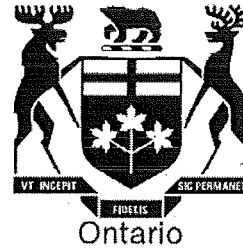


Ontario Municipal Board
Commission des affaires municipales
de l'Ontario



ISSUE DATE: April 10, 2015

CASE NO(S):

PL101300
PL090114
PL110331

PROCEEDINGS COMMENCED UNDER subsection 17(36) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended

Appellants: 456941 Ontario Ltd., 1263339 Ontario Ltd., Lea Silvestri, and Lea Silvestri Investments Ltd (together "Silvestri Investments")
Sullstar Twenty Limited, 909940 Ontario Inc., Lynmount Developments Ltd., Twenty Road Developments Inc., Spallacci & Sons Limited and Mr. Yehezkel Zahavy (together "Twenty Road West")
Environment Hamilton Incorporated
Ontario Conference of the Seventh-Day Adventist Church
Marvin Wasserman, Bernard Wasserman, 1315501 Ontario Inc. and David Wasserman (together "Wasserman")
Alex Milojevic
Larry Notarandrea
MacStar Developments Ltd.
Hamiltonians for Progressive Development

Municipality: City of Hamilton

Subject and OMB File Nos.: ROPA 41 (PL101300)
OPA 135 (PL101301)
OPA 82 (PL101302)

PROCEEDINGS COMMENCED UNDER subsection 34(19) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended

Appellants: 456941 Ontario Ltd., 1263339 Ontario Ltd., Lea Silvestri, and Lea Silvestri Investments Ltd (together "Silvestri Investments")
Sullstar Twenty Limited, 909940 Ontario Inc., Lynmount Developments Ltd., Twenty Road Developments Inc., Spallacci & Sons Limited, 2051205 Ontario Inc. and Mr. Yehezkel Zahavy (together "Twenty Road West")
Environment Hamilton Incorporated
Ontario Conference of the Seventh-Day Adventist Church
Marvin Wasserman, Bernard Wasserman, 1315501 Ontario Inc. and David Wasserman (together "Wasserman")
Alex Milojevic

Larry Notarandrea
 MacStar Developments Ltd.
 Subject: By-law No. 10-288
 Municipality: City of Hamilton
 OMB File No.: PL101303

PROCEEDINGS COMMENCED UNDER subsection 17(36) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended

Appellants: 456941 Ontario Ltd., 1263339 Ontario Ltd., Lea Silvestri, and Lea Silvestri Investments Ltd (together "Silvestri Investments")

Subject: ***Rural Official Plan
 Issues Group 10 (Volume 3 – Special Policy Area C – Airport
 Employment District)***

Municipality: City of Hamilton
 OMB File No.: PL090114

PROCEEDINGS COMMENCED UNDER subsection 17(36) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended

Appellants: 456941 Ontario Ltd., 1263339 Ontario Ltd., Lea Silvestri, and Lea Silvestri Investments Ltd (together "Silvestri Investments")
 Sullstar Twenty Limited, 909940 Ontario Inc., Lynmount Developments Ltd., Twenty Road Developments Inc., Spallacci & Sons Limited, 2051205 Ontario Inc. and Mr. Yehezkel Zahavy (together "Twenty Road West")
 Carmen Chiaravelle, 1694408 Ontario Ltd., John Edward Demik, Peter Demik, Demik Brothers Hamilton Ltd. and Elaine Vyn (together "Twenty Road East")

Landmart Homes and Landmart Realty Corp.

Subject: ***Urban Official Plan***

Issues Group:

- 3 (Airport Noise)
- 10 (AEGD Secondary Plan) – Issues 1-3
- 20 (Area/Site Specific – 2012 Upper James Street)

Municipality: City of Hamilton
 OMB File No.: PL110331

Heard: February 2 and 17, 2015 in Hamilton, Ontario

APPEARANCES:**Parties****Counsel/Representative***

City of Hamilton

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1263339 Ontario Ltd.
Lea Silvestri
Lea Silvestri Investments Limited
(together known as "Silvestri")

P. Pickfield

Sullstar Twenty Limited
909940 Ontario Inc.
Lynmount Development Ltd.
Twenty Road Development Inc.
Spallacci & Sons Limited
Yehezkel Zahavy
(together known as "Twenty Road West")

J. Farber

Ontario Conference of the Seventh-Day
Adventist Church
Landmart Realty Corp.
DiCenzo (Golf Club Road) Holdings Inc.
Living World Christian Fellowship

R. D. Cheeseman
Z. Sayeed

Carmen Chiaravalle
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Elaine Vyn
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(together known as "Twenty Road East")

S. Rosenthal

1507565 Ontario Limited

D. Tang

Multi-Area Developments Inc.
Paletta International Corporation
2000963 Ontario Inc.
Mud & First Inc.
2084696 Ontario Inc.
2188410 Ontario Inc.
(together known as "Elfrida Landowners")

J. Hoffman

Craig Smith

A. Wellenreiter

Environment Hamilton Inc.
Hamiltonians for Progressive Development

D. McLean*
M. Desnoyers*

Alex Milojevic

P. Pickfield

MacStar Developments Ltd.

J. Farber

Domenico Bozzo, Carmine Bozzo,
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Stephen Carlo Morelli and
Jessie May Morelli;
2021455 Ontario Inc.;
Johan Voortman and Aledia Voortman;
Herbert Fischer, Manfred Fischer and
Eugenie Fischer;
Bruce Allen Stam and Valeria Florence Stam;
Braun Nursery Ltd.
Braun Farm Properties Inc.;
John Joseph Lindley and Ann Katharine
Lindley;
Ingrid Elise Irene Bartels;
Akke Lodewyks, Jan Lodewyks, Jack
Lodewyks, Ronald John Lodewyks, Brian
Edward Lodewyks and David Christopher
Lodewyks;
Vyn Flowers Inc.;
Charlotte Eleanor Powell, Frederick David
Bristol and Marilyn Bristol;
Itala Silvestri-Trulli;
Hendrik Wilhelm Holzel and Leonie Jacoba
Holzel;
Ralph Vyn and Joyce Vyn;
Charles Reginald James Pottruff and Dorothy
Harriet Pottruff;
Grasal Holdings Inc.;
Marian Bick and Brian Bick
Adrian Kepteyn and Susan Scotland
(together known as the "Book Road West
Group")

B. Stam*

**DECISION DELIVERED BY SUSAN de AVELLAR SCHILLER ON FEBRUARY 17, 2015
AND ORDER OF THE BOARD**

INTRODUCTION AND PRELIMINARY MATTERS

[1] This decision deals with Phase 3 of the hearing regarding the City of Hamilton ("City") Airport Employment Growth District Secondary Plan ("AEGD"). Decisions dealing with

Phase 1 and Phase 2 were issued by the Board differently constituted.

[2] In Phase 2 of the hearing, the Board determined that 555 net hectares (“ha”) of employment lands were appropriate for the AEGD. The specific location of these employment lands and the final boundary of the AEGD were left to this Phase 3.

[3] The AEGD has been the subject of study, in one form or another, for nearly a decade. The AEGD study area considered lands adjacent to and near the Hamilton International Airport (“Airport”).

[4] At a prehearing prior to the commencement of Phase 3, the Board consolidated certain parts of the proceedings dealing with the Rural Hamilton Official Plan (“RHOP”) and the Urban Hamilton Official Plan (“UHOP”) that deal with matters associated with the Airport and the development of lands adjacent to and near the Airport with this Phase 3 of the AEGD proceeding.

[5] Prior to the start of the hearing of the merits, several parties withdrew from these proceedings.

[6] Marvin Wasserman, Bernard Wasserman, David Wasserman and 1315501 Ontario Inc. (together known as “Wasserman”) initially held party status and placed issues on the Issues List. Prior to the start of the hearing, the Board was advised that Wasserman wished to withdraw as a party and convert its status to that of a participant. Bryna Wasserman intended to read a statement to the Board but, as a participant, Wasserman did not intend to call a case.

[7] While a participant may express concerns to the Board, only parties may place an issue on the Issues List. With the conversion in status of Wasserman to participant, the Board struck the Wasserman issues from the Issues List.

[8] 456941 Ontario Ltd., 1263339 Ontario Ltd., Lea Silvestri and Lea Silvestri Investments Limited (together known as “Silvestri”), Sullstar Twenty Limited, 909940 Ontario Inc., Lynmount Development Ltd., Twenty Road Development Inc., Spallacci & Sons Limited

and Yehezkel Zahavy (together known as "Twenty Road West"), Craig Smith and Ontario Conference of the Seventh-Day Adventist Church are the only parties with issues remaining on the Issues List.

[9] All of these parties have lands within the AEGD study area.

[10] At the outset of the hearing, the Board was advised that Silvestri, Twenty Road West, Craig Smith and the City had reached a settlement and signed minutes of settlement ("MOS") that were filed as Exhibit 69 in these proceedings.

[11] The Board was also advised that the Ontario Conference of Seventh-Day Adventist Church and the City had reached agreement.

[12] While it was originally anticipated that several land use planning experts would testify in these proceedings, the various settlements, withdrawals and conversions of status resulted in the Board hearing from only one expert witness: Robert Lehman. Mr. Lehman is a Fellow of the Canadian Institute of Planners and Registered Professional Planner in Ontario whom the Board qualified to provide independent expert opinion evidence in land use planning matters.

[13] Although the MOS were filed as an exhibit in these proceedings, the Board does not approve MOS since they stand as an agreement between the parties. As such they may, and often do, contain clauses that deal with matters that are not within the jurisdiction of the Board in the context of the matters before the Board in a particular hearing.

[14] In this case, the MOS also contained the basis for the AEGD boundaries and land use designations the City now asks the Board to accept. Mr. Lehman's evidence focussed on these land use planning matters.

[15] Environment Hamilton Inc. ("EH") and Hamiltonians for Progressive Development ("HPD") each advised the Board that while they opposed the proposed boundaries of the AEGD that the City now puts before the Board they would call no evidence in these proceedings. EH and HPD each provided their concerns to the City, Silvestri and Twenty

Road West, cross-examined witnesses and provided closing submissions.

[16] No other party appeared in opposition to the proposed boundaries and land use designations.

[17] The Board heard from four participants.

[18] Ms. Wasserman and Peter O'Hagan appeared in opposition. Ana Nisbet and Tom Nugent appeared in support.

ISSUES, ANALYSIS AND FINDINGS

Modifications to the Airport Employment Growth District Secondary Plan

Employment Designations

[19] The proposal before the Board provides 551.4 ha of employment lands within the AEGD. Although this is slightly less than the 555 ha identified by the Board in Phase 2, no party challenged the difference. The Board finds the difference to be insignificant and not relevant in the context of these proceedings.

[20] Proposals to add or remove lands from the AEGD, or to change the designation of lands within the AEGD, have considered accessibility to major highways and the lands particular location within the Airport Noise Exposure Forecast noise contours.

[21] Four employment land designations are included within the AEGD: Airside Industrial, Airport Related Business, Airport Light Industrial and Airport Prestige Business.

[22] The approximate locations of Employment Supportive Centres have also been identified. These Centres are intended to include limited commercial uses that provide convenience and support for employees within the surrounding employment lands.

Natural Open Space Designation

[23] There are lands designated Natural Open Space that are within the AEGD but are protected from development. They are not included within the employments lands tally.

Airport Reserve Lands

[24] The Airport itself, and lands designated Airport Reserve, is not within the AEGD. Lands adjacent to the east side of the Airport have been added to the Airport Reserve designation. The Wasserman lands are within the area newly designated Airport Reserve.

[25] Bryna Wasserman addressed the Board on this issue. Ms. Wasserman objected to the Airport Reserve designation, contending that this designation lowers the value of the Wasserman lands. Negotiations have broken down between Wasserman and the City regarding a City acquisition of the Wasserman lands.

[26] Wasserman had placed several issues on the Issues List challenging the planning support for the redesignation of these lands. When Wasserman withdrew as a party, these issues were not pursued and the Board heard no expert land use planning evidence contrary to that of Mr. Lehman.

