recognizes and allows for certain existing land uses to continue until such time that they are redeveloped, as well as respects and enhances the prominent natural areas throughout the Secondary Plan area. The planned development includes 97 net developable hectares in the existing airport business park plus an urban expansion comprising 662 net developable hectares of land, in accordance with a land needs analysis and Environmental Assessments.

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

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

Prestige Business uses are directed to the Secondary Plan’s major transportation corridors where urban design approaches help support the transition between Prestige Business uses and any nearby residential and agricultural/rural land uses. Light Industrial uses are directed to interior lands where they can abut natural areas and Prestige Business uses. Airside Industrial uses, which require direct “airside” access to the airport, are located adjacent to the existing and future runway aprons of the John C. Munro Hamilton International Airport. Airport-Related Business uses, which allow for businesses and services to travellers, are planned in close proximity to the
airport. The plan protects natural features and provides for a limited range of Employment Supportive Centres that serve employees of the Secondary Plan area.

6.9.2 Vision and Principles

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

6.9.2.1 Vision

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

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

6.9.2.2 Sense of Place Principles

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

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

6.9.2.3 Public Realm Principles

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

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

6.9.2.4 Built Form Principles

The employment district has attractive, energy efficient and green buildings. Design guidelines ensure that high quality developments respect and enhance the public realm and natural environment. The intent is to:

a) Create innovative, beautiful and sustainable buildings, and explore green building design standards such as LEED and encourage the inclusion of sustainable building features such as green roofs and solar panels;
b) Provide a variety of lot sizes and building styles to allow for different types of businesses that can evolve in use over time, support eco-industrial activity and respond to the needs of prospective market sectors;
c) Encourage high intensity of buildings and employees and reduce the overall environmental footprint per employee;
d) Effectively integrate building form and uses with surrounding areas;
e) Create well detailed, human scaled buildings which front the street and help shape the public realm;
f) Provide the opportunity for a mix of uses within buildings where appropriate;
g) Design for flexibility to allow business collaboration and the application of eco-industrial principles;
h) Create attractive and well designed grounds and landscaping;
i) Maximize efficiency of lot layout to take advantage of natural features; and,
j) Where possible, reclaim and reuse materials from existing airport and other aging structures.

6.9.2.5 Movement & Connections Principles

The employment district is well connected to the city and region by a seamless, multi-modal transportation network providing a high level of service for goods movement, automobiles, active transportation and transit. Movement within and to the industrial park is an easy experience due to the variety of options. The intent is to:

a) Ensure transportation infrastructure and connections allow for efficient movement of goods and people to, from and within the employment lands;
b) Design the transportation network to accommodate innovations in goods / people movement (e.g., changes in truck sizes, small electric vehicles, etc.);
c) Create a sense of continuity when connecting the employment district to its surroundings;
d) Create a well connected and permeable street pattern but also protect adjacent residential areas from truck traffic;
e) Provide convenient, comfortable and efficient transit connections to the wider city;
f) Create an employment lands enhanced transit stop;
g) Provide goods movement connections to the Hamilton Port area;
h) Provide efficient movement of goods with minimum conflict with other modes of travel;
i) Facilitate pedestrian and cycling movement via an effective network of sidewalks, bike lanes and off-street paths;
j) Provide convenient arterial road connections between the employment district and 400 series highways;
k) Provide convenient connections between the John C. Munro Hamilton International Airport and the employment district;
l) Integrate with future provincial transportation initiatives (e.g., Niagara to GTA transportation corridor); and,
m) Ensure parking areas are compact, attractive and sustainably designed (e.g., by minimizing storm water and heat island effects and minimizing the footprint of parking areas).

6.9.2.6 Occupants Principles

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

a) Encourage facilities and services that permit employees an opportunity to come together;
b) Create an environment which supports a diversity of businesses;
c) Encourage a variety of employment related amenities and services for businesses and employees;
d) Design and build infrastructure that facilitates synergies between businesses; and,
e) Create an overall subdivision pattern to ensure that lot sizing and configurations are appropriate for the target sectors.

6.9.2.7 Employment District Principles

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

a) Provide phasing which guarantees an appropriate supply of land for a diverse range of businesses;
b) Provide a portion of the AEGD devoted to airport related uses;
c) Provide phased infrastructure and services that cater to a range of employers including innovative, knowledge based companies;
d) Meet provincial targets for density;
e) Encourage that future trends in work habits are accounted for (e.g., job sharing, telework, shared workspaces, etc.);
f) Balance high intensity land use with green/park setting;
g) Develop the employment lands in a manner consistent with municipal and provincial planning policy;
h) Permit a variety of lot sizes and building styles to allow for different types of businesses and for evolution of business needs;

i) Create a prosperous and prestigious employment centre which contributes wealth to the entire region;

j) Leverage the innovative nature of the employment lands to attract progressive and clean industries;

k) Emphasize airport related employment while maintaining diversity; and,

l) Support academic and trades education related to employment in the AEGD.

6.9.2.8 Relationships with Surrounding Land Uses Principles

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

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

b) Create a variety of distinct entrances to the employment district that minimize the impact of heavy traffic on the surrounding community;

c) Integrate streets, trails, and open space systems with neighbouring developments;

d) Effectively integrate the employment lands with Mount Hope and the John C. Munro Hamilton International Airport;

e) Ensure businesses provided in the employment district are complementary to services available in the surrounding community; and,

f) Ensure businesses within the employment lands produce a minimum of emissions, noise, dust and other nuisances.

6.9.2.9 Services and Infrastructure Principles

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

a) Integrate innovative, low impact, sustainable storm water management techniques into all aspects of the employment district;

b) Design transportation *infrastructure* and streets to meet multiple objectives;

c) Provide *infrastructure* which minimizes resource use (water, waste and energy use) in its construction, operation and maintenance;

d) Create *infrastructure* which minimizes disruption and damage to natural eco-systems in its construction, operation and maintenance;

e) Explore possibilities to use renewable and district energy supplies;

f) Make efficient use of existing *infrastructure*;

g) Recover the costs of *infrastructure* over time; and,

h) Provide efficient, cutting-edge telecommunications *infrastructure* for high-tech, creative companies.
6.9.2.10 Fiscal Responsibility Principles

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

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

6.9.2.11 Natural Heritage Principles

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

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

6.9.2.12 Cultural Heritage Principles

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

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

6.9.2.13 Agriculture Principles

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

a) Provide appropriate transition and separation between employment lands and neighbouring agricultural areas;
b) Consider how to maintain existing agricultural operations;
c) Ensure development of the employment lands does not adversely impact neighbouring agricultural areas;
d) Promote synergies between agricultural and Airport Employment Growth District uses;
e) Support local food production;
f) Promote opportunities for water and energy conservation between the employment areas neighbouring agricultural areas; and,
g) Protect riparian water uses and surface water quality to support neighbouring agricultural areas.

POLICIES

6.9.3 General Policies

6.9.3.1 The pattern of land use, the transportation network, and the phasing for the Airport Employment Growth District shall be implemented as identified on Map B.6.9-1 – Airport Employment Growth District Land Use Plan, Map B.6.9-2 – Airport Employment Growth District Natural Heritage System, Map B.6.9-3 – Airport Employment Growth District Road Classification Map, and Map B.6.9-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan.

6.9.3.2 All development shall conform to the airport policies of Section 4.8 of the Ancaster Official Plan.

6.9.3.3 Development proponents within the Federal Airport Zoning are expected to pre-consult with the John C. Munro Hamilton International Airport operator to assist the proponent with identifying the technical matters (e.g., electromagnetic) related to federal airport regulations which must be addressed in the development so that all potential conflicts with the long-term operation of airport are minimized.

6.9.3.4 All development applications within the Airport Employment Growth District shall be subject to review to ensure a high quality of development in accordance with this Secondary Plan and the Airport Employment Growth District Eco-industrial Design Guidelines and Urban Design Guidelines.

6.9.3.5 All development within the Secondary Plan Area shall be planned on a comprehensive basis, avoid where possible impacts on natural features, and effectively integrate with adjacent development and future development. The implementing zoning by-law shall incorporate provisions relating to the height, density and design of development based on the provisions of this Secondary Plan and the Airport Employment Growth District Eco-industrial Design Guidelines and Urban Design Guidelines.

6.9.3.6 This Plan recognizes that there are existing residential, institutional, and private recreational establishments within the plan’s area, although these uses are designated for future employment and employment-related uses. This Plan recognizes the legal non-conforming and non-complying status of these uses and anticipates that these lands shall be redeveloped at an appropriate time. Until such time as these existing uses are redeveloped, this Plan shall require abutting employment and employment-related uses to assess their potential impact to these properties through special studies and mitigate the impacts to these properties based on the recommendations of the special studies.
6.9.3.7 The maintenance and enhancement of the productive agricultural capacity of the lands shall be encouraged and any existing activities related to the productive agricultural capacity of the lands, including farm vehicle access, shall be encouraged to remain for as long as feasible. The City shall encourage a balance between the needs of existing productive agricultural uses and the functional needs of the surrounding light industrial land uses. Where a certain agricultural activity is not feasible, the City shall encourage the activity to transition to a complementary or innovative agricultural activity which sustains or enhances the productive agricultural capacity of the lands.

6.9.3.8 Development shall be guided by the recommendations of the Transportation Master Plan, Water and Waste Water Master Plan, and Subwatershed and Stormwater Master Plans.

6.9.3.9 The lands within the Greenbelt Boundary are subject to the policies of the Rural Hamilton Official Plan.

6.9.4 Employment Area Policies

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

6.9.4.1 Employment Area designations include lands designated on Map B.6.9-1 - Airport Employment Growth District Land Use Plan as follows:

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

General Employment Policies

6.9.4.2 The minimum average employment density target encouraged for the Airport Employment Growth District is 37 employees per net hectare of designated land but over the timeframe of this plan, the City shall encourage businesses within the range of land uses permitted to locate in the Airport Employment Growth District that contribute to higher employment densities in order to achieve a long-term average density of not less 50 jobs per hectare in the Secondary Plan’s greenfield areas.

6.9.4.3 Proposed employment uses are encouraged to provide for on-site, small-scale, and non-commercial production of agricultural crops as an ancillary use. Crop production may occur within required side or rear yards. Crop production may also occur on building rooftops.

6.9.4.4 Office space shall be limited to support the Downtown Urban Growth Centre as the pre-eminent centre in Hamilton for commercial and office development.
6.9.4.5 Prestige Business

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

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

Permitted Uses

6.9.4.5.1 Notwithstanding Section 4.8 – Employment Area – Airport Employment Growth District Designation, the following policies shall apply to the lands designated Prestige Business on Map B.6.9-1 – Airport Employment Growth District Land Use Plan:

a. The Prestige Business designation shall permit manufacturing, assembly, warehousing, repair service, transportation terminals, research and development, office, communication establishment, private power generation, high technology industry, and post-secondary schools.

b. The Prestige Business designation shall also permit uses which primarily support industry including labour association halls, hotels, trade schools, training facilities, commercial motor vehicle and equipment sales, commercial rental establishments, and utility activities benefiting from proximity to airport services.

c. Outdoor storage, salvage yards, waste processing facilities, waste transfer facilities, and other uses which are unsightly or otherwise incompatible with the design policies and image for the Prestige Business designation shall be prohibited.

d. Small-scale accessory uses which primarily support employees such as cafes, fitness centres, or personal service uses which are developed integrally with the principal building on a site may be permitted.

Employment Supportive Centres

6.9.4.5.2 The following locations within the Airport Employment Growth District Secondary Plan, as shown on Map B.6.9-1 – Airport Employment Growth District Land Use Plan, are identified for the development of Employment Supportive Centres, within a 100 metre radius of:

a. The southwest and southeast corners of Garner Road and Southcote Road;
b. The southwest and southeast corners of Twenty Road West and Garth Street;
c. The northwest corner of the future realigned Book Road East and Glancaster Road; and,
d. The west side of Upper James Street, approximately 500 metres south of Twenty Road West.
6.9.4.5.3 In addition to the uses permitted in Section 6.9.4.5.1 above, the following uses may be permitted in an Employment Supportive Centre subject to a Zoning By-law amendment:

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

6.9.4.5.4 The additional land uses permitted in Policy 6.9.4.5.3 of this Secondary Plan shall not exceed a total gross floor area of 2,500 square metres per centre. All adjacent parcels and parcels at the intersection of roadways developed in an Employment Supportive Centre shall be considered as one Employment Supportive Centre.

6.9.4.5.5 The gross floor area for any individual additional use permitted in Policy 6.9.4.5.3 of this Secondary Plan shall not exceed 1,250 square metres, except for convenience stores which shall not exceed 500 square metres.

Design

6.9.4.5.6 Prestige Business uses shall be developed in accordance with the supporting policies, principles and requirements of Section 6.9.4.5.7 and Section 6.9.4.5.8 of this Secondary Plan and the Airport Employment Growth District Eco-industrial Design Guidelines and Urban Design Guidelines. Development within the Prestige Business designation shall be subject to minimum standards for urban design (such as high quality and attractive materials and landscaping) and a high level of sustainable design. Development shall integrate natural features into their landscaping and buffering to minimize impacts on adjoining areas.

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

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

- Development abutting Twenty Road shall incorporate the utility corridor as a continuous buffer and shall be encouraged to incorporate a multi-use trail in the utility corridor;

- Development abutting Twenty Road shall be setback from Twenty Road with a substantial rear yard as specified in the zoning by-law;

- Development abutting Glancaster Road shall have limited access to Glancaster Road which shall be achieved through a minimum frontage requirement in the zoning by-law;
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e. Development abutting Glancaster Road shall have parking and loading spaces oriented to the side or rear yards, and away from adjacent residential uses;

f. Development fronting Glancaster Road shall be low rise building forms and incorporate a substantial landscaped area in the front yard as specified in the zoning by-law;

g. Development abutting Garner Road shall have limited access to Garner Road which shall be achieved through a minimum frontage requirement in the zoning by-law;

h. Development abutting Garner Road shall have parking and loading spaces oriented to the side or rear yards, and away from adjacent residential uses;

i. Development fronting Garner Road shall be low rise building forms and incorporate a substantial landscaped area in the front yard as specified in the zoning by-law;

j. Design guidelines shall provide guidance on building orientation, landscape treatment, building materials, illumination, and location of parking and loading spaces to achieve an appropriate transition between the residential development fronting Twenty Road / Glancaster Road / Garner Road and the non-residential development in the interior of the Airport Employment Growth District;

k. The recommendations in the Ministry of Environment Guideline D-6 respecting minimum separation distances and undertaking of special studies for noise, dust, and odour in advance of development shall be treated as requirements for all development abutting Twenty Road or Glancaster Road; and,

l. The City of Hamilton, in accordance with the recommendations in the Ministry of Environment Guideline D-6, may require an agreement and/or financial assurance from the developer regarding mitigation measures required in the findings of the special studies.

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

a. Uses in Employment Supportive Centres are encouraged to be developed in mixed use buildings with convenience stores and personal services on the main floor and employment uses on the upper floors, or as a main street configuration with multiple Employment Supportive Centre uses;

b. Design guidelines shall provide guidance on building orientation, landscape treatment, building materials, illumination, and location of parking and loading spaces to achieve transit-oriented development and appropriate integration of the Employment Supportive Centres with the Airport Employment Growth District;

c. New Employment Supportive Centre uses shall be planned and designed to be integrated with and easily accessible from the surrounding prestige

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business and industrial land uses. Where there are issues with access, precedence shall be given to accessibility by pedestrians, cyclists and transit vehicles over the private automobile; and,

d. No parking, drive-throughs, or stacking lanes shall be permitted between buildings and the public sidewalk.