[27] On close examination of Ms. Wasserman's presentation, it is clear to the Board that the appropriateness of the Airport Reserve designation from a land use perspective is not the issue. Rather, the issue for Wasserman is the price to be paid by the City to acquire the Wasserman lands.

[28] The questions of land value and compensation are not land use planning grounds for decision by the Board in the context of these proceedings.

Ontario Conference of Seventh-Day Adventist Church

[29] On the eastern edge of the AEGD is an existing Airport Business Park that is already within the urban boundary. These employment lands were identified as being within the

existing inventory of employment lands and are not included in the 551.4 ha of new employment lands within the AEGD.

[30] The Ontario Conference of Seventh-Day Adventist Church is located in the Airport Business Park at 2012 Upper James Street. In 2011 the Board issued a decision in case PL100630 giving site-specific approval, subject to conditions, for this property. The Board's Order has been withheld until the conditions are met. The Ontario Conference of Seventh-Day Adventist Church and the City agree that the conditions have not been met and further agree that the Board's Order should continue to be withheld until these outstanding matters are resolved.

Lands Designated Institutional

[31] Lands designated Institutional are also within the AEGD. The Institutional designation may include certain uses that have employees but the employment component is not the principal purpose of the lands. As such, lands designated Institutional are not considered employment lands.

[32] The Institutional lands with the AEGD include a church, a pet cemetery, a secondary school and lands identified for the possible future expansion of Redeemer College.

Employment Lands Added to the AEGD

[33] Employment lands added to the AEGD are northwest of the Airport and on either side of Highway 6 and south of Garner Road West. Totalling approximately 33 ha, these lands are well positioned to take advantage of the Highway 6 corridor and the Highway 6 and Highway 403 interchange. Given their location, these lands have the potential to create an employment lands gateway for the AEGD.

[34] The Board heard no objection to the addition of these lands.

Lands Removed

[35] Approximately 33 ha south of the Airport and north of White Church Road have been removed from employment lands. While near Highway 6, they are at a considerable distance from the Highway 403 interchange and are not considered as appropriate for an employment lands designation as other lands within the AEGD. The White Church Road lands remain within the RHOP and are not included within the urban boundary.

[36] The Board heard no objection to the removal of these lands.

Municipal Comprehensive Review

[37] Three parcels of land along the northern edge of the AEGD have been removed and remain outside the urban boundary. These include the Silvestri lands along Garner Road in a parcel that is approximately 47 ha and two parcels of Twenty Road West lands that total approximately 79 ha along Twenty Road.

[38] The City is commencing a Municipal Comprehensive Review ("MCR") consistent with the requirements of the Growth Plan for the Greater Horseshoe ("GGH") and intends to consider the appropriate land use designations for these properties within that context, including whether these lands should be within the urban boundary. In the interim, the lands will continue to be outside the urban boundary and governed by the RHOP.

[39] EH and HPD objected to this proposed treatment for these lands. Both contended that this would create rural islands surrounded by the urban boundary. They expressed the view that the appropriate designation for these lands should be known by now and that there is no true need for an MCR. Since the City intends to undertake an MCR, the Board concludes that the City does not feel there is sufficient information to determine the appropriate designation of these lands at this time. In any event, the Board heard no expert opinion evidence on what the designation of these lands should be other than Mr. Lehman's evidence that they remain under the aegis of the RHOP unless and until the results of the MCR indicate that a change in designation to bring them within the urban boundary is appropriate.

[40] EH and HPD also expressed the concern that Silvestri and Twenty Road West wished to have these lands designated for residential development. EH and HPD noted that the Board differently constituted stated in its decision in Phase 1 that the parties had agreed that "...There will be no residential land use designations within the AEGD study area..." EH and HPD are concerned that the MCR will avoid public consultation and will bring these lands within the urban boundary with a residential designation.

[41] It is clear to the Board that relations between EH and HPD on the one hand and the City on the other hand are not characterized by positive regard and mutual trust. The fact that EH and HPD do not trust the City to conduct a full and proper MCR is not a reason for the Board to decline the City proposal to remove these lands to enable a full and proper MCR to be undertaken. Moreover, the Board has no reason to conclude that the City will do other than conduct a full and proper MCR in accordance with the requirements of the Provincial Policy Statement ("PPS") and the GGH.

Suggestions of Peter O'Hagan

[42] Mr. O'Hagan presented a thorough and carefully prepared review of ways he feels employment uses can be intensified while protecting the environment, supporting sustainability and adding residential uses which, together, are far less land extensive than the proposals before the Board appear to be.

[43] The Board commends Mr. O'Hagan for the substantial time and effort that has gone into his presentation and suggestions. In considering Mr. O'Hagan's presentation, the Board is not persuaded that a change is necessary to the instruments now before the Board. Rather, Mr. O'Hagan is making suggestions about how developments that may come forward in the future might implement different design features and reflect different approaches to their built form.

Other Matters Settled Previously

[44] Three other appeals were settled previously but the Board's Order was withheld pending the disposition of the remaining appeals. These previously settled appeals were

those of Alex Milojevic, Larry Notarandrea and MacStar Developments Ltd. The City now asks the Board to issue the Order for these three matters.

Corrected Exhibit

[45] Implementation of the proposal now before the Board involves modification to the UHOP, modification to the RHOP and amendments to the Zoning By-law No. 05-200, which is the applicable zoning by-law. The modifications and amendments involve both text and mapping changes, resulting in a thick bound document filed as Exhibit 73 in these proceedings.

[46] A minor typographical change was made to the Exhibit 73 at the hearing. The Board directed that a corrected copy be forwarded to the Board. The corrected copy was found to have inadvertently omitted a single page in the course of copying and binding the replacement. The fact of the omission was made known to all the parties by the City and no party objected to the addition of the page omitted in error. At the Board's request, the City filed a new, fully corrected and bound document that the Board now accepts as the proper and complete Exhibit 73 for these proceedings.

Matters of Provincial Interest, Policies and Plans

[47] On the evidence of Mr. Lehman, the Board finds that the proposed modifications to the UHOP and to the RHOP and the proposed changes to the Zoning By-law No. 05-200 have had proper regard for and implement matters of Provincial interest, as set out in s. 2 of the *Planning Act*, R.S.O. 1990, c. P.13 ("Act"), are consistent with the PPS and conform to the GGH. The Board further finds that Zoning By-law No. 05-200 as amended conforms to the UHOP as modified.

[48] Section 2.1 of the Act requires the Board to have regard to the decisions of the municipal council and to any supporting information and materials before the council. The Board notes that the proposals now before the Board come with the full consent and support of the City.

ORDER

[49] The Board orders that:

1. The appeals are allowed in part.
2. The Urban Hamilton Official Plan is modified in accordance with Tab 2 of Exhibit 73.
3. The Rural Hamilton Official Plan is modified in accordance with Tab 3 of Exhibit 73.
4. Zoning By-law No. 05-200 is amended in accordance with Tab 4 of Exhibit 73.
5. The Board Order regarding the Ontario Conference of Seventh-Day Adventist Church lands at 2012 Upper James Street is withheld on a site-specific basis until such time as any outstanding issues related to case PL100630 are resolved.

"Susan de Avellar Schiller"

SUSAN de AVELLAR SCHILLER
VICE-CHAIR

If there is an attachment referred to in this document,
please visit www.elfto.gov.on.ca to view the attachment in PDF format.

Ontario Municipal Board

A constituent tribunal of Environment and Land Tribunals Ontario
Website: www.elfto.gov.on.ca Telephone: 416-212-6349 Toll Free: 1-866-448-2248

Urban Hamilton Official Plan Amendment No. 35

The following text, together with:

Appendix 1	Section E.5.5 Airport Employment Growth District)(text)
Appendix 2	Schedule A Provincial Plans
Appendix 3	Schedule B Natural Heritage System
Appendix 4	Schedule B-1 Detailed Natural Heritage Features Life Science ANSI
Appendix 5	Schedule B-2 Detailed Natural Heritage Features Significant Woodlands
Appendix 6	Schedule B-4 Detailed Natural Heritage Features Key Hydrologic Features
Appendix 7	Schedule B-5 Detailed Natural Heritage Features Lakes and Littoral Zones
Appendix 8	Schedule B-6 Detailed Natural Heritage Features Environmentally Significant Areas
Appendix 9	Schedule B-7 Detailed Natural Heritage Features Local Natural Area Earth Science ANSI
Appendix 10	Schedule B-8 Detailed Natural Heritage Features Key Hydrologic Features Streams
Appendix 11	Schedule C Functional Road Classification
Appendix 11A	Schedule C-2 Future Road Widening (text)
Appendix 12	Schedule E Urban Structure
Appendix 13	Schedule E-1 Urban Land Use Designations
Appendix 14	Schedule F Airport Influence Area
Appendix 15	Schedule G Local Housing Market
Appendix 16	Appendix A Parks Classification
Appendix 17	Appendix B Major Transportation Facilities and Routes
Appendix 18	Appendix D Noise Exposure Forecast Contours and Primary Airport Zoning Regulations
Appendix 19	Appendix E Contaminated Sites
Appendix 20	Appendix F Cultural Heritage Resources
Appendix 21	Appendix F-1c Specific Cultural Heritage Resources
Appendix 22	Appendix F-4 Archaeological Potential
Appendix 23	Appendix G Boundaries Map
Appendix 24	Volume 2 Chapter B Secondary Plan (text)
Appendix 25	Volume 2 Appendix "A" – Secondary Plan Index Map
Appendix 26	Volume 3 Map 1 – Area Specific Policies Key Map
Appendix 27	Volume 3 Map 2 – Urban Site Specific Key Map
Appendix 28	Volume 2 Chapter B, Map B.8-1 - Airport Employment Growth District Secondary Plan-Land Use Plan
Appendix 29	Volume 2 Chapter B, Map B.8-2 - Airport Employment Growth District Secondary Plan-Natural Heritage System

Appendix 30	Volume 2 Chapter B, Map B.8-3 - Airport Employment Growth District Secondary Plan-Road Classification Map
Appendix 31	Volume 2, Chapter B, Map B.8-4- Airport Employment Growth District Secondary Plan-Phasing Plan
Appendix 32	Volume 2 Chapter B, Appendix "A" - Airport Employment Growth District- Transit Routes and Trails Map

attached hereto, constitutes Official Plan Amendment No. 35 to the Urban Hamilton Official Plan.

1.0 Purpose:

The purpose of the amendment is:

1. to amend the urban boundary to add new Employment lands (AEGD 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.

The effect of the Amendment is to provide for future employment uses until 2031.

2.0 Location:

The Secondary Plan Area is larger than the urban boundary expansion area because it incorporates lands within the existing urban boundary.

Urban Boundary Expansion Area

The lands are generally located south of Garner Road and Twenty Road, west and south of Highway 6, west of Upper James Street and Glancaster Road as well as the lands at 70 Garner Road East. There are three areas that have remain in the Rural Hamilton Official Plan: 1) lands bounded by Garner Road East on the north, the hydro corridor on the south and located between Nos. 792 to 1100 Garner Road East; 2) lands located south of Twenty Road West, east and west of the future Garth Street extension.

Secondary Plan Area

The Airport Employment Growth District Secondary Plan Area applies to the property located at 70 Garner Road East, and to lands generally bounded by Upper James Street on the east, Twenty Road West and Garner Road East on the north, west and south of Highway 6(excluding Greenbelt Lands). There are three areas that remain in the Rural Hamilton Official Plan: 1) lands bounded by Garner Road East on the north, the hydro corridor on the south and located between Nos. 792 to 1100 Garner Road East; 2) lands located south of Twenty Road West, east and west of the future Garth Street extension.

3.0 Basis:

The basis for permitting this Amendment is that:

- The City requires additional employment land to meet its 2031 employment growth forecasts;
- More specific policies and designations are required to implement the vision and goals of the Airport Employment Growth District as an eco-industrial business park; and,
- The ultimate build-out of the Airport Employment Growth District Secondary Plan will be determined by the phasing policies within the secondary plan.

4.0 Changes:

4.1 Volume 1 – Parent Plan

Text

4.1.1 Section E.1.0 - Goals

- a. That Section E.1.0-Goals be modified by adding the following new goal:

“l) Protect land adjacent to John C. Munroe Airport for future expansion.”

4.1.2 Chapter E- Urban Systems and Designations

- a. That Chapter E- Urban Systems and Designations be amended adding a new designation as Section E.7 Airport Reserve as follows:

E.7.0 Airport Reserve

The Official Plan contemplates the airport will 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.

7.1 The lands designated as Airport Reserve shall be subject to the policies of Volume 2-Section B.8- Airport Employment Growth District.

4.1.3 Section E.5-Employment Area Designations

- a. That Policy E.5.1.1 be amended by adding “and the Airport Employment Growth District.” to the end of the policy, so the policy reads as follows:

"Recognize and support the contribution of older industrial areas and existing and newly developing business parks, such as the West Hamilton Innovation District **and the Airport Employment Growth District.**

- b. That Policy E.5.2.1c) be amended by deleting "Airport Business Park" and replacing it with Airport Employment Growth District so the policy reads as follows:

- c) Employment Area – ~~Airport Business Park~~ **Airport Employment Growth District;** and,"

- c. That Policy E.5.2.7.1 be amended by deleting "Airport Business Park" and replacing it with Airport Employment Growth District so the policy reads as follows:

"The following provisions apply to all lands designated Employment Area – Industrial Land, Employment Area – Business Park, Employment Area – ~~Airport Business Park~~ **Airport Employment Growth District** , and Employment Area – Shipping and Navigation on Schedule E-1 – Urban Land Use Designations:"

- d. That Section E.5.5-Airport Business Park be deleted in its entirety and replaced with the following new Section, attached as Appendix "1" to this Amendment.

Schedules and Appendices

4.2.1 Schedules

- a. That urban boundary be amended and the lands be included in the urban area for the following schedules, attached as Appendices 2, 4, 8, 9:

1	Schedule A	Provincial Plans (Appendix 2)
2	Schedule B-1	Detailed Natural Heritage Features Life Science ANSI (Appendix 4)
3	Schedule B-6	Detailed Natural Heritage Features Environmentally Significant Areas (Appendix 8)
4	Schedule B-7	Detailed Natural Heritage Features Local Natural Area Earth Science ANSI (Appendix 9)

- b. That Schedule B-Natural Heritage System be amended by changing the urban boundary, and including the natural heritage system features in the urban area, as shown on Appendix "3";
- c. That Schedule B-2- Detailed Natural Heritage Features Significant Woodlands be amended by changing the urban boundary and including the significant woodlands in the urban area, as shown on Appendix "5";

- d. That Schedule B-4- Detailed Natural Heritage Features Key Hydrologic Features be amended by changing the urban boundary and including wetlands in the urban area, as shown on Appendix "6";
- e. That Schedule B-5- Detailed Natural Heritage Features Lakes and Littoral Zones be amended by changing the urban boundary and including lake and littoral zones in the urban area, as shown on Appendix "7";
- f. That Schedule B-8- Detailed Natural Heritage Features Key Hydrologic Features Streams be amended by changing the urban boundary and including the streams in the urban area, as shown on Appendix "10";
- g. That Schedule C-Functional Road Classifications be amended by changing the urban boundary, adding the lands to the urban area and identifying the appropriate road classification, as shown on Appendix "11";.
- h. That Schedule C-2 be modified to include the following new roads and associated widenings, as as shown on Appendix "11A";
- i. That Schedule E-Urban Structure be amended by changing the urban boundary, adding the lands to the urban area and identifying them as "Employment Area", as shown on Appendix "12";.
- j. That Schedule E-1-Urban Land Use Designations be amended by changing the urban boundary, adding the lands to the urban area and designating them:
 - a. Employment Area-Airport Employment Growth District;
 - b. Open Space;
 - c. Airport Reserve;
 - d. Institutional;
 - e. Utility; and,
 - f. Neighbourhoods.as shown on Appendix "13";.
- k. That a new Schedule be added as Schedule F-Airport Influence Area, as shown on Appendix "14"; and,
- l. That Schedule G- Local Housing Market be amended by changing the urban boundary and including the lands in the Ancaster, Glanbrook and Flamborough Local Housing Market Zones, as shown on Appendix "15".

4.2.2 Appendices

- a. That the urban boundary be amended and the lands be included in the urban area for the following Appendices, attached as Appendices "17" to "22":

1	Appendix B	Major Transportation Facilities and Routes (Appendix 17)
2	Appendix D	Noise Exposure Forecast Contours and Primary Airport Zoning Regulations (Appendix 18)
3	Appendix E	Contaminated Sites (Appendix 19)
4	Appendix F	Cultural Heritage Resources (Appendix 20)
5	Appendix F-1c	Specific Cultural Heritage Resources (Appendix 21)
6	Appendix F-4	Archaeological Potential (Appendix 22)

- b. That Appendix A - Parks Classification (Outside of secondary plan areas) be amended by changing the urban boundary and including the lands as the Airport Employment Growth District Secondary Plan, as shown on Appendix "16"; and,
- c. That Appendix G - Boundaries Map (Built Boundary and Central Area Boundary) be amended by adding the urban boundary, adding the Airport as Built-up area and to identify those lands that are not subject of the built boundary or built-up area, as shown on Appendix "23".

4.2 Volume 2-Secondary Plans

Text

- 4.2.1 That Chapter B-Secondary Plan of Volume 2 be amended by adding the following new secondary plan for the Airport Employment Growth District as Section B.8.1, attached as Appendix "24" to this Amendment

Map

- 4.2.2 That Volume 2: Appendix "A" be amended by changing the urban boundary and including the lands as the Airport Employment Growth District Secondary Plan, attached as Appendix "25" to this Amendment.
- 4.2.3 That Volume 2, Chapter B be amended by adding the following new maps and appendix from the Airport Employment Growth District Secondary Plan as follows:
- a) Map B.8-1- Airport Employment Growth District Secondary Plan-Land Use Plan, as shown on Appendix "28" to this Amendment;
 - b) Map B.8-2- Airport Employment Growth District Secondary Plan- Natural Heritage System as shown on Appendix "29" to this Amendment;

- c) Map B.8-3- Airport Employment Growth District Secondary Plan-Road Classification Map, as shown on Appendix "30" to this Amendment;
- d) Map B.8-4- Airport Employment Growth District Secondary Plan-Phasing Map, as shown on Appendix "31" to this Amendment and,
- e) Appendix "A"- Airport Employment Growth District Secondary Plan-Transit routes and Trails Map as shown on Appendix "32" to this Amendment.

4.3 Volume 3- Special Policy Areas, Area Specific Polices and Site Specific Policies

Text

- 4.3.1 That Volume 3, Chapter C-Urban Site Specific Policies be amended by deleting UGE-1-Lands located on the south side of Dickenson Road, between Glancaster Road and Highway No.6, Part of Lots 2 and 3, Concession 3, former Township of Glanbrook.

Map

- 4.3.2 That Volume 3: Map 1 be amended by adding the urban boundary, attached as Appendix "26" to this Amendment.
- 4.3.3 That Volume 3: Map 2 be amended by adding the urban boundary and deleting UGE-1, attached as Appendix "27" to this Amendment.

5.0 Implementation:

OMB Decision, dated April 10, 2015 gives effect to OPA 35.

An implementing Zoning By-Law Amendment, Site Plan and Plans of Subdivision will give effect to the intended uses on the subject lands.

5.5 Employment Area – Airport Employment Growth District Designation

5.5.1 The following uses shall be permitted on lands designated Employment Area – Airport Employment Growth District on Schedule E-1 – Urban Land Use Designations 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.

5.5.2 The following uses shall only be permitted as temporary uses on lands designated Employment Area – Airport Employment Growth District on Schedule E-1 – Urban Land Use Designations:

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

Scale

- 5.5.3** 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.
- 5.4.4** *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.

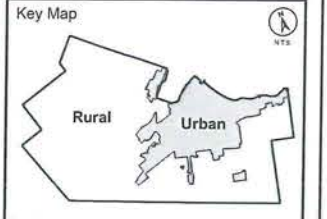
Other Policies

- 5.5.5.** The Airport Employment Growth District shall be developed in phases, as described in the Airport Employment Growth District Secondary Plan.
- 5.5.6** 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.
- 5.5.7** All existing residential uses within the Airport Employment Growth District shall be ultimately be redeveloped in compliance with the use permitted in Policy E.5.5.1, and all other relevant policies of this Plan.
- 5.5.8** 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.
- 5.5.9** All *development* in the Airport Employment Growth District shall comply with Sections B.3.5.6 – Noise, Vibration and Emissions and C.4.8 – Airport.

Appendix 2
Amendment No. 35
To the Urban Hamilton Official Plan

 Amend the Urban Boundary and include the lands within the Urban Area

Date: February 25, 2015	Revised By: JHE/NB	Reference File No.: OPA 35(U)
----------------------------	-----------------------	----------------------------------



Note: For Rural Provincial Plans Designations, refer to Schedule A of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1



Legend

-  Parkway Belt West Plan Area
- Niagara Escarpment Plan Designations**
 -  Natural Area
 -  Protection Area
 -  Urban Area
 -  Minor Urban Centres
- Other Features**
 -  Rural Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

* Note: Refer to the appropriate Provincial Plan for detailed mapping

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

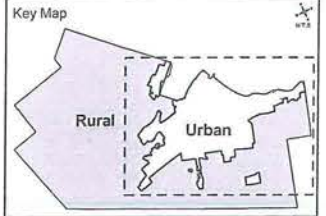
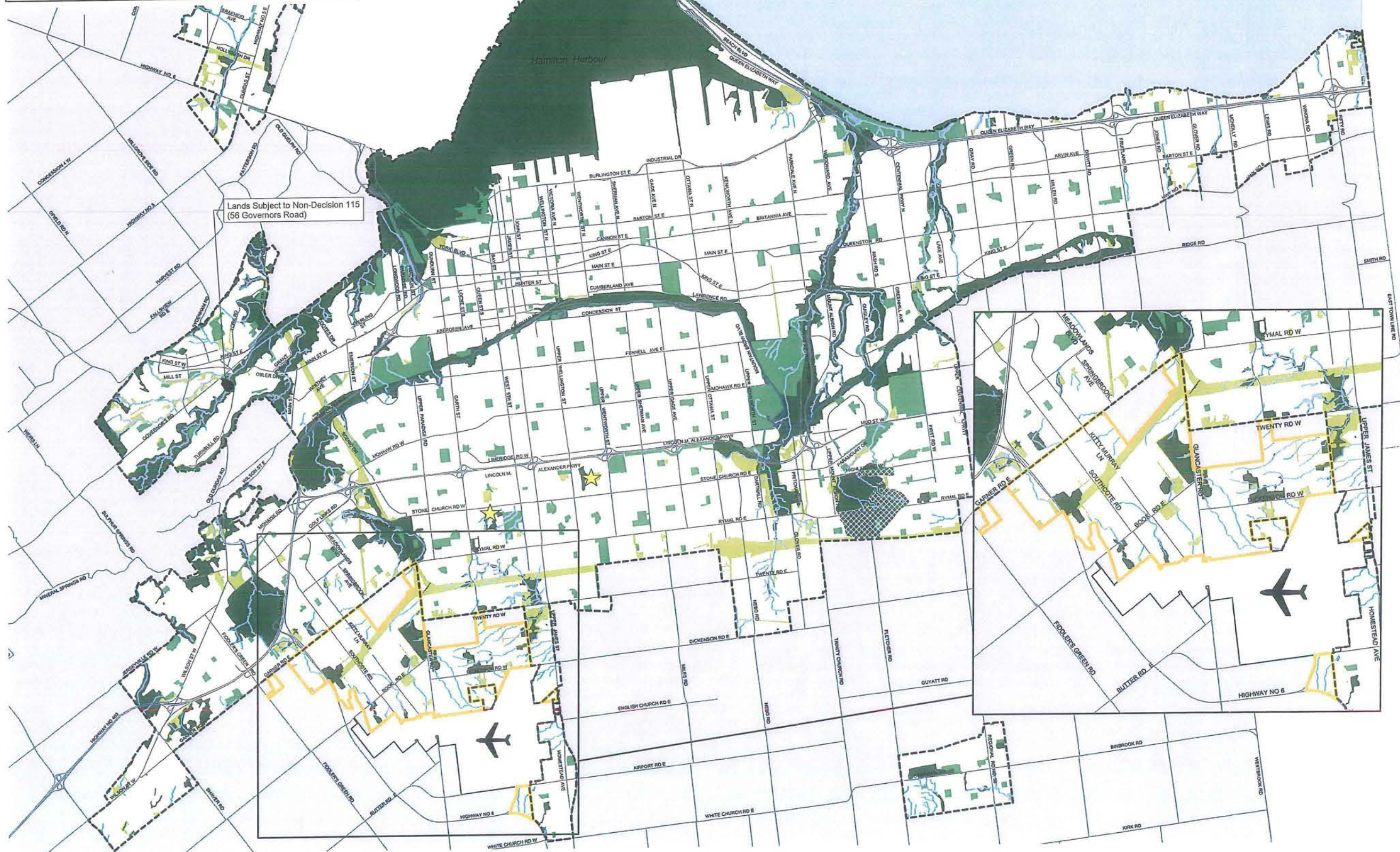
**Urban Hamilton Official Plan
Schedule A
Provincial Plans**