6.9.4.6 Light Industrial

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

Permitted Uses

6.9.4.6.1 Notwithstanding Section 4.8 - Employment Area - Airport Employment Growth District Designation, the following policies shall apply to the lands designated Light Industrial on Map B.6.9-1 - Airport Employment Growth District Land Use Plan:

a. The Light Industrial designation shall permit manufacturing, assembly, warehousing, repair service, building or contracting supply establishments, transportation terminals, research and development, office, communication establishment, private power generation, high technology industry, and post-secondary schools.

b. The Light Industrial designation shall also permit uses which primarily support industry including labour association halls, trade schools, training facilities, commercial motor vehicle and equipment sales, commercial rental establishments.

c. The Light Industrial designation shall further permit airport-related industrial uses including airport transportation and cargo services, airport waste processing facilities within wholly enclosed buildings, airport waste transfer facilities within wholly enclosed buildings, and utility activities benefitting from proximity to airport services.

d. The Light Industrial designation shall permit outdoor storage of goods that do not cause interference with airport operations.

e. Small-scale accessory uses which primarily support employees such as cafes, fitness centres, or personal service uses which are developed integrally with the principal building on a site may be permitted.

Design

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

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

Permitted Uses

6.9.4.7.1 Notwithstanding Section 4.8 - Employment Area - Airport Employment Growth District Designation, the following policies shall apply to the lands designated Airside Industrial on Map B.6.9-1 - Airport Employment Growth District Land Use Plan:

a. The Airside Industrial designation shall permit warehousing, transportation terminals, research and development, office, communication establishment, fuel storage, and airport catering services.

b. The Airside Industrial designation shall also permit airport-related industrial uses such as airport transportation and cargo services, airport waste processing facilities, and airport waste transfer facilities, and utility activities benefiting from proximity to airport services.

c. The Airside Industrial designation shall permit outdoor storage of goods that do not cause interference with airport operations.

d. As a condition of development approval, the City may require confirmation from the John C. Munro Hamilton International Airport operator that a proposed development in the Airside Industrial designation warrants and shall be granted direct access to the airport.

Design

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

6.9.4.8 Airport-Related Business

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

Permitted Uses

6.9.4.8.1 Notwithstanding Section 4.8 - Employment Area - Airport Employment Growth District Designation, the following policies shall apply to the lands designated Airport-Related Business on Map B.6.9-1 - Airport Employment Growth District Land Use Plan:

a. The Airport-Related Business designation shall permit labour association halls, conference and convention centres, trade schools, commercial motor vehicle and equipment sales, commercial rental establishments, hotels, private health and recreational facilities, restaurants, personal services, motor vehicle service stations and washing, commercial parking facilities, catering
services, automobile rental / leasing and services, taxi terminals, and financial institutions.

b. The Airport-Related Business designation shall also permit convenience stores up to a maximum of 500 square metres of gross floor area.

Design

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

6.9.5 Natural Open Space

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

6.9.5.1 Lands designated Natural Open Space on Map B.6.9-1 – Airport Employment Growth District Land Use Plan shall comply with Section 4.3 – Open Space and Parks of this Official Plan, and Section C.1.2A of the Region of Hamilton-Wentworth Official Plan.

6.9.5.2 Minor refinements to boundaries of the Natural Open Space designation may be permitted without amendment to this Secondary Plan provided the change is justified by an Environmental Impact Statement to the satisfaction of the City.

6.9.6 Utility

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

6.9.6.1 Notwithstanding Section C.3.1.4.2 of the Region of Hamilton-Wentworth Official Plan, the Utility designation, as identified on Map B.6.9-1 – Airport Employment Growth District Land Use Plan, shall permit:

a. water and wastewater facilities, facilities for flood reduction and storm water management facilities;

b. pipelines;

c. Hydro One transmission corridors and adjacent transformer facilities; and,

d. secondary uses that are complementary to the utility functions of those lands, such as recreational paths, walkways and municipal infrastructure, subject to the approval of the applicable utility agency and/or the City.
6.9.6.2 Until such time as the location of specific storm water management utilities has been determined, these facilities shall be represented by symbols on Map B.6.9-4 – Airport Employment Growth District Phasing Plan. Once the final locations of these facilities have been determined, the facilities shall be designated Utility on Map B.6.9-1 – Airport Employment Growth District Land Use Plan, without requiring an Amendment to this Secondary Plan, provided the intent of the Plan is being maintained.

6.9.6.3 No development may proceed in the Airport Employment Growth District until adequate arrangements have been made for the provision of public and private utilities, to the satisfaction of the City.

6.9.6.4 Public and private utilities shall be:

a. installed within public road allowances, other City owned land or within appropriate easements;

b. encouraged, wherever possible, to coordinate and locate within an common trench to avoid unnecessary over-digging and disruption of municipal rights of way;

c. clustered or grouped where possible to minimize visual impact; and,

d. encouraged to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc.

6.9.6.5 Prior to final approval of development, all interested utilities and telecommunication providers shall confirm that service can be provided to support the proposed development, and determine appropriate locations for large telecommunication equipment and utility cluster sites. Prior to development proceeding, proponents of development are to coordinate with the utility providers to ensure the provision of necessary utility services, in a manner that it is consistent with the policies of this Plan.

6.9.6.6 New development shall be encouraged to implement or incorporate a district energy system.

6.9.7 Airport Reserve Designation

The Airport Employment Growth District Secondary Plan contemplates that the airport shall require additional lands to provide for runway expansions and airfield operations during the lifetime of this plan to ensure the long-term viability of the airport and that interim land uses are not appropriate which might create conflicts with the feasible expansion of the airport. As a result, certain lands must be reserved specifically for the airport’s future needs. Lands reserved exclusively for the airport’s expansion are shown on Map B.6.9-1 – Airport Employment Growth District Land Use Plan and are subject to the following policies.

6.9.7.1 Until stormwater management facilities are in place at the Hamilton John C. Munro International Airport, no airport expansion into lands designated as Airport Reserve will be permitted.
6.9.7.2 Subject to Policy 6.9.7.1, the following uses shall be permitted on lands designated Airport Reserve on Map B.6.9-1 – Airport Employment Growth District Land Use Plan:

a. existing land uses; and,

b. airport storage, maintenance and operation facilities.

6.9.7.3 Notwithstanding Policy 6.9.7.2, expansions to existing uses and lot additions or lot creation that does not serve the needs of the Airport shall not be permitted.

6.9.7.4 Subject to Policy 6.9.7.1, once any portion of the Airport Reserve lands are transferred to the airport, the transferred lands may be removed from Airport Reserve in this Secondary Plan, and incorporated into the area identified as the John C. Munro Hamilton International Airport on the schedules of the appropriate Official Plans without an Amendment to the Parent Plan or Secondary Plan.

6.9.8 Water Resources and Stormwater Management

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

6.9.8.1 The recommendations of the Subwatershed Plan shall be implemented and the important ground water features identified in the Subwatershed Plan for the Airport Employment Growth District shall be protected including recharge and discharge areas, water balance, and existing private and public wells.

6.9.8.2 Notwithstanding Policy 6.9.8.1, any existing well may be required to be decommissioned as a condition of development approval.

6.9.8.3 The stream corridors in the Subwatershed Plan for the Airport Employment Growth District shall be protected in accordance with Section B.6.9.11 of this Secondary Plan to address flood/erosion control and fish habitat requirements, as well as storm water management to prevent increases in flooding and erosion, enhance water quality and maintain the existing conditions of water balance.

6.9.8.4 The storm water management system for the Airport Employment Growth District shall be developed in accordance with the Storm Water Master Plan and use an innovative, state of the art approach to managing storm water by first treating runoff at its source. The storm water management system shall retain/maintain the existing infiltration of water into the ground by managing runoff through source (lot level) and conveyance (street level) measures using a "treatment train" approach to storm water management.

6.9.8.5 As a condition of development approval, on-site storm water management shall be designed in accordance with the storm water management framework developed for the Airport Employment Growth District, as described in the Storm Water Master Plan.
6.9.8.6 The storm water management system for the Airport Employment Growth District is required to incorporate measures such as green roofs, rain gardens, rainwater harvesting on individual lots, and combined with additional measures such as biofilters, grassed swales, and perforated storm sewers, that are implemented within road rights of way to encourage infiltration and reduce the quantity of runoff reaching local drainage features.

6.9.8.7 The locations of storm water management facilities determined through the Storm Water Master Plan are identified conceptually on Map B.6.9-4 – Airport Employment Growth District Phasing Plan as Proposed Dry Pond Locations. The final location, sizing, and nature of these facilities are to be determined through a storm water management study prior to approval of Draft Plans of Subdivision or Site Plans. Once the final locations for storm water management facilities have been determined, the facilities shall be designated Utility on Map B.6.9-1 – Airport Employment Growth District Land Use Plan without requiring an amendment to this Secondary Plan provided that the intent of the Plan is maintained.

6.9.8.8 The design of storm water management systems shall reflect the policies and guidelines of the City, Conservation Authority, and the Ministry of the Environment and must fully address long-term requirements for storm water management. The City may require a letter of credit for certain storm water management facilities as a condition of development approval and may retain the letter of credit for a period of time to be specified in the development agreement.

6.9.8.9 A Groundwater Contamination Risk Management Plan shall be required for proposed development that may pose a high risk for groundwater contamination in the vulnerable groundwater area identified by the Niagara Peninsula Conservation Authority.

6.9.8.10 The lands within the AEGD are part of an important source water protection area and a number of specific requirements may be needed to protect groundwater resources, including but not limited to, well decommissioning, contaminant management plans for high risk land uses, use of low impact development stormwater management facilities, and maintenance of predevelopment water budgets through the preparation of stormwater management plans.

6.9.8.11 Where stormwater management facilities proposed as part of the development of the AEGD lands may impact existing facilities downstream, the City shall ensure that such facilities are either in public ownership, or if in private ownership, then the City has the necessary legal easements for inspection, maintenance and upgrade.

6.9.8.12 Storm water management facilities shall be designed to complement the natural characteristics of the area and provide visual amenity for surrounding development.

6.9.9 Transportation

The transportation system in the Airport Employment Growth District is intended to promote a variety of modes of travel, including automobiles, transit, and active transportation (e.g., cycling and walking) for people to access the employment area, for the safe and efficient movement of goods, and for employees to access the amenities provided within the employment area, in accordance with the Transportation Master Plan for the Airport Employment Growth District.
6.9.9.1 In addition to the policies of Section C.3.1.4.3 of the Region of Hamilton-Wentworth Official Plan:

a. The proposed transportation network servicing this Secondary Plan Area shall include public roads, pedestrian/bicycle pathways and future transit routes supporting a high transit modal split. It shall also include a connection to future rapid transit extending from downtown to the airport.

b. Development of the transportation network shall include an allowance in the right-of-way for a green servicing corridor which would support the eco-industrial design of the business park and be capable of accommodating sustainable design elements such as but not limited to distribution of renewable energy, distribution of district energy, water recirculation systems, or light rail transit.

c. Minor adjustments to the location of the transportation network elements shown on Map B.6.9-3 – Airport Employment Growth District Road Classification Map may be considered by the City without Amendment to this Secondary Plan, provided that the intent of the Plan is satisfied. Changes to transit routes do not require an Amendment to this Secondary Plan.

Active Transportation

6.9.9.2 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.6.9-3 – Airport Employment Growth District Road Classification Map and Appendix ‘A’.

6.9.9.3 The Zoning By-law may require the provision of secure, weather-protected bicycle parking facilities, and may allow for a reduction in the number of required automobile parking spaces if bicycle parking facilities are provided.

6.9.9.4 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.6.9-3 – Airport Employment Growth District Road Classification Map and Appendix ‘A’.

6.9.9.5 The City shall further encourage walking in the Airport Employment Growth District by encouraging the provision of pedestrian-scale lighting, street furniture, pedestrian crossing signals, pedestrian-friendly public spaces, and pedestrian-friendly landscaping in the front yards of sites.

6.9.9.6 The City may require the provision of preferential parking for carpooling, ultra low emission vehicles, and hybrid vehicles, among others, and may allow for a reduction in the number of required automobile parking spaces if preferential parking facilities are provided.

Transit

6.9.9.7 The Airport Employment Growth District shall be served by transit service that is accessible to the majority of employees. Places of employment shall be developed so that they are no further than 400 metres from a transit stop measured by a pedestrian walking route from the main entrance of a proposed building to the transit stop.
6.9.9.8 The City shall encourage development within the Employment Supportive Centre to provide an indoor transit facility integrated with the development.

6.9.9.9 The Airport Employment Growth District Secondary Plan identifies Proposed Rapid Transit on Map B.6.9-3 – Airport Employment Growth District Road Classification Map. The location of the Proposed Rapid Transit is approximate and shall be finalized through more detailed transit network planning by the City, a Transportation Master Plan, and/or rapid transit feasibility study. The final location of the Proposed Rapid Transit may be established without an amendment to this Plan.

Roads

6.9.9.10 The transportation and road system, including collector and arterial roads, as well as proposed road connections, is shown on Map B.8.8-3 – Airport Employment Growth District Road Classification Map.

6.9.9.11 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.

6.9.9.12 Notwithstanding the policies of Section C.3.14.3.3 of the Region of Hamilton-Wentworth Official Plan, the basic minimum right-of-way width for:

   a. minor collector roads shall be 26 metres in accordance with Map B.6.9-3 – Airport Employment Growth District Road Classification Map;

   b. major collector roads shall be 33 metres in accordance with Map B.6.9-3 – Airport Employment Growth District Road Classification Map;

   c. minor arterial roads shall be 37 metres in accordance with Map B.6.9-3 – 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.6.9-3 – Airport Employment Growth District Road Classification Map.

6.9.9.13 The City shall require, as a condition of development approval, the dedication of additional property for daylighting triangles at road intersections.

6.9.9.14 Significant transportation network improvements are required prior to the development of much of the Airport Employment Growth District. Development shall proceed in accordance with the phasing policies of Section B.6.9.15 of this Secondary Plan.

6.9.9.15 To encourage the development of lands in Phase 1, the municipality may permit development to proceed upon dedication of any required rights-of-way but with the road constructed to a reduced number of traffic lanes to serve short-term and medium-term transportation needs, providing the following conditions are met:

   a. all financial commitments relating to full build-out of the road shall be secured as a condition of development approval and in a development agreement;
b. justification for construction of fewer traffic lanes shall be required as part of a transportation impact assessment report prepared by a professional engineer at the time of Plan of Subdivision approval; and,

c. the development provides all other necessary infrastructure required for full build-out of the right-of-way, including but not limited to curbs, boulevards, sidewalks, bicycle lanes, multi-use trails, allowance for a green servicing corridor, water, wastewater, or storm water infrastructure.

6.9.9.16 The City shall encourage the completion of the proposed Highway 6 interchanges by the Province at Book Road, Butter Road, and south of the airport when the need is justified.

6.9.9.17 The Airport Employment Growth District Secondary Plan identifies a Proposed Car Pool Lot on Map B.6.9-3 – 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.

6.9.10 Infrastructure

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

6.9.10.1 In addition to the policies of Section C.3.1.4.5 of the Region of Hamilton-Wentworth Official Plan, development of the Secondary Plan area shall be on full municipal services in accordance with the Storm Water Master Plan, the Water and Wastewater Master Plan, and the policies of the City.