Appendix 3
Amendment No. 35
To the Urban Hamilton Official Plan

Amend the Urban Boundary and include the subject lands and the Natural Heritage Features within the Urban Area

Date: February 25, 2015
Revised By: JHE/NB
Reference File No.: OPA 35(U)



Note: For Rural Natural Heritage Features refer to Schedule B of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

★ **Lands Under Appeal**

- 305 Stone Church Road West
- 313 Stone Church Road East & lands bounded by Stone Church Road East, Upper Wellington Street, Lincoln M Alexander Parkway and Upper Wentworth Street

Legend

- Core Areas
- Area Specific Policy - USC-1 and USC-2 in Volume 3
- Linkages
- Parks & General Open Space (Excluding Parkettes)
- Streams
- Other Features**
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Schedule B
Natural Heritage System**



Not To Scale
Date: Oct. 30, 2014



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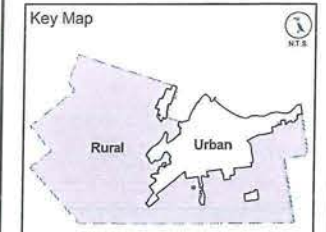
Appendix 4
Amendment No. 35
To the Urban Hamilton Official Plan

Amend the Urban Boundary and include the subject lands within the Urban Area

Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 35(U)



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-1 of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1



Legend

- Key Natural Heritage Feature Life Science ANSI
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Schedule B-1
Detailed Natural Heritage Features
Key Natural Heritage Feature
Life Science ANSI



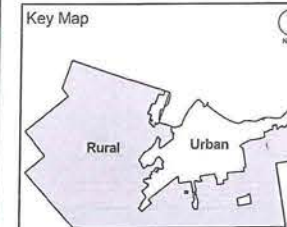
Appendix 5
Amendment No. 35
To the Urban Hamilton Official Plan

Amend the Urban Boundary and include the subject lands within the Urban Area

Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 35(U)



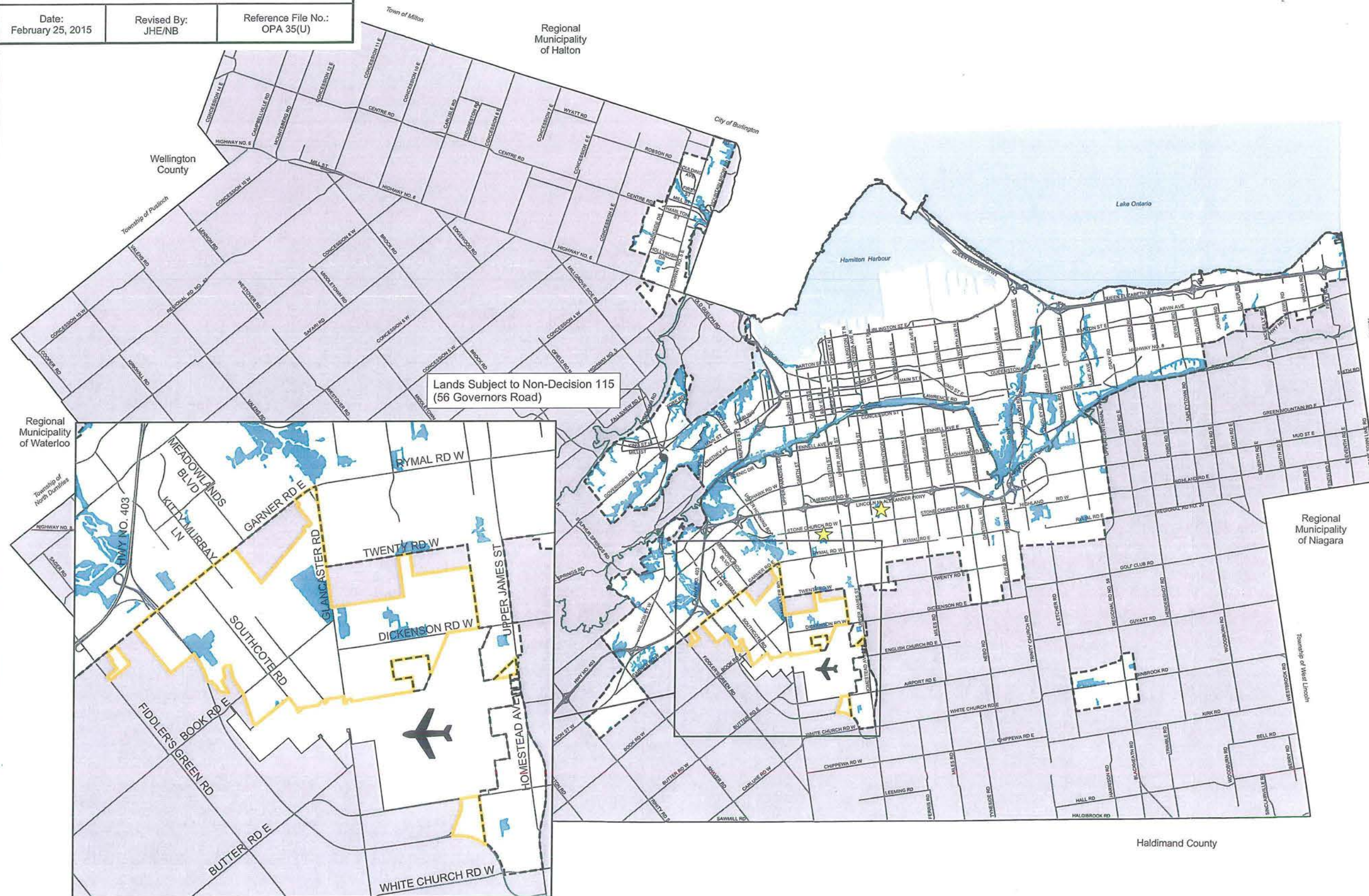
Note: For Rural Detailed Natural Heritage Features refer to Schedule B-2 of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

★ Lands Under Appeal

- 305 Stone Church Road W
- 313 Stone Church Road E & lands bounded by Stone Church Road East, Upper Wellington Street, Lincoln M Alexander Parkway and Upper Wentworth Street



Legend

Key Natural Heritage Feature Significant Woodlands

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Schedule B-2
Detailed Natural Heritage Features
Key Natural Heritage Feature
Significant Woodlands

Not To Scale
Date: Oct. 30, 2013
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Appendix 6
Amendment No. 35
To the Urban Hamilton Official Plan

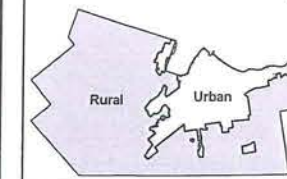
Amend the Urban Boundary and include the subject lands and the Wetlands within the Urban Area

Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 35(U)

Key Map



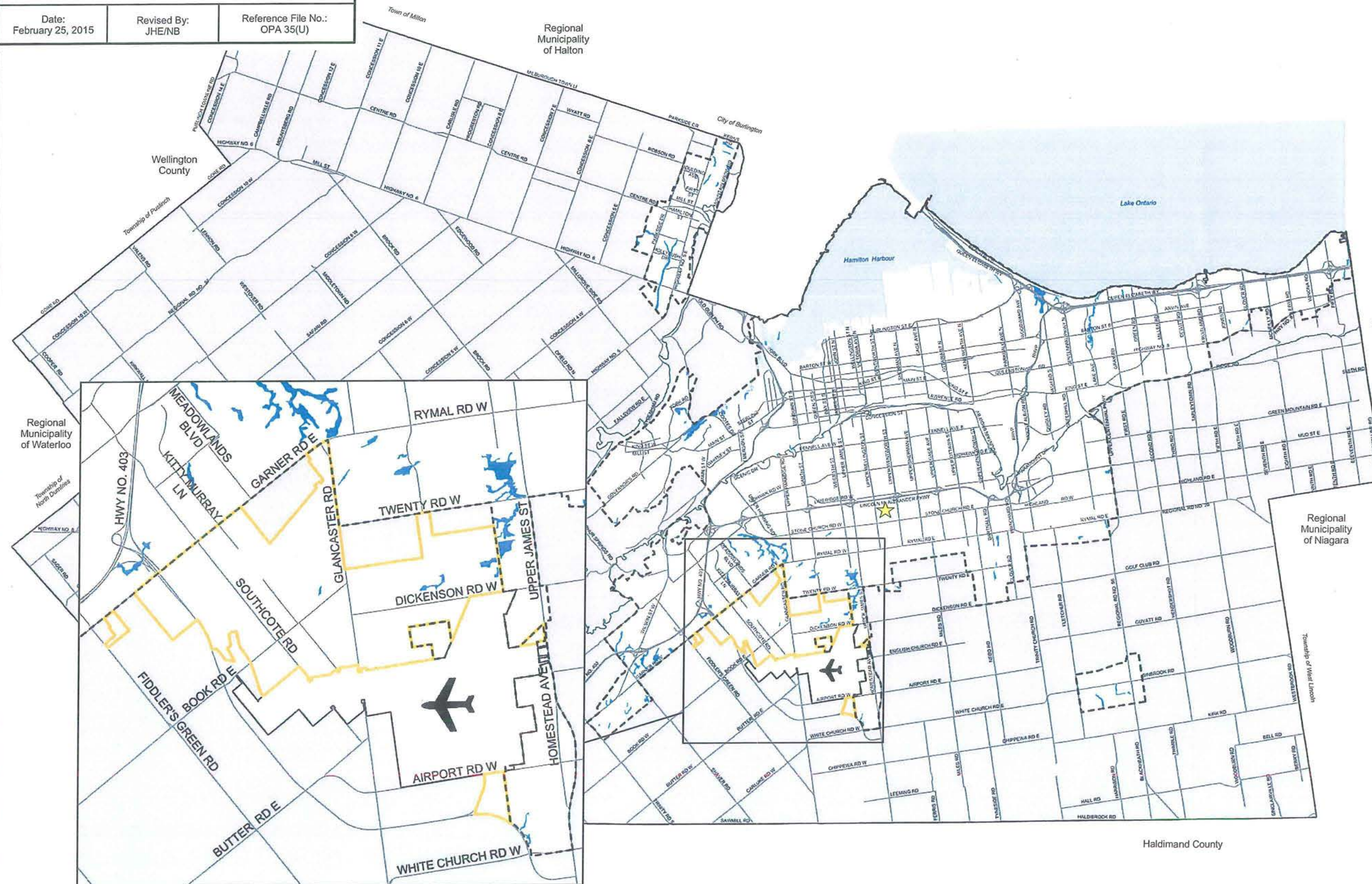
Note: For Rural Detailed Natural Heritage Features refer to Schedule B-4 of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

★ Lands Under Appeal

- 305 Stone Church Road W



Legend

Key Natural Heritage and Key Hydrologic Feature Wetlands

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Schedule B-4**
Detailed Natural Heritage Features
Key Natural Heritage Feature and Key Hydrologic Feature Wetlands



Date: Oct. 30, 2013

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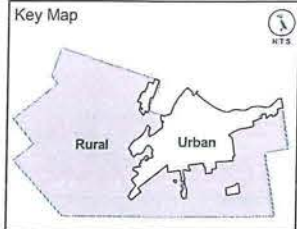
Appendix 7
Amendment No. 35
to the Urban Hamilton Official Plan

Added the Urban Boundary and include the subject lands and the Lakes and Littoral Zones within the Urban Area

Date:
February 25, 2015

Revised By:
JHE/NB

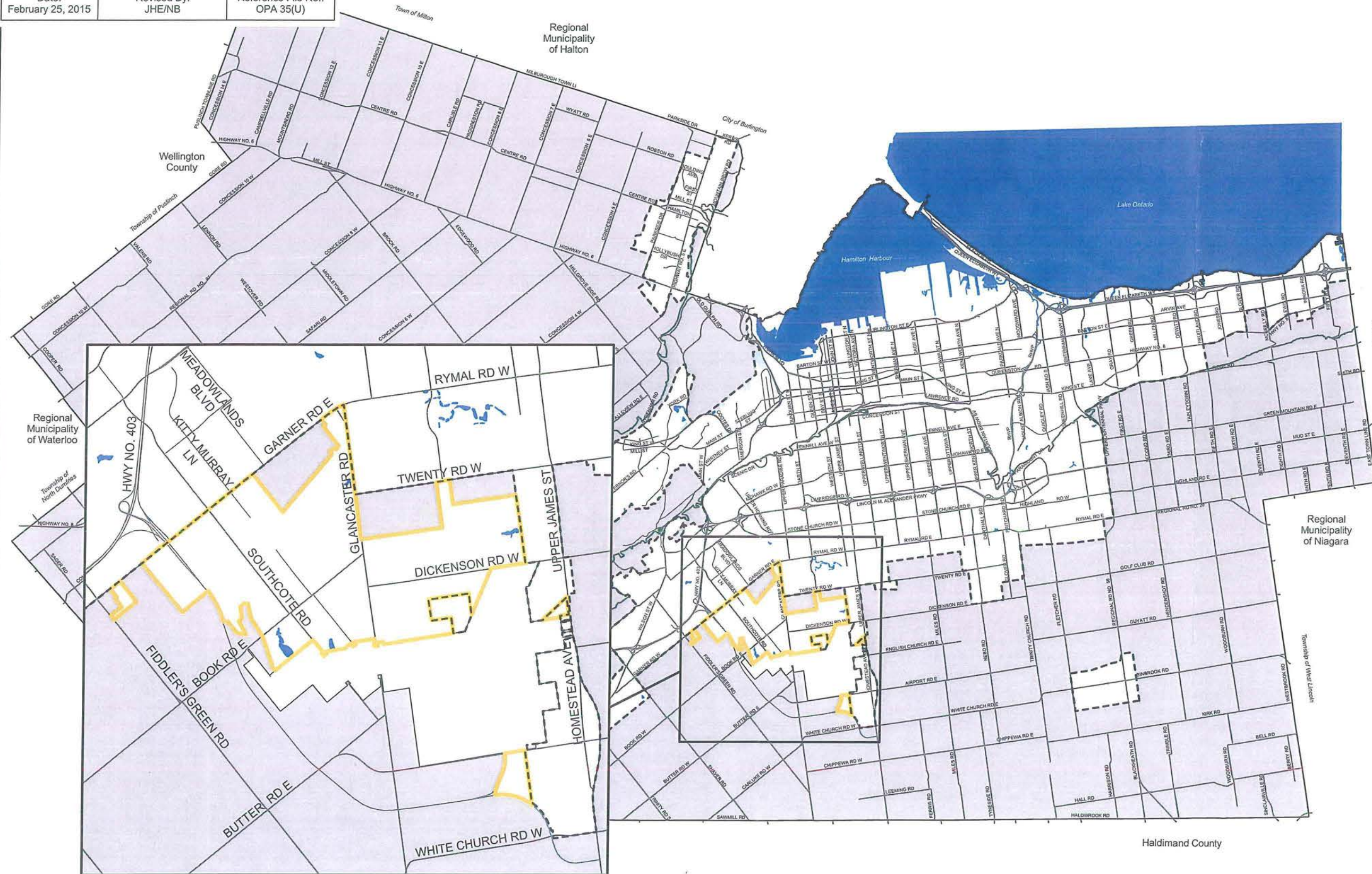
Reference File No.:
OPA 35(U)



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-5 of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1



Legend

- Key Hydrologic Feature
Lakes and Littoral Zones
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Schedule B-5
Detailed Natural Heritage Features
Key Hydrologic Feature
Lakes and Littoral Zones**

Not To Scale
Date: Sept. 12, 2013
Hamilton
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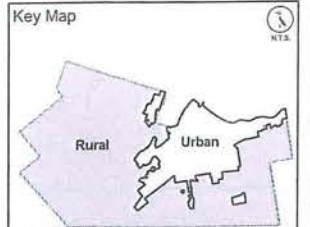
Appendix 8
Amendment No. 35
To the Urban Hamilton Official Plan

 Amend the Urban Boundary and include the subject lands within the Urban Area

Date:
February 25, 2014

Revised By:
JHE/NB

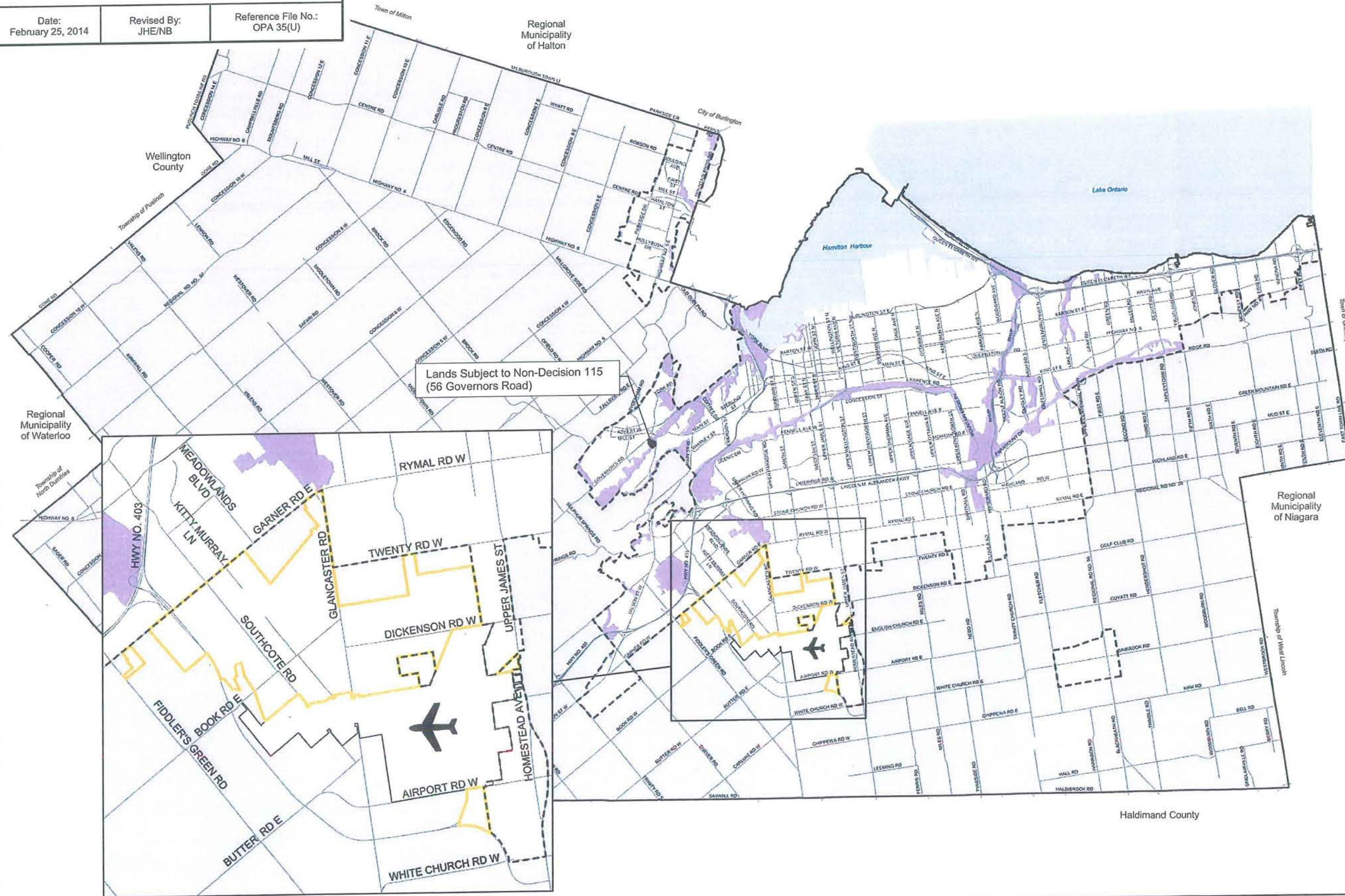
Reference File No.:
OPA 35(U)



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-6 of the Rural Hamilton Official Plan.

APPEAL






The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1



Lands Subject to Non-Decision 115
(56 Governors Road)

Legend

 Local Natural Area
 Environmentally Significant Area

Other Features
 Rural Area
 John C. Munro Hamilton International Airport
 Niagara Escarpment
 Urban Boundary
 Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Schedule B-6
Detailed Natural Heritage Features
Local Natural Area
Environmentally Significant Areas



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Appendix 9
Amendment No. 35
To the Urban Hamilton Official Plan

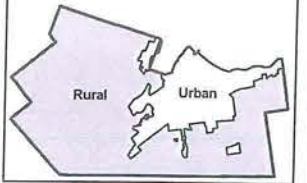
Amend the Urban Boundary and include the subject lands within the Urban Area

Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 35(U)

Key Map



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-7 of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1



Legend

- Local Natural Area Earth Science ANSI
- Area Specific Policy - USC-1 and USC-2 in Volume 3

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Schedule B-7
Detailed Natural Heritage Features
Local Natural Area
Earth Science ANSI

Not To Scale
Date: Sept. 12, 2013
Hamilton
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Appendix 10
Amendment No. 35
To the Urban Hamilton Official Plan

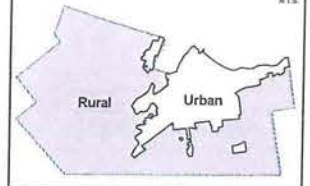
Amend the Urban Boundary and include the subject lands within the Urban Area

Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 35(U)