6.9.10.2 The infrastructure provided in the Airport Employment Growth District shall be sized, located and designed to the City of Hamilton engineering standards, guidelines and criteria to ensure that acceptable levels of service, such as minimum fire flows for employment areas and acceptable flow and velocity capacities for pipes, are maintained.

6.9.11 Natural Heritage System

6.9.11.1 Within the Airport Employment Growth District, there are wetlands, streams, woodlands, meadows, successional areas and hedgerows which are identified as Core Areas, Linkages, and Hedgerows in Map B.6.9-2 – Airport Employment Growth District Natural Heritage System. The policies of the Section C.1.2A of the Region of Hamilton-Wentworth Official Plan apply.

6.9.11.2 Streams are mapped in Map B.6.9-2 – Airport Employment Growth District Natural Heritage System. If the stream has not been classified as part of an EIS, subwatershed study, or other study, a scoped EIS is required to determine the classification. The policies of the Section C.1.2A of the Region of Hamilton-Wentworth Official Plan apply.
6.9.12 Heritage

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

6.9.12.1 There are buildings, structures and cultural heritage landscapes of varying degrees of heritage interest and value in the Secondary Plan area which are both included and not included in Hamilton’s Register of Property of Cultural Heritage Value or Interest and prior to approval of development applications a cultural heritage conservation plan statement shall be prepared in accordance with Policy C.3.1.4.1.33 of the Region of Hamilton-Wentworth Official Plan. The retention and conservation of buildings of architectural or historical merit on their original sites and the promotion of the integration of these resources into new development proposals in their original use or an appropriate adaptive re-use shall be encouraged.

6.9.12.2 Prior to development approvals, a Stage 2 archaeological assessment shall be completed to the satisfaction of the City and the Province. No grading or other disturbance shall take place on any site within the Airport Employment Growth District prior to the issuance of a letter of clearance from the Province. The Stage 2 archaeological assessment shall be undertaken in accordance with Policy C.3.1.4.1.19 – Archaeological Assessments of the Region of Hamilton-Wentworth Official Plan. The City may also require a higher standard of conservation, care and protection for archaeological resources based on prevailing conditions and circumstances within the City and the results of any dialogue with First Nations and their interests.

6.9.12.3 Prior to development approvals, for those cultural heritage resources that require a cultural heritage impact assessment as determined by the culture heritage conservation plan statement noted in policy 6.9.12.1 above, a Stage 2 heritage assessment in shall be completed to the satisfaction of the City and the Province. No disturbance to the building, site or its surroundings shall take place within the Airport Employment Growth District until the study is reviewed and cleared. The Stage 2 heritage assessment shall be undertaken in accordance with Policy C.3.1.4.1.12 – Cultural Heritage Impact Assessments of the Region of Hamilton-Wentworth Official Plan.

6.9.13 Eco-Industrial Design and Urban Design Policies

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

6.9.13.1 Eco-Industrial Design Guidelines and Urban Design Guidelines for the Airport Employment Growth District shall be prepared and adopted by Council that provide specific guidance for development in accordance with the eco-industrial and urban design policies of this Secondary Plan.
6.9.13.2 The Eco-Industrial Design Guidelines and Urban Design Guidelines may be reviewed and revised from time to time to respond to technology advancement and design innovation, without an Amendment to this Secondary Plan.

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

Transportation

6.9.13.4 Transit, cycling and walking shall be promoted as preferred modes of transportation.

6.9.13.5 Parking areas shall be suitably located and designed to discourage large, barren parking areas and encourage shared parking, preferential parking, and sustainable features. Development should promote ride-share opportunities, through facilities such as preferred carpooling/ride-sharing parking.

Energy, Renewables, Air Quality and Greenhouse Gas Reduction

6.9.13.6 The conservation of energy, generation of energy though the use of renewable sources and the optimization of air quality shall be promoted.

6.9.13.7 The reduction of energy consumption in buildings beyond minimum requirements and the use of high-efficiency heating, ventilation and cooling equipments, appliances and fixtures is encouraged.

6.9.13.8 The incorporation on-site of renewable energy sources to meet part of the energy needs of buildings and outdoor lighting shall be promoted.

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

Water and Wastewater, and Water Conservation/Efficiency

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

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

6.9.13.12 Location of future infrastructure should integrate with the standards for the Airport Employment Growth District and shall consider installation needs, long term accessibility and long term operation and maintenance requirements. Flexibility for additional future infrastructure should be considered based the unique servicing opportunities in the Airport Employment Growth District.
6.9.13 The use of water efficient fixtures and equipment as well as any other water saving and recycling methods/measures should be considered.

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

**Storm Water Guidelines**

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

a. Protection and maintenance of stream corridors to address flood control and fish habitat regulatory requirements;

b. Flow requirements designed to prevent increases in flooding and erosion within and downstream of the study area;

c. Water balance criteria to protect groundwater infiltration requirements and local groundwater supplies; and,

d. Runoff reduction requirements to address water quality requirements necessary to meet provincial water quality objectives for receiving waters consistent with Level 1/2 treatment.

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

**Materials, Resources, and Solid Waste**

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

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

**Economic Sustainability and Business Synergy**

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

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

6.9.21 The Airport Employment Growth District should be developed according to the phased provision of servicing infrastructure to financially accommodate the costs of growth.
related to the employment area. Necessary infrastructure should be coordinated with land demand and the pace of development.

Social Sustainability

6.9.13.22 The location of accessory uses and amenities that support employees shall be promoted with businesses encouraged to provide shared facilities such as sport areas, restaurants, and outdoor lunch areas whenever possible.

6.9.13.23 The creation of a walkable employment area shall be encouraged to support travel demand management and a healthy lifestyle for employees.

6.9.13.24 The creation of a transportation management association that partners with businesses to promote a variety of transportation services that reduce single-occupant vehicle trips shall be encouraged.

Site Development, Disturbance, Natural Corridors and Greenways

6.9.13.25 Appropriate development intensity and the efficient use of land in site planning shall be encouraged.

6.9.13.26 The incorporation of sustainable design elements into the site which maintains ecological integrity of the site shall be encouraged.

6.9.13.27 Site disturbance should be minimized and replanting to compensate for tree removals and to provide cooling and shade for streets, building and open spaces shall be encouraged.

6.9.13.28 Green spaces that integrate with the Airport Employment Growth District’s natural heritage system and greenspace beyond the district shall be encouraged.

6.9.13.29 The use of measures to reduce heat island effects shall be encouraged.

6.9.13.30 Roadway design promoting naturalized areas and green corridors shall be encouraged.

Food Production and Community Gardening

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

Relationship to Natural Edges

6.9.13.32 Landscape buffers that address the interface and edges and provide naturalized buffers between developed areas of the site, streets, and adjacent natural features are encouraged.

6.9.13.33 Building setbacks shall be required for development adjacent to the boundary of natural features under the jurisdiction of the Niagara Peninsula Conservation Authority, Hamilton Conservation Authority, and Grand River Conservation Authority. Vegetation
6.9.13.34 The location of outdoor uses and facilities, as well as employee recreation facilities, is encouraged to be in proximity to the visual and physical amenity of natural areas.

Road Design

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

Site Access and Driveways

6.9.13.36 Access to development lots from local streets is encouraged whenever possible.

6.9.13.37 Minimizing driveways by creating joint access driveways to serve two adjacent development lots is encouraged.

Recommended Building Setbacks

6.9.13.38 Building setbacks to provide separation from adjacent land uses and to create a consistent street wall and pedestrian areas including consistent street frontages and build-to lines is encouraged.

6.9.13.39 Building setbacks to ensure landscaped screening of loading and service areas and landscape buffers at the extent of sites is encouraged.

Vehicular Parking Areas

6.9.13.40 Parking areas that are safe, functional, attractive and comfortable as well as reducing their environmental and visual impact are encouraged.

6.9.13.41 A high quality of pedestrian paving materials to minimize the impact of asphalt paving on development and create a more comfortable and attractive environment for pedestrians within parking areas is encouraged.

6.9.13.42 Parking structures developed to a high standard of architectural, lighting, and landscape design is encouraged.

Storage, Service and Loading Areas

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

Site Lighting and Safety

6.9.13.44 The appropriate illumination of all pedestrian and parking areas to promote safety, security and comfort without over-illumination is encouraged.

6.9.13.45 Architectural lighting to emphasize built form and landscape elements is encouraged, but should not create spillover of light to adjoining properties.
6.9.13.46 Energy efficient street lights and pedestrian lights are encouraged.

**Pedestrian and Cyclist Movement**

6.9.13.47 Site planning is encouraged that provides for ease and continuity of pedestrian movement and a high-quality, barrier-free pedestrian environment.

6.9.13.48 Street design is encouraged that facilitates cyclist movement and reduces barriers to the ease, comfort, speed and safety of cycling.

**Sustainable Building Design**

6.9.13.49 Building design is encouraged to incorporate sustainable design measures including but not limited to Leadership in Energy and Environmental Design (LEED).

6.9.13.50 Buildings that incorporate sustainable design measures shall be encouraged to have orientation, massing, material selection and landscaping as a visible articulation of their sustainable design.

**Building Orientation**

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

**Building Height & Massing**

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

**Building Design**

6.9.13.53 Buildings are encouraged to have the primary entrance or office space appropriately oriented towards municipal streets and intersections.

6.9.13.54 Buildings are encouraged to have facades with significant architectural features.

6.9.13.55 Buildings are encouraged to have an appropriate location and amount of fenestration, with operable windows also encouraged.

6.9.13.56 Buildings are encouraged to have architectural articulation in form and materials. Large blank wall surfaces along street frontages are discouraged.

6.9.13.57 Buildings are encouraged to incorporate materials that have a high life cycle and aesthetic quality.

**Integration with Built Heritage**

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

Rooftop and Mechanical Requirements

6.9.13.60 Buildings are encouraged to screen rooftop and mechanical systems with the building’s architecture.

Architectural Lighting and Light Pollution Management

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

Signage

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

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

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

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

Landscape Requirements at Road Frontages, Gateways and Enhanced Transit Stops

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

6.9.13.67 Potential Gateway Features are shown on Map B.6.9-3 – Airport Employment Growth District Road Classification Map and provisions for potential gateway features, enhanced transit stops, or specialized landscape treatment on entry to the industrial park area to define its character are encouraged.

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

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

Landscape Quality

6.9.13.70 Distinctive, high-quality thematic landscape elements to create a unifying visual quality or identity to each land use are encouraged.
6.9.13.71 Landscaping that supports ecology through the design of naturalized groves of trees (deciduous and evergreen) and areas incorporating low maintenance native plant species (woody shrubs, ground covers, grasses, and perennials) and encouraged.

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

**Paved Surface Materials**

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

**Outdoor Amenity Space**

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

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

**Pedestrian, Bicycle, and Trail Connections**

6.9.13.76 The design of pedestrian, bicycle, and trail connections in the study area that offer an alternative mode of travel for commuters and recreational users through a hierarchy of sidewalks, multi-use paths, and on-road cycling lanes is encouraged.

6.9.13.77 A trail system designed and provided with major trailheads located in open space areas with road frontage, or integrated with commuter parking lots is encouraged.

**6.9.14 Energy and Environmental Assessment Report**

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

6.9.14.1 Notwithstanding Section C.3.1.4.6 of the Region of Hamilton-Wentworth Official Plan, the sustainability of development shall be evaluated at the time of development approval for a Plan of Subdivision or Site Plan and an Energy and Environmental Assessment Report demonstrating how the development meets or exceeds the sustainability provisions of the Eco-industrial Design Guidelines and Urban Design Guidelines shall be required prior to development approval.

6.9.14.2 The degree to which a development meets or exceeds the sustainability provisions of the Eco-industrial Design Guidelines and Urban Design Guidelines as described by the Energy and Environmental Assessment Report may be used as a basis by the City to prioritize development applications, including the assignment of servicing allocation and the issuance of draft plan approval under the Planning Act.

6.9.14.3 The Eco-industrial Design Guidelines and Urban Design Guidelines may incorporate an evaluation system which would provide specific criteria for the assessment of
development applications through the Energy and Environmental Assessment Report. The evaluation system may be revised from time to time to respond to technology advancement and design innovation without an amendment to this Secondary Plan. The evaluation system may include criteria including but not limited to:

a. Green building materials;
b. Energy efficient building design;
c. Vehicle trip generation, access to public transit
d. Cycling, and walkability;
e. Water conservation;
f. Diversity of use and availability of community services and public amenities;
g. Waste reduction, reuse and recycling (during construction and during operation);
h. On-site storm water management;
i. Grey water reuse;
j. Light pollution management;
k. "Urban heat island" effect management; and,
l. On-site renewable energy generation; and,
m. Use of a district energy system.

6.9.15 Implementation

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

Interpretation

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

General Implementation Policies

6.9.15.2 The provisions of Section 7 of the Official Plan regarding implementation shall apply with regard to this Secondary Plan, except as specifically set out herein.

Complete Application Requirements
6.9.15.3 Notwithstanding the complete application requirements of Section D.7A of the Region of Hamilton-Wentworth Official Plan, an Energy and Environmental Assessment Report shall be required as other information and materials required to deem Planning Act applications for draft plan of subdivision and site plan complete.

Development Phasing Policies

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

6.9.15.4 In addition to Sections C.3.1.4.5 and Section C.3.1.4.7 of the Region of Hamilton-Wentworth Official Plan, the Airport Employment Growth District shall be developed in two Phases which are guided by the detailed policies below and the phasing illustrated on Map B.6.9-4 – Airport Employment Growth District Phasing Plan. The boundary between Phase 1 and Phase 2 shall be interpreted as conceptual since the phasing-in of development is expected to be driven by the up-take of lands and availability of servicing, rather than specific interim timeframes. The boundary between Phase 1 and Phase 2 should not be a constraint to development as long as the proposed development conforms to the detailed phasing policies below.

6.9.15.5 Lands identified on Map B.6.9-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan as “Phase 1” are intended to serve employment land needs to 2031 and shall be allowed to develop subject to confirmation of the availability of municipal water and municipal wastewater servicing by a professional engineer as a condition of development approval to the satisfaction of the City.

6.9.15.6 Lands identified on Map B.6.9-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan as “Phase 2” are intended to serve employment land needs to 2031 and those portions of “Phase 2” with access to servicing shall be allowed to develop subject to confirmation of the availability of municipal water and municipal wastewater servicing by a professional engineer to the satisfaction of the City as a condition of development approval. Those portions of “Phase 2” that do not have access to servicing shall only be allowed to develop once the water, wastewater and transportation servicing systems have been upgraded and/or extended to adequately service these lands.

6.9.15.7 To ensure that lands are not developed prematurely, the lands identified on Map B.6.9-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan as “Phase 2” shall be zoned with a holding provision. The condition for release of the holding is:

a. for “Phase 2” lands with access to servicing, the confirmation of servicing as described in Policy B.6.9.15.6 of this Secondary Plan; or,

b. for “Phase 2” lands that do not have access to servicing, the provision of adequate municipal water, municipal wastewater, and transportation infrastructure in accordance with the respective master plans for the Airport Employment Growth District to the satisfaction of the City.

6.9.15.8 To ensure that the lack of adequate servicing does not create a constraint to the timely development of the lands identified on Map B.6.9-4 – Airport Employment Growth District
Phasing Plan of this Secondary Plan as "Phase 2", the City shall coordinate upgrades to the water, wastewater, and transportation infrastructure when the City deems it to be appropriate.