Key Map



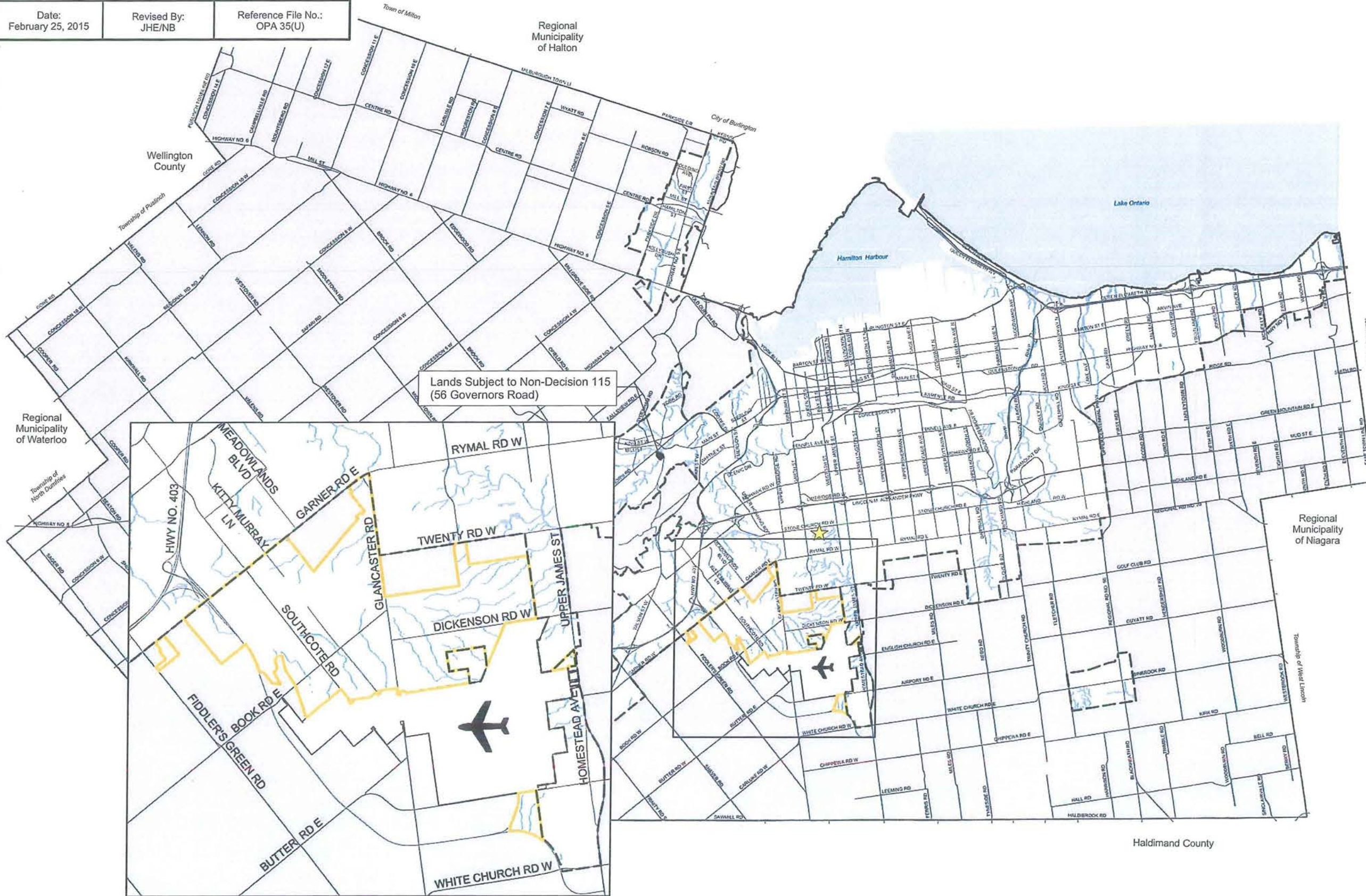
Note: For Rural Detailed Natural Heritage Features refer Schedule B-8 of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

★ **Lands Under Appeal**

- 305 Stone Church Road W



Lands Subject to Non-Decision 115
(56 Governors Road)

Legend

- Key Hydrologic Feature Streams
- Other Features**
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Schedule B-8
Detailed Natural Heritage Features
Key Hydrologic Feature Streams

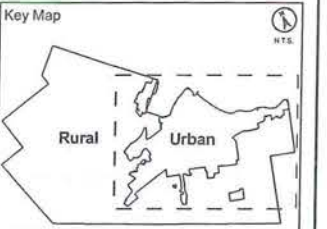


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Appendix 11
Amendment No. 35
To the Urban Hamilton Official Plan

Amend the Urban Boundary and include the subject lands and the Functional Road Classification within the Urban Area

Date: February 25, 2015
Revised By: JHE/NB
Reference File No. OPA 35(U)



Note: For Rural Functional Road Classification, refer to Schedule C-1 (future amendment).

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

Legend

- Major Arterial
- Minor Arterial
- Collector
- Provincial Highway (Controlled Access)
- Provincial Highway
- Parkway

Proposed Roads

- - - Major Arterial
- - - Minor Arterial
- - - Collector

Other Features

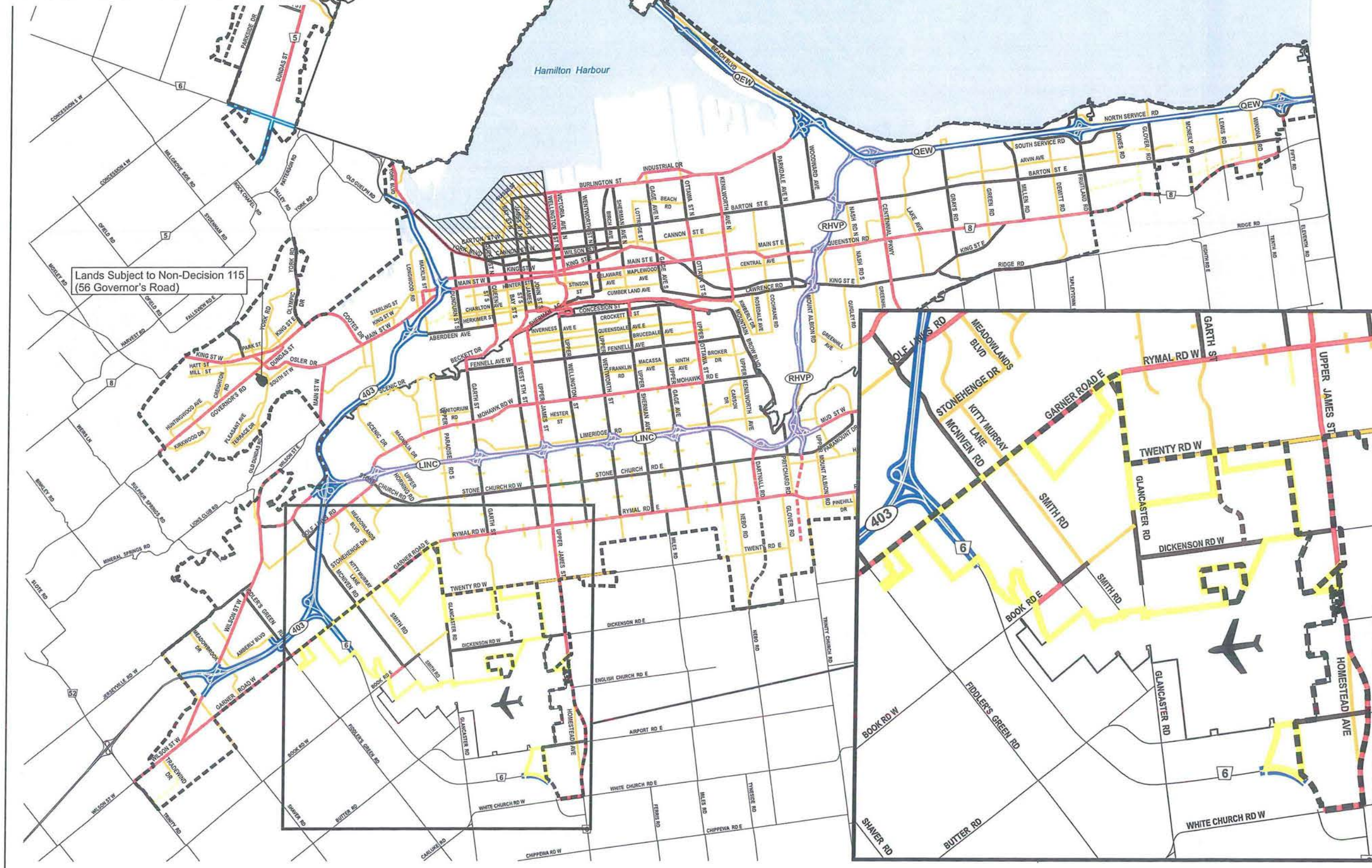
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- - - Urban Boundary
- Municipal Boundary
- Lands subject to Non Decision 113 West Harbour Setting Sail

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Schedule C
Functional Road Classification**



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Lands Subject to Non-Decision 115
(56 Governor's Road)

SCHEDULE C-2 - FUTURE ROAD WIDENINGS

Road	From	To	Future Right-of-Way Width (metres)
Anchor Road	Rymal Road	Stone Church Road	30.480
Arvin Avenue	Gray Road	Jones Street	26.213
	Cul-de-sac East of Lewis Road		36.000 Diameter
Barton Street	Ottawa Street	Woodward Avenue	26.213
	Woodward Avenue	Nash Road	42.672
	Nash Road	Fifty Road	36.576
Baseline Road	Winona Road	North Service Road	26.213
Belgraden Avenue	Seaman Street	South Service Road	26.213
Binbrook Road	Fletcher Road	Fall Fair Way	30.480
	Fall Fair Way	90m West Regional Road 56	26.213
	90m West Regional Road 56	Regional Road 56	30.480
	Regional Road 56	East limits of Settlement Area	26.213
Bradley Avenue	Binbrook Road	Windwood Drive	26.213
Burlington Street	Birch Avenue	Wellington Street	36.576
Centennial Parkway	King Street	North Service Road	36.576
Community Avenue	Grays Road	Teal Avenue	26.213
Fall Fair Way - Community Collector	Binbrook Road	90m North of Binbrook Road	30.480
Fall Fair Way - Community Collector	90m North of Binbrook Road	90m West Regional Road 56	26.213
Cootes Drive	Main Street West	York Street	36.576
Crompton Way	Norwich Road	Roxborough Avenue	20.117

Schedule C-2 – Future Road Widening

Road	From	To	Future Right-of-Way Width (metres)
Dartnall Road	Lincoln Alexander Parkway	Hydro Corridor	36.576
Dartnall Road Extension	Rymal Road	152.4 meters south of Dickenson Road East	40.000
DeWitt Road	Hwy. # 8	South Service Road	26.213
Dickenson Road East	Nebo Road	Trinity Church Road	36.576
Dickenson Road West	Glancaster Road Intersection of Book Road and Smith Road	Highway 6 Upper James Street	30.480 37
Donn Avenue	Queenston Road	79 meters southerly	20.117
Dundas Street (Hwy 5)	Highway 6	Hamilton Street	36.576 – 45.720
	Hamilton Street	First Street	20.000 – 22.000
	First Street	New East – West Road	36.576 – 45.720
	New East – West Road	East City Limit	47.000
Dundas Street	Main Street	Cootes Drive	26.213
Dundurn Street	King Street	Main Street	26.213
Eastport Drive	Beach Boulevard	MTO Jurisdiction	40 – 45
Fennell Avenue	Garth Street	Mountain Brow Boulevard	26.213
Fiddlers Green Road	Jerseyville Road	Wilson Street	26.123
	Wilson Street	Garner Road West	32.004
Fifty Road	Falcon Road	Ridge Road	26.213
First Road West	Highbury Drive	Mud Street	26.213
Frances Avenue	Green Road	Gray Road	26.213
Frid Street Extension	Chatham Street	Longwood Road South	26.000
Fruitland Road	QEW	Highway 8	36.576
Garden Avenue	Pineland Avenue	Teal Avenue	26.213
Garner Road	Glancaster Road	Wilson Street	36.576

Road	From	To	Future Right-of-Way Width (metres)
Garth Street	Mohawk Road	Road Allowance between Concessions 6 & 7	31.394
	Road Allowance between Concessions 6&7	Twenty Road	36.576
Gatestone Drive	Isaac Brock Drive	Second Road West	26.213
Glancaster Road	Garner Road/Rymal	South of Dickenson Road West	26.213
Glover Road	QEW	Highway 8	26.213
Glover Road	Rymal Road	Dartnall Road Extension	26.213
Golf Links Road	Southcote Road	Lincoln Alexander Parkway	32.004
	Halson Street	Southcote Road	26.213
Governors Road	Main Street	91 m west of Creighton Road	30.480
	91 m west of Creighton Road	West City Limits	36.576
Gray Road	King Street	Hydro Corridor	30.480
Grays Road	Hydro Corridor	QEW	30.48
Green Road	King Street	South Service Road	26.213
Greenhill Avenue	Kimberly Drive	King Street	26.213
Guernsey Drive	Margaret Avenue	Millen Road	20.117
Hamilton Street	Dundas Street East	Parkside Drive	36.576
Hatt Street	York Street	Market Street	26.213
Highbury Drive	Dead end 180 m north of Highland Road	Gatestone Drive	26.213
Highgate Drive	Upper Centennial Pkwy.	Pinewoods Drive	26.213
Highland Road	Pritchard Road	Proposed Trinity Arterial Corridor	30.480

Schedule C-2 – Future Road Widening

Road	From	To	Future Right-of-Way Width (metres)
	Proposed Trinity Arterial Corridor	Upper Centennial Parkway	26.213
Highway 8	King Street E	East City Limits	36.576
Homestead Drive	Highway 6 (north junction)	Highway 6 (south junction)	26.213
Isaac Brock Drive	Mud Street W.	First Road W.	30.480
	First Road W.	Mud Street W.	30.480
Isaac Brock Drive N	Mud Street W.	South Limit of Community Park	26.213
Jerseyville Road	Wilson Street	Shaver Road	32.004
Jones Road	Hwy # 8	South Service Road	26.213
Kenmore Avenue	Barton Street	Arvin Avenue	26.213
King Street West	Woodley's Lane	Bond Street	36.576
	Bond Street	York Road	20.117
King Street West	Highway 403	Queen Street North	26.213
King Street East	Redhill Creek	Battlefield Drive	36.576
	Battlefield Drive	Queenston Road	26.213
	Wellington Street North	Victoria Avenue North	26.213
Lake Avenue N	North City Limit	Queenston Road	26.213
Lake Avenue Drive	Queenston Road	King Street	20.117
Leaside Avenue	Barton Street	Arvin Avenue	26.213
Lewis Road	Highway 8	Barton Street	26.213
	Barton Street	Rail Line	33.000
	Rail Line	South Service Road	26.213
Lime Kiln Road	0.19 Km north of Mohawk Road	0.24 Km north of Mohawk Road	20.117
Limeridge Road	150 meters east of West 5 th Street	Garth Street	26.213

Road	From	To	Future Right-of-Way Width (metres)
	150 meters west of Upper Wentworth	Ridge Street	26.213
	150 meters east of Upper Wentworth	150 meters east of Upper Gage	26.213
	Birchview Drive	Mountain Brow Boulevard	26.213
Longwood Road	Main Street	Aberdeen Avenue	36.576
Main Street	King Street East	Governor's Road/Dundas Street	26.213
Main Street West	Highway 403	Queen Street	26.213
Margaret Avenue	Barton Street	Arvin Avenue	26.213
McClure Road	Garner Road	Wilson Street	30.480
McMurray Street	Hope Street	Hatt Street	20.117
McNeilly Road	Highway 8	South Service Road	26.213
McNiven Road	Mohawk Road	Golf Links Road	30.480
Mid-Block Road	Mountain Brow Road	Dundas Street	36.000
Miles Road	Rymal Road	578 m South of Rymal Road	26.213
Mill Street	Dundas Street East	Mountain Brow Road	26.213
Millen Road	QEW	Queenston Road/ Highway 8	26.213
Millen Road	Frances Avenue	North Service Road	26.213
Mohawk Road	Mountain Brow Boulevard	Lincoln Alexander Parkway	30.480
Mohawk Road	Highway 403	McNiven Road	30.480
	McNiven Road	Rousseaux Street	26.213
Mountain Brow Road	Flanders Road	Mid-block Road	30.000
Mt. Albion Road	Greenhill Avenue	South End	26.213
Mud Street	Winterberry Drive	305 m east of Upper Centennial Parkway	60.960

Schedule C-2 – Future Road Widening

Road	From	To	Future Right-of-Way Width (metres)
Nash Road	End	Barton Street	26.213
Nebo Road	Rymal Road	Dartnall Road Extension	30.480
New East-West Road (Ancaster Business Park)	Tradewind Drive / Cormorant Road	Trinity Road	26.000
New East-West Road (Waterdown)	Through Waterdown North Development Area		32.000
	Centre Road	Parkside Drive	36.000
	Parkside Drive	Dundas Street	36.000
New Mid-block Collector (Ancaster Business Park)	Cormorant Road	Tradewind Drive	26.000
New Mountain Road	King Street	Ridge Road	20.117
North Service Road	Grays Road	Drakes Drive	26.213
Old Ancaster Road	Turnbull Road	Robinhood Drive	20.117
Old Dundas Road	Wilson Street	Robinhood Drive	20.117
Olympic Drive	Cootes Drive	York Road	26.213
Oriole Avenue	Victoria Avenue	South Service Road	20.117
Osler Drive	Main Street West	Governor's Road	26.213
Paramount Drive	Upper Mount Albion	Mud Street	30.480
	Mud Street	Old Mud Street	26.213
Parkdale Avenue	Burlington Street	King Street	26.213
Parkside Drive	Highway. 6	100m easterly	36.576
	100m east of Highway # 6	Hamilton Street	30.480
	Hamilton Street	Milborough Line	26.213
Pettit Street	West Avenue	Winona Road	20.117
Pinelands Avenue	Garden Avenue	South Service Road	26.213



Road	From	To	Future Right-of-Way Width (metres)
Queenston Road	Redhill Valley Parkway	Donn Avenue	36.576
Quigley Road	King Street	Greenhill Avenue	26.213
Regional Road 56	Cemetery Road	130m south of Maggie Johnson Drive	36.567
	130 m south of Maggie Johnson Drive	South Limits of Binbrook Village Secondary Plan Area	26.213
Ridge Road	Upper Centennial Parkway	East City Boundary	26.213
Rousseaux Street	Mohawk Road	Wilson	26.213
Rymal Road	Glancaster Road	Upper Centennial Parkway	36.576
Scenic Drive	Chateau Court	Mohawk Road	26.213
Second Road W	Rymal Road East	Gatestone Drive	26.213
Shaver Road	Wilson St	Hydro Corridor	10 m on west side
	Wilson Street	Jerseyville Road	26.213
Smith Road	Garner Road East	Book Road	33
	Book Road	South limits	26
South Service Road	Millen Road	Grays Road	26.213
Southcote Road	Golf Links Road	Garner Road E	32.004
	Garner Road East	Hydro Corridor	37
	Book Road	South limits	37
Springbrook Road	Meadowlands Boulevard	Garner Road	26.213
Stone Church Road	Golf Links Road	Upper Mount Albion	30.480
Stonefield Green	Eastern boundary of the Community Park	Forestdale Drive	26.213
Sullivan's Lane	Ann Street	South Limit of Existing Right-of-Way	20.117
Sulphur Springs Road	Wilson Street	Urban Development Boundary	20.117

Schedule C-2 – Future Road Widening

Road	From	To	Future Right-of-Way Width (metres)
Sunnyhurst Avenue	Barton Street	Arvin Avenue	26.213
Sunnyridge Road	Jerseyville Road	Wilson Street	26.213
Sydenham Street	King Street	0.25 km North of Livingston Drive	20.117
Teal Avenue	Garden Avenue	South Service Road	26.213
Trinity Church Arterial Corridor	Stone Church Road E	Rymal Road	60.000
Trinity Church Arterial Corridor	Rymal Road	Dartnall Road Extension	45.000
Trinity Church Collector	Trinity Church Arterial Corridor	Twenty Road	26.000
Trinity Church Road (Existing)	Rymal Road	750 metres north of Dickenson Road East	26.213
Trinity Road	Wilson St	180 m southerly	36.576
Twenty Road East	Miles Road	Trinity Church Road	30.480
	Upper James Street	Miles Road	30.480
Twenty Road West & East	Glancaster Smith Road	Miles Road Upper James Street	26.2128 37
Upper Centennial	King Street E	Rymal Road	36.576
Upper Filman Road	Mohawk Road	1.14 Km north of Mohawk Road	20.117
Upper Gage Avenue	Mohawk Road	Hydro Corridor	36.576
Upper James Street	Mohawk Road	Rymal Road	36.576
	Rymal Road	150 north of new Highway # 6 S	45.000
Upper Mount Albion Road	240 m north of Artfrank Street	Rymal Road	26.213
Upper Ottawa Street	Mohawk Road	Hydro Corridor	30.480
Upper Ottawa Street Extension	Rymal Road	Twenty Road East	30.000
Upper Paradise Road	Mohawk Road	Rymal Road	30.480
Upper Sherman Avenue	Mohawk Road	Hydro Corridor	30.480
Upper Wellington Street	Mohawk Road	Rymal Road	30.480
Upper Wentworth Street	Mohawk Road	Hydro Corridor	36.576



Road	From	To	Future Right-of-Way Width (metres)
Victoria Avenue	Oriole Avenue	Winona Road	20.117
Wellington Street	Claremount Access	Burlington Street	26.213
West 5 th Street	Mohawk Road	90 m south of Stone Church Road	30.480
	90 m south of Stone Church Road	Rymal Road	26.213
West Avenue	Pettit Street	Barton Street	20.117
Whitedeer Road	Rymal Road East	Highbury Drive	26.213
Wilson Street	Filman Road	Rousseaux Street	36.576
	Rousseaux Street	Halsen Street	20.117
	Halsen Street	Highway 403	30.480
	Highway 403	Trinity Road	45.720
Winona Road	Highway 8	South Service Road	26.213
Winterberry Drive	Highland Road W.	Old Mud Street	26.213
Woodward Avenue	Burlington Street	Melvin Street	26.213
York Road	King Street	Olympic Drive	20.117
	Olympic Drive	Hwy 6	26.213

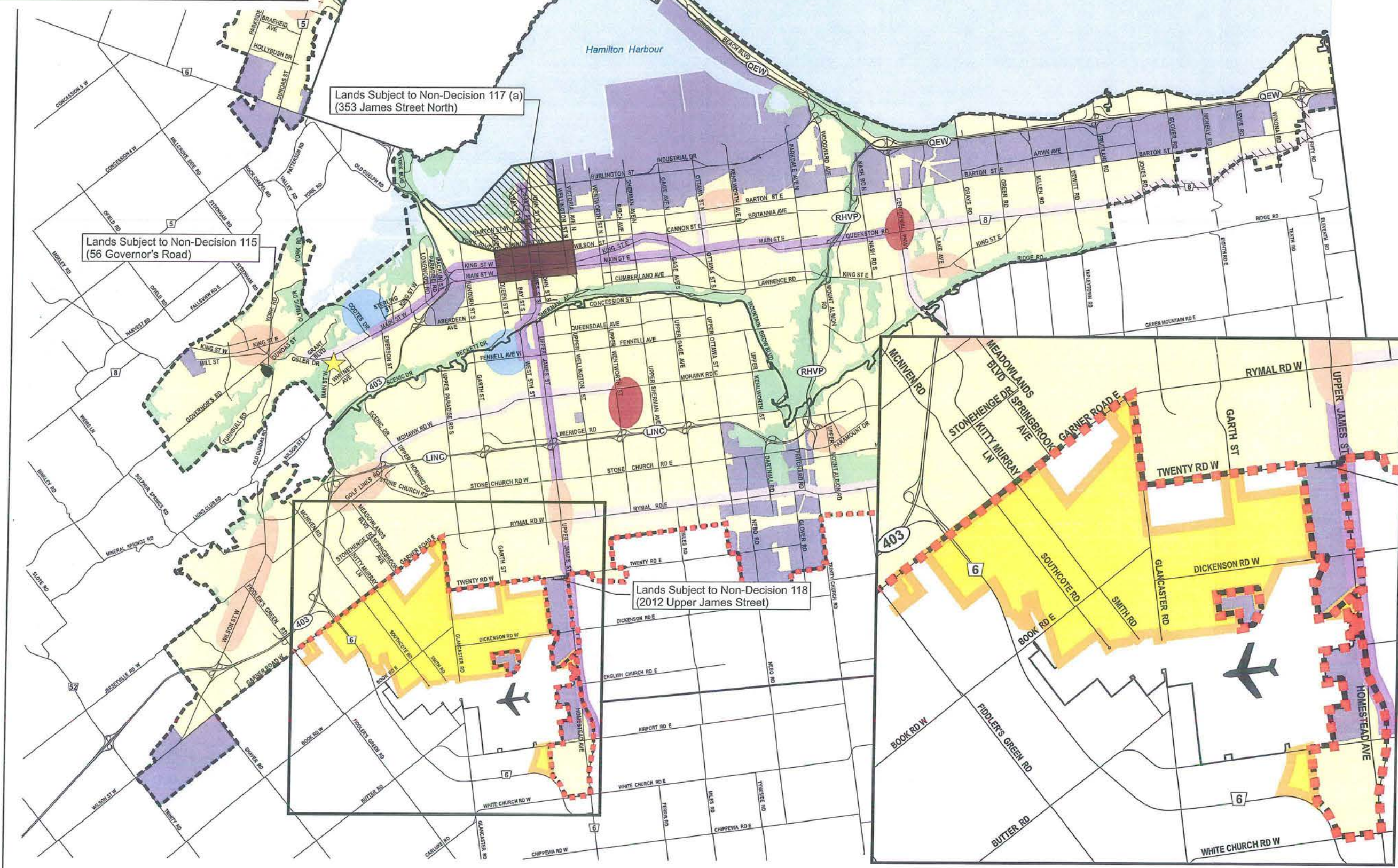
Appendix 12
Amendment No. 35
To the Urban Hamilton Official Plan