**Land Dedication and Acquisition**

6.9.15.9 The City may acquire and hold any lands required to implement any feature of this Secondary Plan, in accordance with the Planning Act and such actions may include the expropriation of lands required to implement the servicing of the business park.

6.9.15.10 As an alternative to land dedication for watercourses and flood plain areas, the City may require a conservation easement for these lands; however, storm water management ponds and outlets shall be on lands dedicated to the City.

6.9.15.11 An environmental clearance shall be required prior to the conveyance of any lands to the City and the environmental clearance shall be based on the appropriate level of site assessment as established by Ministry of the Environment Guidelines.

**6.9.16 Site Specific Policies**

**Site Specific Policy – Area A**

6.9.16.1 Notwithstanding Policy 6.9.4.5.1 of this Secondary Plan, the lands designated Prestige Business, located at No. 618 Garner Road East, and identified on Map 8.6.9-1 - Airport Employment Growth District Land Use Plan as Site Specific Policy – Area A, a golf driving range and accessory uses and structures shall be permitted.

**Site Specific Policy – Area B**

6.9.16.2 Notwithstanding Policy 6.9.4.5.1 of this Secondary Plan, the lands designated Prestige Business, located at No. 992 Garner Road East, and identified on Map 8.6.9-1 - Airport Employment Growth District Land Use Plan as Site Specific Policy – Area B, a landscape contractor’s business, which may also include facilities for plant propagation and the growing of plants and nursery stock and an accessory snow removal business, shall be permitted provided the following conditions have been satisfied:

a. Appropriate setbacks, landscaping and fencing shall be provided in order to buffer surrounding residential uses;

b. The storage of pesticides and fuel on the subject lands shall be provided in an environmentally sound manner and in accordance with the applicable legislation;

c. Access to the subject lands shall be provided in accordance with the requirements of the City; and,

d. The development or redevelopment of these lands shall be subject to Site Plan Approval.
Site Specific Policy – Area C

6.9.16.3 Notwithstanding Policy 6.9.4.5.1 of this Secondary Plan, the lands designated Prestige Business, located at No. 116 Glancaster Road, and identified on Map B.6.9-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area C, a high school shall be permitted.
GLOSSARY

Accessory (Urban): means, when used to describe a use of land, building or structure, a use which is commonly incidental, subordinate and exclusively devoted to the main use of a building and is situated within the same building or on the same lot.

Active Transportation: non-motorized travel, including walking, cycling, inline skating and wheelchair movements. The active transportation network includes sidewalks, crosswalks, designated road lanes and off-road trails to accommodate active transportation (Metrolinx, 2008).

Adjacent: In regard to cultural heritage and archaeology, those lands contiguous to, or located within 50 metres of, a protected heritage property.

Agricultural Use: means the growing of crops, including nursery and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including accommodation for full-time farm labour when the size and nature of the operation requires additional employment (PPS, 2005).

(Ancaster OP) An "Agricultural Use" shall be defined as the land, building or structure used for the purpose of animal husbandry, horticulture, bee-keeping, dairying, fallow, field crops, fruit farming, fur farming, market gardening, pasturage, poultry keeping, mushroom farming or any other farming use and may include growing, raising, small scale packing and storing of produce on the premises and other similar uses customarily carried out in the field of general agriculture.

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

Ancillary: means subordinate use that supports a principal use or a primary function of a site or area.

Archaeological Resources: include artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act (PPS, 2005).

Community Facilities/Services: means lands, buildings, and structures that support a high quality of life for people and communities by providing services for health, education, recreation, social or cultural activities, security and safety. Community facilities/services may include but not be limited to community and recreation centres, arenas, parks, health care facilities, day care centres, senior’s centres, emergency medical services, fire services, police services, cultural facilities, places of worship, museums, schools, and libraries. Community facilities/services may be publicly or privately owned and/or operated.

Compatibility/compatible: means land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area. Compatibility or compatible should not be narrowly interpreted to mean “the same as” or even as “being similar to”.

Ancaster OP “Compatible” shall be defined as structure, activity or use blends, conforms or is harmonious with the Niagara Escarpment’s ecological, physical, visual or cultural environment.
Core Areas: includes key natural heritage features, key hydrologic features, and local natural areas.

Cultural Heritage Conservation Plan Statement: A document comprising text and graphic material including plans, drawings and photographs that contains the results of historical research, field work, survey, analysis, and description(s) of cultural heritage resources together with a statement of cultural heritage value, interest, merit or significance accompanied by guidelines as required by the policies of this Plan. A cultural heritage conservation plan statement shall be considered a conservation plan as including in the PPS (2005) definition of conserved (above).

Cultural Heritage Impact Assessment: A document comprising text and graphic material including plans, drawings and photographs that contains the results of historical research, field work, survey, analysis, and description(s) of cultural heritage resources together with a description of the process and procedures in deriving potential effects and mitigation measures as required by official plan policies and any other applicable or pertinent guidelines. A cultural heritage impact assessment may include an archaeological assessment where appropriate.

Cultural Heritage Landscape: A defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value (PPS, 2005).

Cultural Heritage Resources: Structures, features, sites, and/or landscapes that, either individually or as part of a whole, are of historical, architectural, archaeological, and/or scenic value that may also represent intangible heritage, such as customs, ways-of-life, values, and activities.

Development (Urban): means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act but does not include:

a) activities that create or maintain infrastructure used by a public body and authorized under an environment assessment process; or,

b) works subject to the Drainage Act. (PPS, 2005, amended)

Downtown Urban Growth Centre: means the area corresponding with the Downtown Hamilton Community Improvement Project Area as defined at the date of adoption of this Plan and subject to Policy 2.2.4 of the Province’s Growth Plan for the Greater Golden Horseshoe (2006).

Employment Area (formerly referred to as Industrial Areas): Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities (PPS, 2005).

Existing: when used in reference to a use, lot, building or structure, means any use, lot, building or structure legally established or created prior to the day of approval of this Official Plan.
Fish Habitat: means the spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend on directly or indirectly in order to carry out their life processes (PPS, 2005).

Flood Plain: for river, stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards (PPS, 2005).

Greenfield Area: means the area within the urban area that is not built-up area.

Ground Water Feature: refers to water related features in the earth’s subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeological investigations (PPS, 2005).

Hedgerows: means a narrow, linear band or row of trees or shrubs with a minimum width of 10 metres and length of 200 metres or more. Hedgerows are linear natural or cultural features which may contribute to species dispersal.

Historic: means a time period, starting approximately 200 years ago, during which European settlement became increasingly widespread in the Hamilton area and for which a written (or ‘historic’) record has been kept.

Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, sewage treatment systems, waste management systems, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities (PPS, 2005).

Lake: means any inland body of standing water usually fresh water larger than a pool or pond or a body of water filling a depression in the earth’s surface (Greenbelt Plan, 2005).

Light Rail Transit (LRT): means a lightweight rail car rapid transit service operating on fixed rails in the right-of-way, usually at street-level, is typically propelled by overhead electrical wires, and offers a frequent, fast, reliable, comfortable and high quality service that is sustainable. Light rail transit (LRT) excludes heavy rail.

Linkages: means landscape areas that connect natural areas. Linkages are also important natural features, either in their own right or through restoration activities. They are avenues along which plants and animals can propagate, genetic interchange can occur, populations can move in response to environmental changes and life cycle requirements, and species can be replenished from other natural areas. Conserving linkages also protects and enhances Core Areas.

Multi-Modal [transportation]: The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine (Growth Plan, 2006).

Negative Impact: means

In regard to water, degradation to the quality or quantity of surface or ground water, key hydrologic features or vulnerable areas, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities;
In regard to fish habitat, the harmful alteration, disruption, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act, using the guiding principle of no net loss of productive capacity; and,

In regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple, or successive development or site alteration activities. (PPS, 2005)

**Planning Act:** The Planning Act is Provincial legislation that sets out the ground rules for land use planning in Ontario and describes how land uses may be controlled, and who may control them.

**Quality and Quantity of Water:** is measured by indicators such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended soils, temperature bacteria, nutrients and hazardous contaminants, and hydrological regime (PPS, 2005).

**Rapid Transit:** Transit service separated partially or completely from general vehicular traffic and therefore able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by transit vehicles operating in mixed traffic. Rapid transit can include light rail transit and/or bus rapid transit (adapted from Metrolinx, 2008).

**Redevelopment:** means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites (PPS, 2005).

**Renewable Energy Systems:** means the production of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, a biomass resource or product, or solar and geothermal energy.

**Secondary Uses:** means uses secondary to the principal use of the property, including but not limited to home occupations, home industries, and uses that produce value added agricultural products from the farm operation on the property (PPS, 2005).

**Sensitive:** in regard to surface water feature and ground water feature, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants (PPS, 2005).

**Sensitive Land Use:** means a building, amenity area, or outdoor space where routine or normal activities occurring at reasonably expected times would experience one or more adverse effect(s) from contaminant discharges generated by a nearby major facility. The sensitive land use may be a part of the natural or built environment. Depending on the particular facility involved, a sensitive land use and associated activities may include one or a combination of:

a) residences or facilities where people sleep (e.g. single and multi-unit dwellings, long term care facilities, hospitals, trailer parks, campgrounds, etc.). These uses are considered to be sensitive 24 hours a day;

b) a permanent structure for non-facility related use, particularly of an institutional nature (e.g. schools, churches, community centres, day care centres);

c) certain outdoor recreational uses deemed by a municipality or other level of government to be sensitive (e.g. trailer park, picnic area, etc.);
d) certain agricultural operations (e.g. cattle raising, mink farming, cash crops and orchards);

e) bird/wildlife habitats or sanctuaries. (MOE Guidelines, Procedure D-1-3, amended)

**Significant:** In regard to cultural heritage and archaeology, means cultural heritage resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (PPS, 2005).

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

**Structure:** means any structure that requires a buildings permit under the Building Code.

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

**Valley Lands:** means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year (PPS, 2005).

**Vegetation Protection Zone (Greenbelt Plan):** means a vegetated buffer area surrounding a key natural heritage feature or key hydrologic feature within which only those land uses permitted within the feature itself are permitted. The width of the vegetation protection zone is to be determined when new development or site alteration occurs within 120 metres of a key natural heritage feature or key hydrological feature. And is to be of sufficient size to protect the features and its functions from the impacts of the proposed change and associated activities that will occur before, during and after, construction, and where possible, restore or enhance the features and/or its function (Greenbelt Plan, 2005).

**Vegetation Protection Zone (Outside of the Greenbelt Plan area):** means a vegetated buffer area surrounding a Core Area which is of sufficient size to protect the features and functions from the impacts of the proposed change and associated activities that will occur before, during, and after construction. Where possible, the buffer should restore or enhance the features and/or functions of the Core Area. The width of the vegetation protection zone is to be determined when new development or site alteration is proposed within the adjacent lands to the Core Area.

**Waste:** means materials that are defined as waste under Part V of the Environmental Protection Act.

**Waste Processing Facility:** means the use of land, building, structure, or part thereof, for the sorting and processing of waste and recyclable materials and which has a Certificate of Approval for such purpose under Part V of the Environmental Protection Act. Waste processing facilities shall include but not be limited to: thermal treatment, blue box recyclable recovery facilities, open-air or in-vessel organics processing, wood waste recycling, construction and demolition waste recycling and/or a Co-generation Energy Facility, but shall not include a Motor vehicle Wrecking Establishment or a Salvage Yard.
Waste Transfer Facility: means the use of land, building, structure or part thereof, for the temporary storage and collection of waste and which has a Certificate of Approval for such purpose under Part V of the Environmental Protection Act. A waste transfer facility may also include limited sorting of such waste prior to its transport.

Watershed: means an area that is drained by a river and its tributaries.

Wetlands: mean land such as swamp, marsh, bog, or fen (not including land that is being used for agricultural purposes and no longer exhibits wetland characteristics) that:

a) is seasonally or permanently covered with shallow water or has the water table close to or at the surface;

b) has hydric soils and vegetation dominated by water-tolerant plants; and

c) has been further identified according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.

This includes provincially and locally significant wetlands. (Greenbelt Plan, 2005).

Woodlands: means treed areas that provide environmental and economic benefits to both the private landowners and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas (PPS, 2005).
Schedule B-2
Amendment No. 135
To the Official Plan
for the former Town of Ancaster

Delete lands from Rural Area and highlight area to refer to Schedule "B"

Date: October 2010
Revised By: JHE/LMM Reference File No.: OPA135(A)

Legend

- Agricultural
- Rural Industrial
- Open Space and Conservation
- Urban Area
- Rural Settlement Areas
- Niagara Escarpment Plan Boundary

LAND USE - RURAL AREA
SCHEDULE 'A'
TO THE OFFICIAL PLAN
FOR THE TOWN OF ANCASTER
CONSOLIDATED: DECEMBER 1, 2004
For the lands identified in Detail ‘B’, add lands to Schedule B and amend the Urban Area Boundary. Designate the lands as “Airport Employment Growth District” and add the designations to the legend. Designate the lands as “Open Space and Conservation” and add the designations to the legend. Designate the lands as “Airport Reserve” and add designations to the legend.
Delete the road classification on south side of Garner Road and Glancaster Road.

Legend

Existing

Proposed

Provincial Highway

Arterial

Collector

Interchange

Partial Interchange

Possible Alignment of the Proposed Highway No. 6 Corridor
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
Area 59- refer to policy 5.7.50
Area 57- refer to policy 5.12.1
Area 57a- refer to policy 5.12.2

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
Area 59- refer to policy 5.7.50
Area 57- refer to policy 5.12.1
Area 57a- refer to policy 5.12.2

Policy Area Boundaries
B.6.9-1

Date: October 2010

Revised By: JHE/LMM

Reference File No.: OPA135(A)

Map B.6.9-1 to be added to the Ancaster Official Plan - Airport Employment Growth District

Legend

Land Use Designations
- Light Industrial
- Prestige Business
- Airport-Related Business
- Airside Industrial
- Natural Open Space
- Utility
- Airport Reserve

Other Features
- Area or Site Specific Policy
- Employment Supportive Centres
- John C. Munro Hamilton International Airport
- Greenbelt Natural Heritage System
- Lands in Rural Area
- Urban Boundary
- Study Area Boundary

Urban Hamilton Official Plan
Airport Employment Growth District Secondary Plan
Land Use Plan
Map B.6.9-1
Map B.6.9-2 to be added to the Ancaster Official Plan - Airport Employment Growth District

Date: October 2010
Revised By: JHE/LMM
Reference File No.: OPA135(A)

Legend:
- Core Areas
- Linkages
- Hedgerow Features
- Unclassified Streams
- Seasonal Habitat
- Support/Indirect Fish Habitat
- John C. Munro Hamilton International Airport
- Greenbelt Natural Heritage System
- Lands in Rural Area
- Urban Boundary
- Study Area Boundary

*Conservation Authority Regulations include a 30m buffer on all watercourses.
Map B.6.9-3 to be added to the Ancaster Official Plan - Airport Employment Growth District

Date: October 2010

Schedule B-9
Amendment No. 135
To the Official Plan
for the former Town of Ancaster

Revised By: JHE/LMM
Reference File No.: OPA135(A)

Legend
- Major Arterial Road - 44m or 44.5m
- Minor Arterial Road - 37m
- Major Collector Road - 33m
- Minor Collector Road - 26m
- John C. Munro Hamilton International Airport
- Greenbelt Natural Heritage System
- Lands in Rural Area
- Urban Boundary
- Study Area Boundary

Note: Designated walkways and sidewalks in all arterial and collector roads.
B.2.6 Employment Area – Airport Employment Growth District Designation

2.6.1 The following uses shall be permitted on lands designated Employment Area – Airport Employment Growth District on Schedule B – Land Use-Urban Area and in accordance with the Airport Employment Growth District Secondary Plan:

a) manufacturing, warehousing, repair service, transportation terminals, research and development, high technology industry, fuel storage, communication establishments, and private power generation. Salvage yards and other uses which are unsightly or otherwise incompatible with the design policies and image for business parks shall be prohibited;

b) airport-related industrial uses, including airport transportation and cargo services, benefiting from proximity to airport services;

c) airport-related business uses, including hotels and motels, convention and exposition centres, labour association halls, trade schools, restaurants, catering services, commercial motor vehicle and equipment sales, and commercial rental establishments, automobile rental, leasing and servicing, taxi terminals, commercial parking facilities and financial institutions;

d) office;

e) post secondary school;

f) accessory uses, such as restaurants and office; and,

g) ancillary uses which primarily support businesses and employees within business parks, including, hotels, fitness and health facilities, financial establishments, restaurants, personal services, and gas bar, car washes commercial parking facilities.

2.6.2 The following uses shall only be permitted as temporary uses on lands designated Employment Area – Airport Employment Growth District on Schedule B – Land Use-Urban Area:

a) agricultural uses, excluding intensive livestock operations; and,

b) golf courses and associated ancillary uses.

Scale

2.6.3 The size of the offices within the Employment Area – Business Park designation shall be determined by the Zoning By-law but shall not exceed 9,999 square metres per free standing building.

2.6.4 Ancillary uses shall only be permitted at strategic locations and may contain a gross floor area restriction, as identified in the Airport Employment Growth District Secondary Plan.
Other Policies

2.6.6. The Airport Employment Growth District shall be developed in phases, as described in the Airport Employment Growth District Secondary Plan.

2.6.7 The Airport Employment Growth District shall be developed in a coordinated and comprehensive manner. Wherever possible, development shall have regard to reducing the number of access points to the major boundary and major internal roadways, and to providing efficient internal traffic circulation, adequate off-street parking and loading facilities, adequate restrictions and screening of outside storage, and adequate landscaping and buffering requirements.

2.6.8 All existing residential uses within the Airport Employment Growth District shall be ultimately be redeveloped in compliance with the use permitted in Policy E.2.6.1, and all other relevant policies of this Plan.

2.6.9 All development in the Airport Employment Growth District shall be adequately separated, screened and buffered from existing residential and institutional uses in or abutting the Airport Employment Growth District.

2.6.10 All development in the Airport Employment Growth District shall comply with Section C.4.3.5.3 to C.4.3.5.5 of the Region of Hamilton-Wentworth Official Plan (formerly SPA 57-Policy 5.12.1).

2.6.11 For the lands designated Airport Reserve on Schedule “B”-Land Use Plan-Urban Area, Policies B.4.7 of the Airport Employment Growth District Secondary plan shall apply.
Hamilton Airport Employment Growth District
Secondary Plan

October 6, 2010
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Map B.4-1 – Airport Employment Growth District Land Use Plan

Map B.4-2 – Airport Employment Growth District Natural Heritage System

Map B.4-3 – Airport Employment Growth District Road Classification Map

Map B.4-4 – Airport Employment Growth District Phasing Plan

Appendix ‘A’ – Airport Employment Growth District Transit and Trails
B.4 AIRPORT EMPLOYMENT GROWTH DISTRICT SECONDARY PLAN

The Airport Employment Growth District encompasses approximately 1,340 hectares of land (excluding the Greenbelt and the John C. Munro Hamilton International Airport) located in the west end of Glanbrook, extending between Gamer Road / Twenty Road West in the north and Carlake Road East / White Church Road in the south, Fiddler’s Green Road in the west and Upper James Street in the east.

The policies of this Section B.4, in conjunction with Map B.4-1 – Airport Employment Growth District Land Use Plan, Map B.4-2 – Airport Employment Growth District Natural Heritage System, Map B.4-3 – Airport Employment Growth District Road Classification Map, Map B.4-4 – Airport Employment Growth District Phasing Plan, and Appendix ‘A’ constitute the Airport Employment Growth District Secondary Plan. It establishes the phasing, specific land uses, the transportation network, infrastructure requirements, design principles and development standards to guide the development and/or redevelopment of lands in the Airport Employment Growth District. The principles, objectives, and policies of the Airport Employment Growth District Secondary Plan, as well as the policies of the Official Plan, provide guidance and direction for future development of the Secondary Plan Area.

4.1 General

The Airport Employment Growth District is guided by this Secondary Plan and has been designed to provide for a major business park development which effectively integrates with and complements the existing John C. Munro Hamilton International Airport, effectively integrates with the residential development abutting Gamer Road / Twenty Road, recognizes and allows for certain existing land uses to continue until such time that they are redeveloped, as well as respects and enhances the prominent natural areas throughout the Secondary Plan area. The planned development includes 97 net developable hectares in the existing airport business park plus an urban expansion comprising 662 net developable hectares of land, in accordance with a land needs analysis and Environmental Assessments.

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

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

Prestige Business uses are directed to the Secondary Plan’s major transportation corridors where urban design approaches help support the transition between Prestige Business uses and any nearby residential and agricultural/rural land uses. Light Industrial uses are directed to interior lands where they can abut natural areas and Prestige Business uses. Airside Industrial uses, which require direct “airside” access to the airport, are located adjacent to the existing and future runway aprons of the John C. Munro Hamilton International Airport. Airport-Related Business uses, which allow for businesses and services to travellers, are planned in close proximity to the
4.2 Vision and Principles

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

4.2.1 Vision

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

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

4.2.2 Sense of Place Principles

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

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

4.2.3 Public Realm Principles

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

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

4.2.4 Built Form Principles

The employment district has attractive, energy efficient, and green buildings. Design guidelines ensure that high quality developments respect and enhance the public realm and natural environment. The intent is to:

a) Create innovative, beautiful and sustainable buildings, and explore green building design standards such as LEED and encourage the inclusion of sustainable building features such as green roofs and solar panels;
b) Provide a variety of lot sizes and building styles to allow for different types of businesses that can evolve in use over time, support eco-industrial activity and respond to the needs of prospective market sectors;
c) Encourage high intensity of buildings and employees and reduce the overall environmental footprint per employee;
d) Effectively integrate building form and uses with surrounding areas;
e) Create well detailed, human scaled buildings which front the street and help shape the public realm;
f) Provide the opportunity for a mix of uses within buildings where appropriate;
g) Design for flexibility to allow business collaboration and the application of eco-industrial principles;
h) Create attractive and well designed grounds and landscaping;
i) Maximize efficiency of lot layout to take advantage of natural features; and,
j) Where possible, reclaim and reuse materials from existing airport and other aging structures.

4.2.5 Movement & Connections Principles

The employment district is well connected to the city and region by a seamless, multi-modal transportation network providing a high level of service for goods movement, automobiles, active transportation and transit. Movement within and to the industrial park is an easy experience due to the variety of options. The intent is to:

a) Ensure transportation infrastructure and connections allow for efficient movement of goods and people to, from and within the employment lands;
b) Design the transportation network to accommodate innovations in goods / people movement (e.g. changes in truck sizes, small electric vehicles, etc.);
c) Create a sense of continuity when connecting the employment district to its surroundings;
d) Create a well connected and permeable street pattern but also protect adjacent residential areas from truck traffic;
e) Provide convenient, comfortable and efficient transit connections to the wider city;
f) Create an employment lands enhanced transit stop;
g) Provide goods movement connections to the Hamilton Port area;
h) Provide efficient movement of goods with minimum conflict with other modes of travel;
i) Facilitate pedestrian and cycling movement via an effective network of sidewalks, bike lanes and off-street paths;
j) Provide convenient arterial road connections between the employment district and 400 series highways;
k) Provide convenient connections between the John C. Munro Hamilton International Airport and the employment district;
l) Integrate with future provincial transportation initiatives (e.g., Niagara to GTA transportation corridor); and,
m) Ensure parking areas are compact, attractive and sustainably designed (e.g., by minimizing storm water and heat island effects and minimizing the footprint of parking areas).

4.2.6 Occupants Principles

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

a) Encourage facilities and services that permit employees an opportunity to come together;
b) Create an environment which supports a diversity of businesses;
c) Encourage a variety of employment related amenities and services for businesses and employees;
d) Design and build infrastructure that facilitates synergies between businesses; and,
e) Create an overall subdivision pattern to ensure that lot sizing and configurations are appropriate for the target sectors.

4.2.7 Employment District Principles

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

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

4.2.8 Relationships with Surrounding Land Uses Principles

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

a) Ensure that employment uses and design at the edge of the AEGD transitions to residential and agricultural areas in a respectful and complementary manner, and consider how agricultural areas within the Greenbelt can continue to function;
b) Create a variety of distinct entrances to the employment district that minimize the impact of heavy traffic on the surrounding community;
c) Integrate streets, trails, and open space systems with neighbouring developments;
d) Effectively integrate the employment lands with Mount Hope and the John C. Munro Hamilton International Airport;
e) Ensure businesses provided in the employment district are complementary to services available in the surrounding community; and,
f) Ensure businesses within the employment lands produce a minimum of emissions, noise, dust and other nuisances.

4.2.9 Services and Infrastructure Principles

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

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

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

a) Create a prosperous and prestigious employment district which enriches the entire region; and,

b) Achieve development of the employment district without contribution from the general property tax levy.

4.2.11 Natural Heritage Principles

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

a) Develop in a manner that is sensitive to the natural environment;

b) Use innovative, sustainable storm and wastewater infrastructure to protect water quality and source water;

c) Protect and integrate provincially and municipally significant natural features, such as streams, valley lands, wetlands, mature trees and forests into the employment district’s development, implement provincial policy and meet municipal policy;

d) Use sustainable design to limit the emissions, water and energy consumption of buildings within the employment district; and,

e) Connect the employment district’s open space system to surrounding natural areas to allow employees to enjoy and explore the region’s natural heritage.

4.2.12 Cultural Heritage Principles

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

a) Dialogue with First Nations to determine where important cultural features are located within the employment district;

b) Conduct archaeological assessments or other appropriate studies prior to commencing development;

c) Protect, reflect and display significant cultural sites; and,

d) Consider using cultural and natural heritage landscape features such as the Greenbelt as a key component of the brand for the district.

4.2.13 Agriculture Principles

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

a) Provide appropriate transition and separation between employment lands and neighbouring agricultural areas;

b) Consider how to maintain existing agricultural operations;
c) Ensure development of the employment lands does not adversely impact neighbouring agricultural areas;
d) Promote synergies between agricultural and Airport Employment Growth District uses;
e) Support local food production;
f) Promote opportunities for water and energy conservation between the employment areas and neighbouring agricultural areas; and,
g) Protect riparian water uses and surface water quality to support neighbouring agricultural areas.

POLICIES

4.3 General Policies

4.3.1 The pattern of land use, the transportation network, and the phasing for the Airport Employment Growth District shall be implemented as identified on Map B.4-1 – Airport Employment Growth District Land Use Plan, Map B.4-2 – Airport Employment Growth District Natural Heritage System, Map B.4-3 – Airport Employment Growth District Road Classification Map, and Map B.4-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan.

4.3.2 All development shall conform to the airport policies of Section B.2.6 of the Glanbrook Official Plan.

4.3.3 Development proponents within the Federal Airport Zoning are expected to pre-consult with the John C. Munro Hamilton International Airport operator to assist the proponent with identifying the technical matters (e.g., electromagnetic) related to federal airport regulations which must be addressed in the development so that all potential conflicts with the long-term operation of airport are minimized.

4.3.4 All development applications within the Airport Employment Growth District shall be subject to review to ensure a high quality of development in accordance with this Secondary Plan and the Airport Employment Growth District Eco-industrial Design Guidelines and Urban Design Guidelines.

4.3.5 All development within the Secondary Plan Area shall be planned on a comprehensive basis, avoid where possible impacts on natural features, and effectively integrate with adjacent development and future development. The implementing zoning by-law shall incorporate provisions relating to the height, density and design of development based on the provisions of this Secondary Plan and the Airport Employment Growth District Eco-industrial Design Guidelines and Urban Design Guidelines.

4.3.6 This Plan recognizes that there are existing residential, institutional, and private recreational establishments within the plan’s area, although these uses are designated for future employment and employment-related uses. This Plan recognizes the legal non-conforming and non-complying status of these uses and anticipates that these lands shall be redeveloped at an appropriate time. Until such time as these existing uses are redeveloped, this Plan shall require abutting employment and employment-related uses to assess their potential impact to these properties through special studies and mitigate the impacts to these properties based on the recommendations of the special studies.
4.3.7 The maintenance and enhancement of the productive agricultural capacity of the lands shall be encouraged and any existing activities related to the productive agricultural capacity of the lands, including farm vehicle access, shall be encouraged to remain for as long as feasible. The City shall encourage a balance between the needs of existing productive agricultural uses and the functional needs of the surrounding light industrial land uses. Where a certain agricultural activity is not feasible, the City shall encourage the activity to transition to a complementary or innovative agricultural activity which sustains or enhances the productive agricultural capacity of the lands.

4.3.8 Development shall be guided by the recommendations of the Transportation Master Plan, Water and Waste Water Master Plan, and Subwatershed and Stormwater Master Plans.

4.3.9 The lands within the Greenbelt Boundary are subject to the policies of the Rural Hamilton Official Plan.

4.4 Employment Area Policies

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

4.4.1 Employment Area designations include lands designated on Map B.4-1 – Airport Employment Growth District Land Use Plan as follows:

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

General Employment Policies

4.4.2 The minimum average employment density target encouraged for the Airport Employment Growth District is 37 employees per net hectare of designated land but over the timeframe of this plan, the City shall encourage businesses within the range of land uses permitted to locate in the Airport Employment Growth District that contribute to higher employment densities in order to achieve a long-term average density of not less 50 jobs per hectare in the Secondary Plan’s greenfield areas.

4.4.3 Proposed employment uses are encouraged to provide for on-site, small-scale, and non-commercial production of agricultural crops as an ancillary use. Crop production may occur within required side or rear yards. Crop production may also occur on building rooftops.

4.4.4 Office space shall be limited to support the Downtown Urban Growth Centre as the pre-eminent centre in Hamilton for commercial and office development.
4.4.5 **Prestige Business**

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

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

**Permitted Uses**

4.4.5.1 Notwithstanding Section B.2.6 – Employment Area – Airport Employment Growth District Designation, the following policies shall apply to the lands designated Prestige Business on Map B.4-1 – Airport Employment Growth District Land Use Plan:

- a. The Prestige Business designation shall permit manufacturing, assembly, warehousing, repair service, transportation terminals, research and development, office, communication establishment, private power generation, high technology industry, and post-secondary schools.

- b. The Prestige Business designation shall also permit uses which primarily support industry including labour association halls, hotels, trade schools, training facilities, commercial motor vehicle and equipment sales, commercial rental establishments, and utility activities benefiting from proximity to airport services.

- c. Outdoor storage, salvage yards, waste processing facilities, waste transfer facilities, and other uses which are unsightly or otherwise incompatible with the design policies and image for the Prestige Business designation shall be prohibited.

- d. Small-scale accessory uses which primarily support employees such as cafes, fitness centres, or personal service uses which are developed integrally with the principal building on a site may be permitted.

**Employment Supportive Centres**

4.4.5.2 The following locations within the Airport Employment Growth District Secondary Plan, as shown on Map B.4-1 – Airport Employment Growth District Land Use Plan, are identified for the development of Employment Supportive Centres, within a 100 metre radius of:

- a. The southwest and southeast corners of Garner Road and Southcote Road;
- b. The southwest and southeast corners of Twenty Road West and Garth Street;
- c. The northwest corner of the future realigned Book Road East and Glancaster Road; and,
- d. The west side of Upper James Street, approximately 500 metres south of Twenty Road West.
4.4.5.3 In addition to the uses permitted in Section 4.4.5.1 above, the following uses may be permitted in an Employment Supportive Centre subject to a Zoning By-law amendment:

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

4.4.5.4 The additional land uses permitted in Policy 4.4.5.3 of this Secondary Plan shall not exceed a total gross floor area of 2,500 square metres per centre. All adjacent parcels and parcels at the intersection of roadways developed in an Employment Supportive Centre shall be considered as one Employment Supportive Centre.

4.4.5.5 The gross floor area for any individual additional use permitted in Policy 4.4.5.3 of this Secondary Plan shall not exceed 1,250 square metres, except for convenience stores which shall not exceed 500 square metres.

Design

4.4.5.6 Prestige Business uses shall be developed in accordance with the supporting policies, principles and requirements of Section 4.4.5.7 and Section 4.4.5.8 of this Secondary Plan and the Airport Employment Growth District Eco-industrial Design Guidelines and Urban Design Guidelines. Development within the Prestige Business designation shall be subject to minimum standards for urban design (such as high quality and attractive materials and landscaping) and a high level of sustainable design. Development shall integrate natural features into their landscaping and buffering to minimize impacts on adjoining areas.

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

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

b. Development abutting Twenty Road shall incorporate the utility corridor as a continuous buffer and shall be encouraged to incorporate a multi-use trail in the utility corridor;

c. Development abutting Twenty Road shall be setback from Twenty Road with a substantial rear yard as specified in the zoning by-law;

d. Development abutting Glancaster Road shall have limited access to Glancaster Road which shall be achieved through a minimum frontage requirement in the zoning by-law;
e. Development abutting Glancaster Road shall have parking and loading spaces oriented to the side or rear yards, and away from adjacent residential uses;

f. Development fronting Glancaster Road shall be low rise building forms and incorporate a substantial landscaped area in the front yard as specified in the zoning by-law;

g. Development abutting Garner Road shall have limited access to Garner Road which shall be achieved through a minimum frontage requirement in the zoning by-law;

h. Development abutting Garner Road shall have parking and loading spaces oriented to the side or rear yards, and away from adjacent residential uses;

i. Development fronting Garner Road shall be low rise building forms and incorporate a substantial landscaped area in the front yard as specified in the zoning by-law;

j. Design guidelines shall provide guidance on building orientation, landscape treatment, building materials, illumination, and location of parking and loading spaces to achieve an appropriate transition between the residential development fronting Twenty Road / Glancaster Road / Garner Road and the non-residential development in the interior of the Airport Employment Growth District;

k. The recommendations in the Ministry of Environment Guideline D-6 respecting minimum separation distances and undertaking of special studies for noise, dust, and odour in advance of development shall be treated as requirements for all development abutting Twenty Road or Glancaster Road; and,

l. The City of Hamilton, in accordance with the recommendations in the Ministry of Environment Guideline D-6, may require an agreement and/or financial assurance from the developer regarding mitigation measures required in the findings of the special studies.

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

a. Uses in Employment Supportive Centres are encouraged to be developed in mixed use buildings with convenience stores and personal services on the main floor and employment uses on the upper floors, or as a main street configuration with multiple Employment Supportive Centre uses;

b. Design guidelines shall provide guidance on building orientation, landscape treatment, building materials, illumination, and location of parking and loading spaces to achieve transit-oriented development and appropriate integration of the Employment Supportive Centres with the Airport Employment Growth District;

c. New Employment Supportive Centre uses shall be planned and designed to be integrated with and easily accessible from the surrounding prestige
business and industrial land uses. Where there are issues with access, precedence shall be given to accessibility by pedestrians, cyclists and transit vehicles over the private automobile; and,

d. No parking, drive-throughs, or stacking lanes shall be permitted between buildings and the public sidewalk.

4.4.6 Light Industrial

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

Permitted Uses

4.4.6.1 Notwithstanding Section B.2.6 – Employment Area – Airport Employment Growth District Designation, the following policies shall apply to the lands designated Light Industrial on Map B.4-1 – Airport Employment Growth District Land Use Plan:

a. The Light Industrial designation shall permit manufacturing, assembly, warehousing, repair service, building or contracting supply establishments, transportation terminals, research and development, office, communication establishment, private power generation, high technology industry, and post-secondary schools.

b. The Light Industrial designation shall also permit uses which primarily support industry including labour association halls, trade schools, training facilities, commercial motor vehicle and equipment sales, commercial rental establishments.

c. The Light Industrial designation shall further permit airport-related industrial uses including airport transportation and cargo services, airport waste processing facilities within wholly enclosed buildings, airport waste transfer facilities within wholly enclosed buildings, and utility activities benefiting from proximity to airport services.

d. The Light Industrial designation shall permit outdoor storage of goods that do not cause interference with airport operations.

e. Small-scale accessory uses which primarily support employees such as cafes, fitness centres, or personal service uses which are developed integrally with the principal building on a site may be permitted.

Design

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

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

Permitted Uses

4.4.7.1 Notwithstanding Section B.2.6 – Employment Area – Airport Employment Growth District Designation, the following policies shall apply to the lands designated Airside Industrial on Map B.4-1 – Airport Employment Growth District Land Use Plan:

a. The Airside Industrial designation shall permit warehousing, transportation terminals, research and development, office, communication establishment, fuel storage, and airport catering services.

b. The Airside Industrial designation shall also permit airport-related industrial uses such as airport transportation and cargo services, airport waste processing facilities, and airport waste transfer facilities, and utility activities benefiting from proximity to airport services.

c. The Airside Industrial designation shall permit outdoor storage of goods that do not cause interference with airport operations.

d. As a condition of development approval, the City may require confirmation from the John C. Munro Hamilton International Airport operator that a proposed development in the Airside Industrial designation warrants and shall be granted direct access to the airport.

Design

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

4.4.8 Airport-Related Business

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

Permitted Uses

4.4.8.1 Notwithstanding Section B.2.6 – Employment Area – Airport Employment Growth District the following policies shall apply to the lands designated Airport-Related Business on Map B.4-1 – Airport Employment Growth District Land Use Plan:

a. The Airport-Related Business designation shall permit labour association halls, conference and convention centres, trade schools, commercial motor vehicle and equipment sales, commercial rental establishments, hotels, private health and recreational facilities, restaurants, personal services, motor vehicle service stations and washing, commercial parking facilities, catering
services, automobile rental/leasing and services, taxi terminals, and financial institutions.

b. The Airport-Related Business designation shall also permit convenience stores up to a maximum of 500 square metres of gross floor area.

**Design**

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

**4.5 Natural Open Space**

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

4.5.1 Lands designated Natural Open Space on Map B.4-1 – Airport Employment Growth District Land Use Plan shall comply with Section B.2.7 – Parkland Policies of this Official Plan, and Section C.1.2A of the Region of Hamilton-Wentworth Official Plan.

4.5.2 Minor refinements to boundaries of the Natural Open Space designation may be permitted without amendment to this Secondary Plan provided the change is justified by an Environmental Impact Statement to the satisfaction of the City.

**4.6 Utility**

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

4.6.1 Notwithstanding Section C.3.1.4.2 of the Region of Hamilton-Wentworth Official Plan, the Utility designation, as identified on Map B.4-1 – Airport Employment Growth District Land Use Plan, shall permit:

a. water and wastewater facilities, facilities for flood reduction and storm water management facilities;

b. pipelines;

c. Hydro One transmission corridors and adjacent transformer facilities; and,

d. secondary uses that are complementary to the utility functions of those lands, such as recreational paths, walkways and municipal infrastructure, subject to the approval of the applicable utility agency and/or the City.
4.6.2 Until such time as the location of specific storm water management utilities has been determined, these facilities shall be represented by symbols on Map B.4-4 – Airport Employment Growth District Phasing Plan. Once the final locations of these facilities have been determined, the facilities shall be designated Utility on Map B.4-1 – Airport Employment Growth District Land Use Plan, without requiring an Amendment to this Secondary Plan, provided the intent of the Plan is being maintained.

4.6.3 No development may proceed in the Airport Employment Growth District until adequate arrangements have been made for the provision of public and private utilities, to the satisfaction of the City.

4.6.4 Public and private utilities shall be:

   a. installed within public road allowances, other City owned land or within appropriate easements;

   b. encouraged, wherever possible, to coordinate and locate within an common trench to avoid unnecessary over-digging and disruption of municipal rights of way;

   c. clustered or grouped where possible to minimize visual impact; and,

   d. encouraged to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc.

4.6.5 Prior to final approval of development, all interested utilities and telecommunication providers shall confirm that service can be provided to support the proposed development, and determine appropriate locations for large telecommunication equipment and utility cluster sites. Prior to development proceeding, proponents of development are to coordinate with the utility providers to ensure the provision of necessary utility services, in a manner that it is consistent with the policies of this Plan.

4.6.6 New development shall be encouraged to implement or incorporate a district energy system.

4.7 Airport Reserve Designation

The Airport Employment Growth District Secondary Plan contemplates that the airport shall require additional lands to provide for runway expansions and airfield operations during the lifetime of this plan to ensure the long-term viability of the airport and that interim land uses are not appropriate which might create conflicts with the feasible expansion of the airport. As a result, certain lands must be reserved specifically for the airport’s future needs. Lands reserved exclusively for the airport’s expansion are shown on Map B.4-1 – Airport Employment Growth District Land Use Plan and are subject to the following policies.

4.7.1 Until stormwater management facilities are in place at the Hamilton John C. Munro International Airport, no airport expansion into lands designated as Airport Reserve will be permitted.
4.7.2 Subject to Policy 4.7.1, the following uses shall be permitted on lands designated Airport Reserve on Map B.4-1 - Airport Employment Growth District Land Use Plan:

a. existing land uses; and,

b. airport storage, maintenance and operation facilities.

4.7.3 Notwithstanding Policy 4.1.2, expansions to existing uses and lot additions or lot creation that does not serve the needs of the Airport shall not be permitted.

4.7.4 Subject to Policy 4.7.1, once any portion of the Airport Reserve lands are transferred to the airport, the transferred lands may be removed from Airport Reserve in this Secondary Plan, and incorporated into the area identified as the John C. Munro Hamilton International Airport on the schedules of the appropriate Official Plans without an Amendment to the Parent Plan or Secondary Plan.

4.8 Water Resources and Stormwater Management

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

4.8.1 The recommendations of the Subwatershed Plan shall be implemented and the important ground water features identified in the Subwatershed Plan for the Airport Employment Growth District shall be protected including recharge and discharge areas, water balance, and existing private and public wells.

4.8.2 Notwithstanding Policy 4.8.1, any existing well may be required to be decommissioned as a condition of development approval.

4.8.3 The stream corridors in the Subwatershed Plan for the Airport Employment Growth District shall be protected in accordance with Section B.8.11 of this Secondary Plan to address flood/erosion control and fish habitat requirements, as well as storm water management to prevent increases in flooding and erosion, enhance water quality and maintain the existing conditions of water balance.

4.8.4 The storm water management system for the Airport Employment Growth District shall be developed in accordance with the Storm Water Master Plan and use an innovative, state of the art approach to managing storm water by first treating runoff at its source. The storm water management system shall retain/maintain the existing infiltration of water into the ground by managing runoff through source (lot level) and conveyance (street level) measures using a “treatment train” approach to storm water management.
4.8.5 As a condition of development approval, on-site storm water management shall be designed in accordance with the storm water management framework developed for the Airport Employment Growth District, as described in the Storm Water Master Plan.

4.8.6 The storm water management system for the Airport Employment Growth District is required to incorporate measures such as green roofs, rain gardens, rainwater harvesting on individual lots, and combined with additional measures such as biofilters, grassed swales, and perforated storm sewers, that are implemented within road rights of way to encourage infiltration and reduce the quantity of runoff reaching local drainage features.

4.8.7 The locations of storm water management facilities determined through the Storm Water Master Plan are identified conceptually on Map B.8-4 - Airport Employment Growth District Phasing Plan as Proposed Dry Pond Locations. The final location, sizing, and nature of these facilities are to be determined through a storm water management study prior to approval of Draft Plans of Subdivision or Site Plans. Once the final locations for storm water management facilities have been determined, the facilities shall be designated Utility on Map B.8-1 - Airport Employment Growth District Land Use Plan without requiring an amendment to this Secondary Plan provided that the intent of the Plan is maintained.

4.8.8 The design of storm water management systems shall reflect the policies and guidelines of the City, Conservation Authority, and the Ministry of the Environment and must fully address long-term requirements for storm water management. The City may require a letter of credit for certain storm water management facilities as a condition of development approval and may retain the letter of credit for a period of time to be specified in the development agreement.

4.8.9 A Groundwater Contamination Risk Management Plan shall be required for proposed development that may pose a high risk for groundwater contamination in the vulnerable groundwater area identified by the Niagara Peninsula Conservation Authority.

4.8.10 The lands within the AEGD are part of an important source water protection area and a number of specific requirements may be needed to protect groundwater resources, including but not limited to, well decommissioning, contaminant management plans for high risk land uses, use of low impact development stormwater management facilities, and maintenance of predevelopment water budgets through the preparation of stormwater management plans.

4.8.11 Where stormwater management facilities proposed as part of the development of the AEGD lands may impact existing facilities downstream, the City shall ensure that such facilities are either in public ownership, or if in private ownership, then the City has the necessary legal easements for inspection, maintenance and upgrade.

4.8.12 Storm water management facilities shall be designed to complement the natural characteristics of the area and provide visual amenity for surrounding development.

4.9 Transportation

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

4.9.1 In addition to the policies of Section C.3.1.4.3 of the Region of Hamilton-Wentworth Official Plan:

a. The proposed transportation network servicing this Secondary Plan Area shall include public roads, pedestrian/bicycle pathways and future transit routes supporting a high transit modal split. It shall also include a connection to future rapid transit extending from downtown to the airport.

b. Development of the transportation network shall include an allowance in the right-of-way for a green servicing corridor which would support the eco-industrial design of the business park and be capable of accommodating sustainable design elements such as but not limited to distribution of renewable energy, distribution of district energy, water recirculation systems, or light rail transit.

c. Minor adjustments to the location of the transportation network elements shown on Map B.4-3 – Airport Employment Growth District Road Classification Map may be considered by the City without Amendment to this Secondary Plan, provided that the intent of the Plan is satisfied. Changes to transit routes do not require an Amendment to this Secondary Plan.

Active Transportation

4.9.2 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.4-3 – Airport Employment Growth District Road Classification Map and Appendix ‘A’.

4.9.3 The Zoning By-law may require the provision of secure, weather-protected bicycle parking facilities, and may allow for a reduction in the number of required automobile parking spaces if bicycle parking facilities are provided.

4.9.4 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.4-3 – Airport Employment Growth District Road Classification Map and Appendix ‘A’.

4.9.5 The City shall further encourage walking in the Airport Employment Growth District by encouraging the provision of pedestrian-scale lighting, street furniture, pedestrian crossing signals, pedestrian-friendly public spaces, and pedestrian-friendly landscaping in the front yards of sites.

4.9.6 The City may require the provision of preferential parking for carpooling, ultra low emission vehicles, and hybrid vehicles, among others, and may allow for a reduction in the number of required automobile parking spaces if preferential parking facilities are provided.

Transit
4.9.7 The Airport Employment Growth District shall be served by transit service that is accessible to the majority of employees. Places of employment shall be developed so that they are no further than 400 metres from a transit stop measured by a pedestrian walking route from the main entrance of a proposed building to the transit stop.

4.9.8 The City shall encourage development within the Employment Supportive Centre to provide an indoor transit facility integrated with the development.

4.9.9 The Airport Employment Growth District Secondary Plan identifies Proposed Rapid Transit on Map B.4-3 – Airport Employment Growth District Transportation Plan. The location of the Proposed Rapid Transit is approximate and shall be finalized through more detailed transit network planning by the City, a Transportation Master Plan, and/or rapid transit feasibility study. The final location of the Proposed Rapid Transit may be established without an amendment to this Plan.

**Roads**

4.9.10 The transportation and road system, including collector and arterial roads, as well as proposed road connections, is shown on Map B.4-3 – Airport Employment Growth District Road Classification Map.

4.9.11 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.

4.9.12 Notwithstanding the policies of Section C.3.1.4.3.3 of the Region of Hamilton-Wentworth Official Plan, the basic minimum right-of-way width for:

a. minor collector roads shall be 26 metres in accordance with Map B.4-3 – Airport Employment Growth District Road Classification Map;

b. major collector roads shall be 33 metres in accordance with Map B.4-3 – Airport Employment Growth District Road Classification Map;

c. minor arterial roads shall be 37 metres in accordance with Map B.4-3 – 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.4-3 – Airport Employment Growth District Road Classification Map.

4.9.13 The City shall require, as a condition of development approval, the dedication of additional property for daylighting triangles at road intersections.

4.9.14 Significant transportation network improvements are required prior to the development of much of the Airport Employment Growth District. Development shall proceed in accordance with the phasing policies of Section B.4.15 of this Secondary Plan.

4.9.15 To encourage the development of lands in Phase 1, the municipality may permit development to proceed upon dedication of any required rights-of-way but with the road constructed to a reduced number of traffic lanes to serve short-term and medium-term transportation needs, providing the following conditions are met:
a. all financial commitments relating to full build-out of the road shall be secured as a condition of development approval and in a development agreement;

b. justification for construction of fewer traffic lanes shall be required as part of a transportation impact assessment report prepared by a professional engineer at the time of Plan of Subdivision approval; and,

c. the development provides all other necessary infrastructure required for full build-out of the right-of-way, including but not limited to curbs, boulevards, sidewalks, bicycle lanes, multi-use trails, allowance for a green servicing corridor, water, wastewater, or storm water infrastructure.

4.9.16 The City shall encourage the completion of the proposed Highway 6 interchanges by the Province at Book Road, Butter Road, and south of the airport when the need is justified.

4.9.17 The Airport Employment Growth District Secondary Plan identifies a Proposed Car Pool Lot on Map B.4-3 – 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.

4.10 Infrastructure

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

4.10.1 In addition to the policies of Section C.3.1.4.5 of the Region of Hamilton-Wentworth Official Plan, development of the Secondary Plan area shall be on full municipal services in accordance with the Storm Water Master Plan, the Water and Wastewater Master Plan, and the policies of the City.

4.10.2 The infrastructure provided in the Airport Employment Growth District shall be sized, located and designed to the City of Hamilton engineering standards, guidelines and criteria to ensure that acceptable levels of service, such as minimum fire flows for employment areas and acceptable flow and velocity capacities for pipes, are maintained.

4.11 Natural Heritage System

4.11.1 Within the Airport Employment Growth District, there are wetlands, streams, woodlands, meadows, successional areas and hedgerows which are identified as Core Areas, Linkages, and Hedgerows in Map B.4-2 – Airport Employment Growth District Natural Heritage System. The policies of the Section C.1.2A of the Region of Hamilton-Wentworth Official Plan apply.

4.11.2 Streams are mapped in Map B.4-2 – Airport Employment Growth District Natural Heritage System. If the stream has not been classified as part of an EIS, subwatershed study, or other study, a scoped EIS is required to determine the classification. The policies of the Section C.1.2A of the Region of Hamilton-Wentworth Official Plan apply.
4.12 Heritage

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

4.12.1 There are buildings, structures and cultural heritage landscapes of varying degrees of heritage interest and value in the Secondary Plan area which are both included and not included in Hamilton’s Register of Property of Cultural Heritage Value or Interest and prior to approval of development applications a cultural heritage conservation plan statement shall be prepared in accordance with Section C.3.1.4.1.33 of the Region of Hamilton-Wentworth Official Plan. The retention and conservation of buildings of architectural or historical merit on their original sites and the promotion of the integration of these resources into new development proposals in their original use or an appropriate adaptive re-use shall be encouraged.

4.12.2 Prior to development approvals, a Stage 2 archaeological assessment shall be completed to the satisfaction of the City and the Province. No grading or other disturbance shall take place on any site within the Airport Employment Growth District prior to the issuance of a letter of clearance from the Province. The Stage 2 archaeological assessment shall be undertaken in accordance with Policy C.3.1.4.1.19 of the Region of Hamilton-Wentworth Official Plan. The City may also require a higher standard of conservation, care and protection for archaeological resources based on prevailing conditions and circumstances within the City and the results of any dialogue with First Nations and their interests.

4.12.3 Prior to development approvals, for those cultural heritage resources that require a cultural heritage impact assessment as determined by the culture heritage conservation plan statement noted in policy 4.12.1 above, a Stage 2 heritage assessment in shall be completed to the satisfaction of the City and the Province. No disturbance to the building, site or its surroundings shall take place within the Airport Employment Growth District until the study is reviewed and cleared. The Stage 2 heritage assessment shall be undertaken in accordance with Policy C.3.1.4.1.12 - Cultural Heritage Impact Assessments of the Region of Hamilton-Wentworth Official Plan.

4.13 Eco-Industrial Design and Urban Design Policies

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

4.13.1 Eco-Industrial Design Guidelines and Urban Design Guidelines for the Airport Employment Growth District shall be prepared and adopted by Council that provide specific guidance for development in accordance with the eco-industrial and urban design policies of this Secondary Plan.
4.13.2 The Eco-Industrial Design Guidelines and Urban Design Guidelines may be reviewed and revised from time to time to respond to technology advancement and design innovation, without an Amendment to this Secondary Plan.

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

Transportation

4.13.4 Transit, cycling and walking shall be promoted as preferred modes of transportation.

4.13.5 Parking areas shall be suitably located and designed to discourage large, barren parking areas and encourage shared parking, preferential parking, and sustainable features. Development should promote ride-share opportunities, through facilities such as preferred carpooling/ride-sharing parking.

Energy, Renewables, Air Quality and Greenhouse Gas Reduction

4.13.6 The conservation of energy, generation of energy through the use of renewable sources and the optimization of air quality shall be promoted.

4.13.7 The reduction of energy consumption in buildings beyond minimum requirements and the use of high-efficiency heating, ventilation and cooling equipments, appliances and fixtures is encouraged.

4.13.8 The incorporation on-site of renewable energy sources to meet part of the energy needs of buildings and outdoor lighting shall be promoted.

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

Water and Wastewater, and Water Conservation/Efficiency

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

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

4.13.12 Location of future infrastructure should integrate with the standards for the Airport Employment Growth District and shall consider installation needs, long term accessibility and long term operation and maintenance requirements. Flexibility for additional future infrastructure should be considered based the unique servicing opportunities in the Airport Employment Growth District.
4.13.13 The use of water efficient fixtures and equipment as well as any other water saving and recycling methods/measures should be considered.

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

**Storm Water Guidelines**

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

a. Protection and maintenance of stream corridors to address flood control and fish habitat regulatory requirements;

b. Flow requirements designed to prevent increases in flooding and erosion within and downstream of the study area;

c. Water balance criteria to protect groundwater infiltration requirements and local groundwater supplies; and,

d. Runoff reduction requirements to address water quality requirements necessary to meet provincial water quality objectives for receiving waters consistent with Level 1/2 treatment.

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

**Materials, Resources, and Solid Waste**

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

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

**Economic Sustainability and Business Synergy**

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

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

4.13.21 The Airport Employment Growth District should be developed according to the phased provision of servicing infrastructure to financially accommodate the costs of growth.
related to the employment area. Necessary infrastructure should be coordinated with land demand and the pace of development.

Social Sustainability

4.13.22 The location of accessory uses and amenities that support employees shall be promoted with businesses encouraged to provide shared facilities such as sport areas, restaurants, and outdoor lunch areas whenever possible.

4.13.23 The creation of a walkable employment area shall be encouraged to support travel demand management and a healthy lifestyle for employees.

4.13.24 The creation of a transportation management association that partners with businesses to promote a variety of transportation services that reduce single-occupant vehicle trips shall be encouraged.

Site Development, Disturbance, Natural Corridors and Greenways

4.13.25 Appropriate development intensity and the efficient use of land in site planning shall be encouraged.

4.13.26 The incorporation of sustainable design elements into the site which maintains ecological integrity of the site shall be encouraged.

4.13.27 Site disturbance should be minimized and replanting to compensate for tree removals and to provide cooling and shade for streets, building and open spaces shall be encouraged.

4.13.28 Green spaces that integrate with the Airport Employment Growth District’s natural heritage system and greenspace beyond the district shall be encouraged.

4.13.29 The use of measures to reduce heat island effects shall be encouraged.

4.13.30 Roadway design promoting naturalized areas and green corridors shall be encouraged.

Food Production and Community Gardening

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

Relationship to Natural Edges

4.13.32 Landscape buffers that address the interface and edges and provide naturalized buffers between developed areas of the site, streets, and adjacent natural features are encouraged.

4.13.33 Building setbacks shall be required for development adjacent to the boundary of natural features under the jurisdiction of the Niagara Peninsula Conservation Authority, Hamilton Conservation Authority, and Grand River Conservation Authority. Vegetation protection
zones shall comply with Sections B.1.2A.4.9 to B.1.2A.4.15 inclusive of the Region of Hamilton-Wentworth Official Plan.

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

Road Design

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

Site Access and Driveways

4.13.36 Access to development lots from local streets is encouraged whenever possible.

4.13.37 Minimizing driveways by creating joint access driveways to serve two adjacent development lots is encouraged.

Recommended Building Setbacks

4.13.38 Building setbacks to provide separation from adjacent land uses and to create a consistent street wall and pedestrian areas including consistent street frontages and build-to lines is encouraged.

4.13.39 Building setbacks to ensure landscaped screening of loading and service areas and landscape buffers at the extent of sites is encouraged.

Vehicular Parking Areas

4.13.40 Parking areas that are safe, functional, attractive and comfortable as well as reducing their environmental and visual impact are encouraged.

4.13.41 A high quality of pedestrian paving materials to minimize the impact of asphalt paving on development and create a more comfortable and attractive environment for pedestrians within parking areas is encouraged.

4.13.42 Parking structures developed to a high standard of architectural, lighting, and landscape design is encouraged.

Storage, Service and Loading Areas

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

Site Lighting and Safety

4.13.44 The appropriate illumination of all pedestrian and parking areas to promote safety, security and comfort without over-illumination is encouraged.

4.13.45 Architectural lighting to emphasize built form and landscape elements is encouraged, but should not create spillover of light to adjoining properties.
4.13.46 Energy efficient street lights and pedestrian lights are encouraged.

**Pedestrian and Cyclist Movement**

4.13.47 Site planning is encouraged that provides for ease and continuity of pedestrian movement and a high-quality, barrier-free pedestrian environment.

4.13.48 Street design is encouraged that facilitates cyclist movement and reduces barriers to the ease, comfort, speed and safety of cycling.

**Sustainable Building Design**

4.13.49 Building design is encouraged to incorporate sustainable design measures including but not limited to Leadership in Energy and Environmental Design (LEED).

4.13.50 Buildings that incorporate sustainable design measures shall be encouraged to have orientation, massing, material selection and landscaping as a visible articulation of their sustainable design.

**Building Orientation**

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

**Building Height & Massing**

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

**Building Design**

4.13.53 Buildings are encouraged to have the primary entrance or office space appropriately oriented towards municipal streets and intersections.

4.13.54 Buildings are encouraged to have facades with significant architectural features.

4.13.55 Buildings are encouraged to have an appropriate location and amount of fenestration, with operable windows also encouraged.

4.13.56 Buildings are encouraged to have architectural articulation in form and materials. Large blank wall surfaces along street frontages are discouraged.

4.13.57 Buildings are encouraged to incorporate materials that have a high life cycle and aesthetic quality.

**Integration with Built Heritage**

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

**Rooftop and Mechanical Requirements**

4.13.60 Buildings are encouraged to screen rooftop and mechanical systems with the building’s architecture.

**Architectural Lighting and Light Pollution Management**

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

**Signage**

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

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

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

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

**Landscape Requirements at Road Frontages, Gateways and Enhanced Transit Stops**

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

4.13.67 Potential Gateway Features are shown on Map B.4-3 - Airport Employment Growth District Road Classification Map and provisions for potential gateway features, enhanced transit stops, or specialized landscape treatment on entry to the industrial park area to define its character are encouraged.

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

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

**Landscape Quality**

4.13.70 Distinctive, high-quality thematic landscape elements to create a unifying visual quality or identity to each land use are encouraged.
4.13.71 Landscaping that supports ecology through the design of naturalized groves of trees (deciduous and evergreen) and areas incorporating low maintenance native plant species (woody shrubs, ground covers, grasses, and perennials) and encouraged.

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

**Paved Surface Materials**

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

**Outdoor Amenity Space**

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

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

**Pedestrian, Bicycle, and Trail Connections**

4.13.76 The design of pedestrian, bicycle, and trail connections in the study area that offer an alternative mode of travel for commuters and recreational users through a hierarchy of sidewalks, multi-use paths, and on-road cycling lanes is encouraged.

4.13.77 A trail system designed and provided with major trailheads located in open space areas with road frontage, or integrated with commuter parking lots is encouraged.

**4.14 Energy and Environmental Assessment Report**

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

4.14.1 Notwithstanding Section C.3.1.4.6 of the Region of Hamilton-Wentworth Official Plan, the sustainability of development shall be evaluated at the time of development approval for a Plan of Subdivision or Site Plan and an Energy and Environmental Assessment Report demonstrating how the development meets or exceeds the sustainability provisions of the Eco-industrial Design Guidelines and Urban Design Guidelines shall be required prior to development approval.

4.14.2 The degree to which a development meets or exceeds the sustainability provisions of the Eco-industrial Design Guidelines and Urban Design Guidelines as described by the Energy and Environmental Assessment Report may be used as a basis by the City to prioritize development applications, including the assignment of servicing allocation and the issuance of draft plan approval under the Planning Act.

4.14.3 The Eco-industrial Design Guidelines and Urban Design Guidelines may incorporate an evaluation system which would provide specific criteria for the assessment of
development applications through the Energy and Environmental Assessment Report. The evaluation system may be revised from time to time to respond to technology advancement and design innovation without an amendment to this Secondary Plan. The evaluation system may include criteria including but not limited to:

a. Green building materials;
b. Energy efficient building design;
c. Vehicle trip generation, access to public transit
d. Cycling, and walkability;
e. Water conservation;
f. Diversity of use and availability of community services and public amenities;
g. Waste reduction, reuse and recycling (during construction and during operation);
h. On-site storm water management;
i. Grey water reuse;
j. Light pollution management;
k. “Urban heat island” effect management; and,
l. On-site renewable energy generation; and,
m. Use of a district energy system.

4.15 Implementation

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

Interpretation

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

General Implementation Policies

4.15.2 The provisions of Section G of the Official Plan regarding implementation shall apply with regard to this Secondary Plan, except as specifically set out herein.

Complete Application Requirements

4.15.3 Notwithstanding the complete application requirements of Section D.7A of the Region of Hamilton-Wentworth Official Plan, an Energy and Environmental Assessment Report shall
Development Phasing Policies

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

4.15.4 In addition to Sections C.3.1.4.5 and Section C.3.1.4.7 of the Region of Hamilton-Wentworth Official Plan, the Airport Employment Growth District shall be developed in two Phases which are guided by the detailed policies below and the phasing illustrated on Map B.4-4 - Airport Employment Growth District Phasing Plan. The boundary between Phase 1 and Phase 2 shall be interpreted as conceptual since the phasing-in of development is expected to be driven by the up-take of lands and availability of servicing, rather than specific interim timeframes. The boundary between Phase 1 and Phase 2 should not be a constraint to development as long as the proposed development conforms to the detailed phasing policies below.

4.15.5 Lands identified on Map B.4-4 - Airport Employment Growth District Phasing Plan of this Secondary Plan as “Phase 1” are intended to serve employment land needs to 2031 and shall be allowed to develop subject to confirmation of the availability of municipal water and municipal wastewater servicing by a professional engineer as a condition of development approval to the satisfaction of the City.

4.15.6 Lands identified on Map B.4-4 - Airport Employment Growth District Phasing Plan of this Secondary Plan as “Phase 2” are intended to serve employment land needs to 2031 and those portions of “Phase 2” with access to servicing shall be allowed to develop subject to confirmation of the availability of municipal water and municipal wastewater servicing by a professional engineer to the satisfaction of the City as a condition of development approval. Those portions of “Phase 2” that do not have access to servicing shall only be allowed to develop once the water, wastewater and transportation servicing systems have been upgraded and/or extended to adequately service these lands.

4.15.7 To ensure that lands are not developed prematurely, the lands identified on Map B.4-4 - Airport Employment Growth District Phasing Plan of this Secondary Plan as “Phase 2” shall be zoned with a holding provision. The condition for release of the holding is:

a. for “Phase 2” lands with access to servicing, the confirmation of servicing as described in Policy B.4.15.6 of this Secondary Plan; or,

b. for “Phase 2” lands that do have not access to servicing, the provision of adequate municipal water, municipal wastewater, and transportation infrastructure in accordance with the respective master plans for the Airport Employment Growth District to the satisfaction of the City.

4.15.8 To ensure that the lack of adequate servicing does not create a constraint to the timely development of the lands identified on Map B.4-4 - Airport Employment Growth District Phasing Plan of this Secondary Plan as “Phase 2”, the City shall coordinate upgrades to
the water, wastewater, and transportation infrastructure when the City deems it to be appropriate.

**Land Dedication and Acquisition**

4.15.9 The City may acquire and hold any lands required to implement any feature of this Secondary Plan, in accordance with the Planning Act and such actions may include the expropriation of lands required to implement the servicing of the business park.

4.15.10 As an alternative to land dedication for watercourses and flood plain areas, the City may require a conservation easement for these lands; however, storm water management ponds and outlets shall be on lands dedicated to the City.

4.15.11 An environmental clearance shall be required prior to the conveyance of any lands to the City and the environmental clearance shall be based on the appropriate level of site assessment as established by Ministry of the Environment Guidelines.

**4.16 Site Specific Policies**

**Site Specific Policy – Area A**

4.16.1 Notwithstanding Policy 4.4.5.1 of this Secondary Plan, the lands designated Prestige Business, located at No. 618 Garner Road East, and identified on Map B.4-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area A, a golf driving range and accessory uses and structures shall be permitted.

**Site Specific Policy – Area B**

4.16.2 Notwithstanding Policy 4.4.5.1 of this Secondary Plan, the lands designated Prestige Business, located at No. 992 Garner Road East, and identified on Map B.4-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area B, a landscape contractor’s business, which may also include facilities for plant propagation and the growing of plants and nursery stock and an accessory snow removal business, shall be permitted provided the following conditions have been satisfied:

a. Appropriate setbacks, landscaping and fencing shall be provided in order to buffer surrounding residential uses;

b. The storage of pesticides and fuel on the subject lands shall be provided in an environmentally sound manner and in accordance with the applicable legislation;

c. Access to the subject lands shall be provided in accordance with the requirements of the City; and,

d. The development or redevelopment of these lands shall be subject to Site Plan Approval.
Site Specific Policy - Area C

4.16.3 Notwithstanding Policy 4.4.5.1 of this Secondary Plan, the lands designated Prestige Business, located at No. 116 Glancaster Road, and identified on Map B.8-1 - Airport Employment Growth District Land Use Plan as Site Specific Policy - Area C, a high school shall be permitted.
GLOSSARY

Accessory (Urban): means, when used to describe a use of land, building or structure, a use which is commonly incidental, subordinate and exclusively devoted to the main use of a building and is situated within the same building or on the same lot.

Active Transportation: non-motorized travel, including walking, cycling, inline skating and wheelchair movements. The active transportation network includes sidewalks, crosswalks, designated road lanes and off-road trails to accommodate active transportation (Metrolinx, 2008).

Adjacent: In regard to cultural heritage and archaeology, those lands contiguous to, or located within 50 metres of, a protected heritage property.

Agricultural Use: means the growing of crops, including nursery and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including accommodation for full-time farm labour when the size and nature of the operation requires additional employment (PPS, 2005).

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

Ancillary: means subordinate use that supports a principal use or a primary function of a site or area.

Archaeological Resources: include artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act (PPS, 2005).

Community Facilities/Services: means lands, buildings, and structures that support a high quality of life for people and communities by providing services for health, education, recreation, social or cultural activities, security and safety. Community facilities/services may include but not be limited to community and recreation centres, arenas, parks, health care facilities, day care centres, senior’s centres, emergency medical services, fire services, police services, cultural facilities, places of worship, museums, schools, and libraries. Community facilities/services may be publicly or privately owned and/or operated.

Compatibility/compatible: means land uses and building forms that are mutually tolerant and capable of existing together in harmony within an area. Compatibility or compatible should not be narrowly interpreted to mean “the same as” or even as “being similar to”.

Core Areas: includes key natural heritage features, key hydrologic features, and local natural areas.

Cultural Heritage Conservation Plan Statement: A document comprising text and graphic material including plans, drawings and photographs that contains the results of historical research, field work, survey, analysis, and description(s) of cultural heritage resources together with a statement of cultural heritage value, interest, merit or significance accompanied by guidelines as required by the policies of this Plan. A cultural heritage conservation plan statement shall be considered a conservation plan as including in the PPS (2005) definition of conserved (above).
Cultural Heritage Impact Assessment: A document comprising text and graphic material including plans, drawings and photographs that contains the results of historical research, field work, survey, analysis, and description(s) of cultural heritage resources together with a description of the process and procedures in deriving potential effects and mitigation measures as required by official plan policies and any other applicable or pertinent guidelines. A cultural heritage impact assessment may include an archaeological assessment where appropriate.

Cultural Heritage Landscape: A defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, railways and industrial complexes of cultural heritage value (PPS, 2005).

Cultural Heritage Resources: Structures, features, sites, and/or landscapes that, either individually or as part of a whole, are of historical, architectural, archaeological, and/or scenic value that may also represent intangible heritage, such as customs, ways-of-life, values, and activities.

Development (Urban): means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act but does not include:

a) activities that create or maintain infrastructure used by a public body and authorized under an environment assessment process; or,

b) works subject to the Drainage Act. (PPS, 2005, amended)

Downtown Urban Growth Centre: means the area corresponding with the Downtown Hamilton Community Improvement Project Area as defined at the date of adoption of this Plan and subject to Policy 2.2.4 of the Province’s Growth Plan for the Greater Golden Horseshoe (2006).

Employment Area (formerly referred to as Industrial Areas): Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities (PPS, 2005).

Existing: when used in reference to a use, lot, building or structure, means any use, lot, building or structure legally established or created prior to the day of approval of this Official Plan.

Fish Habitat: means the spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend on directly or indirectly in order to carry out their life processes (PPS, 2005).

Flood Plain: for river, stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards (PPS, 2005).

Floodplain: Areas susceptible to flooding of a water course and delineated on maps by flood lines. (Glanbrook Official Plan)

Greenfield Area: means the area within the urban area that is not built-up area.
**Ground Water Feature**: refers to water related features in the earth’s subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeological investigations (PPS, 2005).

**Hedgerows**: means a narrow, linear band or row of trees or shrubs with a minimum width of 10 metres and length of 200 metres or more. Hedgerows are linear natural or cultural features which may contribute to species dispersal.

**Historic**: means a time period, starting approximately 200 years ago, during which European settlement became increasingly widespread in the Hamilton area and for which a written (or ‘historic’) record has been kept.

**Infrastructure**: means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, sewage treatment systems, waste management systems, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities (PPS, 2005).

**Lake**: means any inland body of standing water usually fresh water larger than a pool or pond or a body of water filling a depression in the earth’s surface (Greenbelt Plan, 2005).

**Light Rail Transit (LRT)**: means a lightweight rail car rapid transit service operating on fixed rails in the right-of-way, usually at street-level, is typically propelled by overhead electrical wires, and offers a frequent, fast, reliable, comfortable and high quality service that is sustainable. Light rail transit (LRT) excludes heavy rail.

**Linkages**: means landscape areas that connect natural areas. Linkages are also important natural features, either in their own right or through restoration activities. They are avenues along which plants and animals can propagate, genetic interchange can occur, populations can move in response to environmental changes and life cycle requirements, and species can be replenished from other natural areas. Conserving linkages also protects and enhances Core Areas.

**Multi-Modal [transportation]**: The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine (Growth Plan, 2006).

**Negative Impact** means

- a) In regard to water, degradation to the quality or quantity of surface or ground water, key hydrologic features or vulnerable areas, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities;

- b) In regard to fish habitat, the harmful alteration, disruption, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act, using the guiding principle of no net loss of productive capacity; and,

- c) In regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple, or successive development or site alteration activities. (PPS, 2005)
Planning Act: The Planning Act is Provincial legislation that sets out the ground rules for land use planning in Ontario and describes how land uses may be controlled, and who may control them.

Quality and Quantity of Water: is measured by indicators such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended soils, temperature bacteria, nutrients and hazardous contaminants, and hydrological regime (PPS, 2005).

Rapid Transit: Transit service separated partially or completely from general vehicular traffic and therefore able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by transit vehicles operating in mixed traffic. Rapid transit can include light rail transit and/or bus rapid transit (adapted from Metrolinx, 2008).

Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites (PPS, 2005).

Renewable Energy Systems: means the production of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, a biomass resource or product, or solar and geothermal energy.

Secondary Uses: means uses secondary to the principal use of the property, including but not limited to home occupations, home industries, and uses that produce value added agricultural products from the farm operation on the property (PPS, 2005).

Sensitive: in regard to surface water feature and ground water feature, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants (PPS, 2005).

Sensitive Land Use: means a building, amenity area, or outdoor space where routine or normal activities occurring at reasonably expected times would experience one or more adverse effect(s) from contaminant discharges generated by a nearby major facility. The sensitive land use may be a part of the natural or built environment. Depending on the particular facility involved, a sensitive land use and associated activities may include one or a combination of:

a) residences or facilities where people sleep (e.g. single and multi-unit dwellings, long term care facilities, hospitals, trailer parks, campgrounds, etc.). These uses are considered to be sensitive 24 hours a day;

b) a permanent structure for non-facility related use, particularly of an institutional nature (e.g. schools, churches, community centres, day care centres);

c) certain outdoor recreational uses deemed by a municipality or other level of government to be sensitive (e.g. trailer park, picnic area, etc.);

d) certain agricultural operations (e.g. cattle raising, mink farming, cash crops and orchards);

e) bird/wildlife habitats or sanctuaries. (MOE Guidelines, Procedure D-1-3, amended)
**Significant**: In regard to cultural heritage and archaeology, means cultural heritage resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (PPS, 2005).

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

**Structure**: means any structure that requires a buildings permit under the Building Code.

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

**Valley Lands**: means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year (PPS, 2005).

**Vegetation Protection Zone (Greenbelt Plan)**: means a vegetated buffer area surrounding a key natural heritage feature or key hydrologic feature within which only those land uses permitted within the feature itself are permitted. The width of the vegetation protection zone is to be determined when new development or site alteration occurs within 120 metres of a key natural heritage feature or key hydrological feature. And is to be of sufficient size to protect the features and its functions from the impacts of the proposed change and associated activities that will occur before, during and after, construction, and where possible, restore or enhance the features and/or its function (Greenbelt Plan, 2005).

**Vegetation Protection Zone (Outside of the Greenbelt Plan area)**: means a vegetated buffer area surrounding a Core Area which is of sufficient size to protect the features and functions from the impacts of the proposed change and associated activities that will occur before, during, and after construction. Where possible, the buffer should restore or enhance the features and/or functions of the Core Area. The width of the vegetation protection zone is to be determined when new development or site alteration is proposed within the adjacent lands to the Core Area.

**Waste**: means materials that are defined as waste under Part V of the Environmental Protection Act.

**Waste Processing Facility**: means the use of land, building, structure, or part thereof, for the sorting and processing of waste and recyclable materials and which has a Certificate of Approval for such purpose under Part V of the Environmental Protection Act. Waste processing facilities shall include but not be limited to: thermal treatment, blue box recyclable recovery facilities, open-air or in-vessel organics processing, wood waste recycling, construction and demolition waste recycling and/or a Co-generation Energy Facility, but shall not include a Motor vehicle Wrecking Establishment or a Salvage Yard.

**Waste Transfer Facility**: means the use of land, building, structure or part thereof, for the temporary storage and collection of waste and which has a Certificate of Approval for such purpose under Part V of the Environmental Protection Act. A waste transfer facility may also include limited sorting of such waste prior to its transport.
**Watershed:** means an area that is drained by a river and its tributaries.

**Wetlands:** mean land such as swamp, marsh, bog, or fen (not including land that is being used for agricultural purposes and no longer exhibits wetland characteristics) that:

a) is seasonally or permanently covered with shallow water or has the water table close to or at the surface;

b) has hydric soils and vegetation dominated by water-tolerant plants; and

c) has been further identified according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.

This includes provincially and locally significant wetlands. (Greenbelt Plan, 2005).

**Woodlands:** means treed areas that provide environmental and economic benefits to both the private landowners and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas (PPS, 2005).
Map B.4-2 to be added to the Glenbrook Official Plan - Airport Employment Growth District

Deferred pending negotiation with land owners.