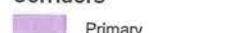

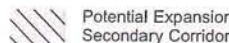





-  Amend the Urban Boundary and include the lands within the Urban Area
-  Lands to be identified as Employment Area

Date: February 25, 2015	Revised By: JHE/NB	Reference File No. OPA 35(U)
----------------------------	-----------------------	---------------------------------

APPEALS

-  The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal.
-  **Lands Under Appeal**
- 17, 20, 22, 26, 28, 58 and 60 Ewen Road, 5 Ofield Road and 20 Rifle Range Road (AWW Lands)



- Legend**
- Urban Structure Elements**
-  Neighbourhoods
 -  Employment Areas
 -  Major Activity Centres
 -  Major Open Space
- Nodes**
-  Downtown Urban Growth Centre
 -  Sub Regional Service
 -  Community
- Corridors**
-  Primary
 -  Secondary
 -  Potential Expansion of Secondary Corridor
- Other Features**
-  Rural Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary
 -  Lands Subject to Non Decision 113 West Harbour Setting Sail

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Schedule E
Urban Structure**

Not To Scale
Date: Dec. 3, 2014



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Appendix 13
Amendment No. 35
To the Urban Hamilton Official Plan

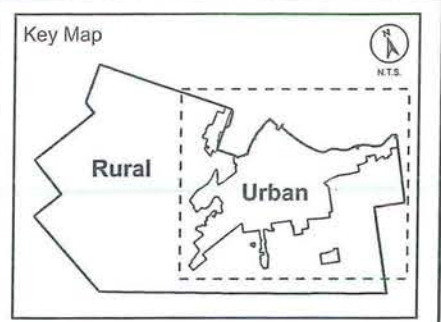
Amend the Urban Boundary to add Lands
Rename Airport Business Park designation to Airport Employment Growth District
Adding Open Space, Neighbourhood, Utility, Employment Area - Airport Employment Growth District and Institutional designations to Schedule and Legend

Date: February 25, 2015	Revised By: JHE/NB	Reference File No.: OPA 35(U)
----------------------------	-----------------------	----------------------------------

APPEALS

----- The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal.

★ **Lands Under Appeal**
- 17, 20, 22, 26, 28, 58 and 60 Ewen Road, 5 Offield Road and 20 Rifle Range Road (AWW Lands)



Note: For Rural Land Use Designations, refer to Schedule D of the Rural Hamilton Official Plan.

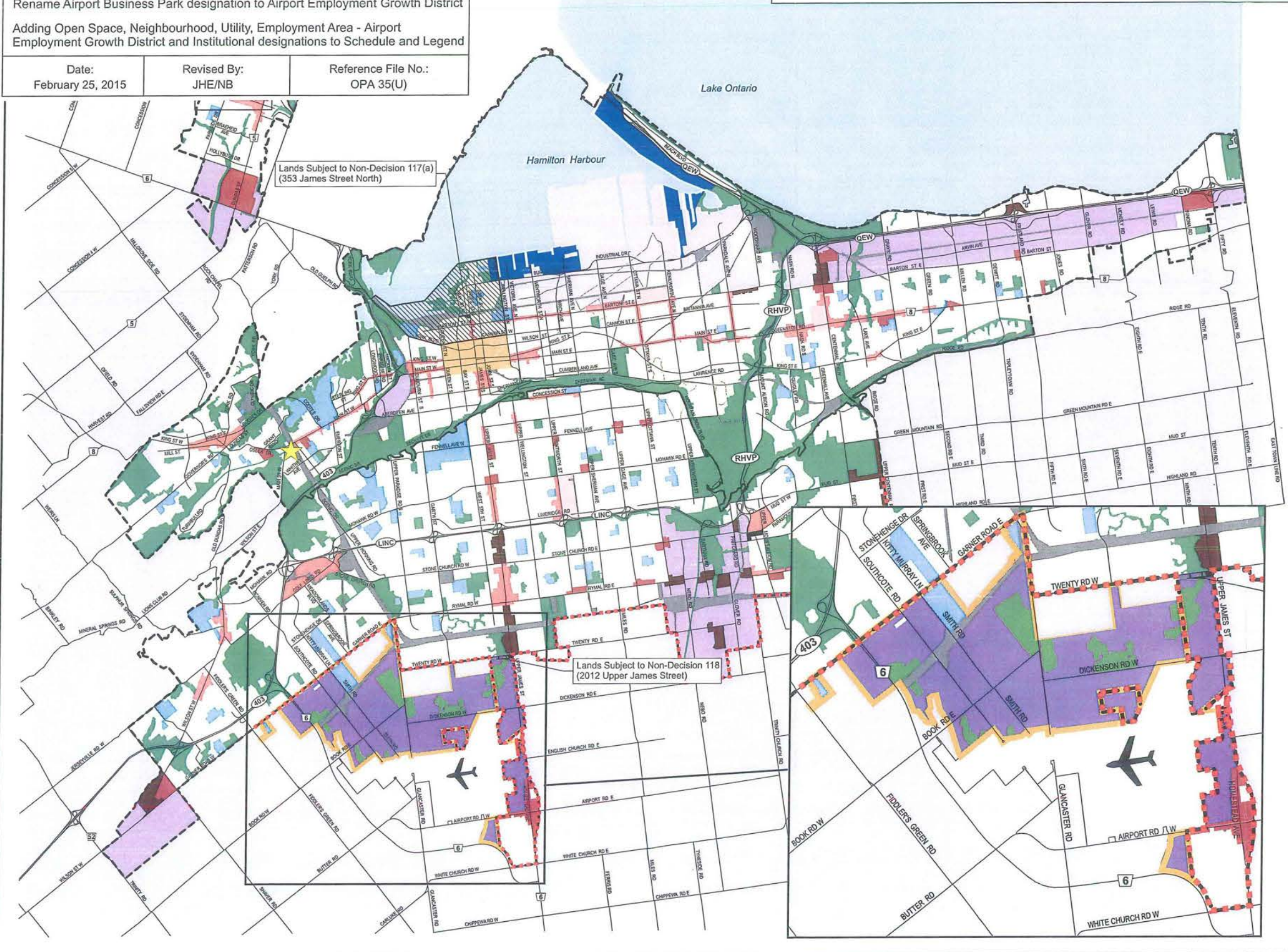
- Legend**
- Neighbourhoods
 - Open Space
 - Institutional
 - Utility
 - Commercial and Mixed Use Designations
 - Downtown Mixed Use Area
 - Mixed Use - High Density
 - Mixed Use - Medium Density
 - District Commercial
 - Arterial Commercial
 - Employment Area Designations
 - Industrial Land
 - Business Park (Airport Employment Growth District)
 - Airport Business Park
 - Shipping & Navigation
 - Other Features
 - Rural Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary
 - Lands Subject to Non Decision 113 West Harbour Setting Sail

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Schedule E-1
Urban Land Use Designations**

Not To Scale
Date: Dec. 3, 2014

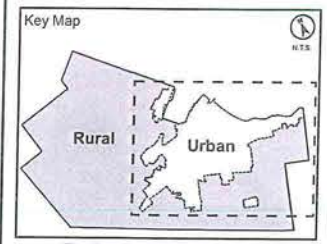
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Appendix 14
Amendment No. 35
To the Urban Hamilton Official Plan

Add new Schedule F - Airport Influence Area to the Urban Hamilton Official Plan

Date: February 25, 2015	Revised By: JHE/NB	Reference File No. OPA 35(U)
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Note: For Rural Airport Influence Area, refer to Schedule F of the Rural Hamilton Official Plan.

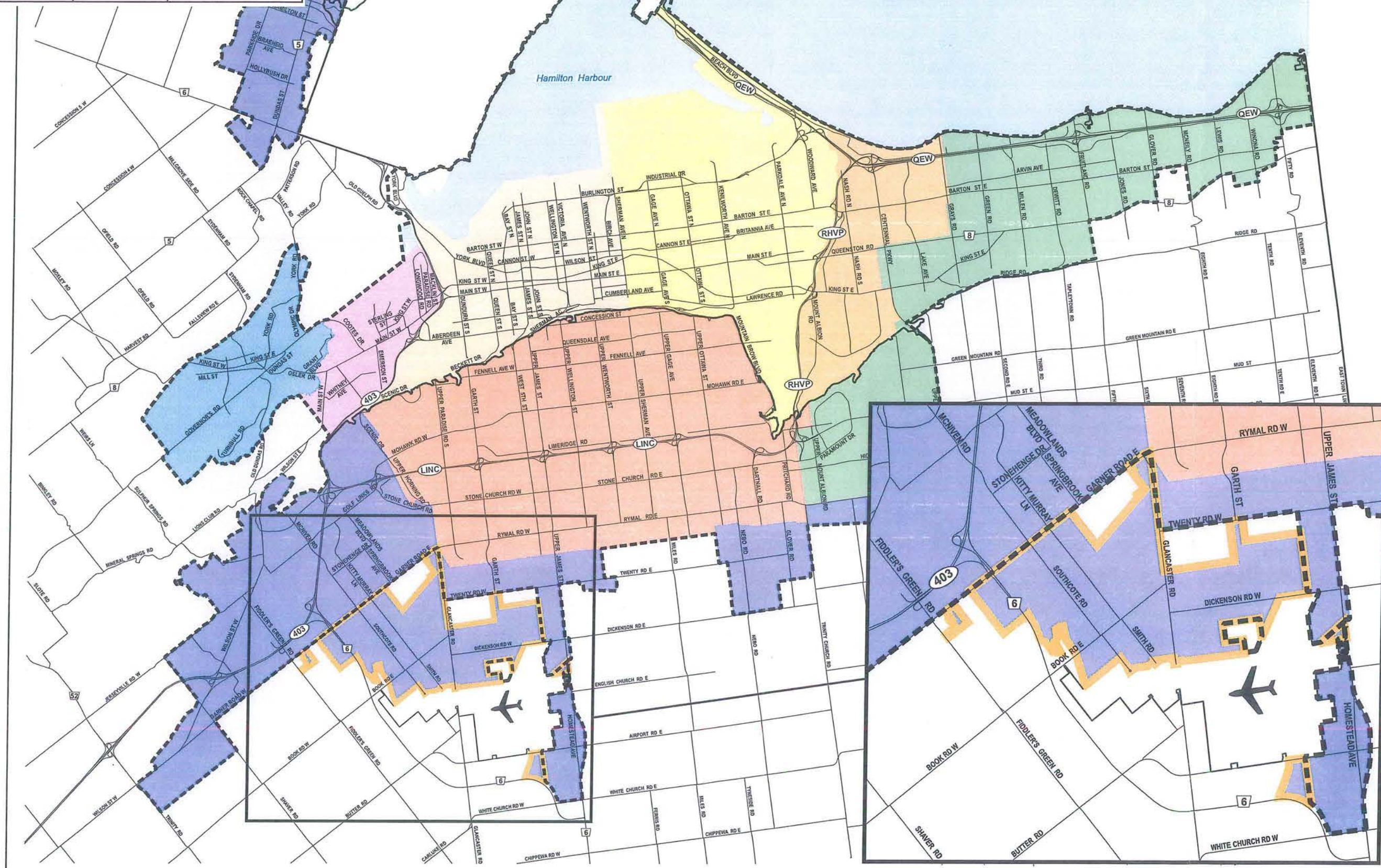
- Legend**
- Airport Influence Area
 - Other Features**
 - Rural Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary
 - Subject to Future OMB Hearing

Urban Hamilton Official Plan
Schedule F
Airport Influence Area

Appendix 15
Amendment No. 35
To the Urban Hamilton Official Plan

Amend the Urban Boundary and include the subject lands and the lands in the Ancaster, Glanbrook & Flamborough Local Housing Market Zone into the Urban Area

Date: February 25, 2014
Revised By: JHE/NB
Reference File No. OPA 35(U)



APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

- Legend**
- Central Hamilton
 - Central East Hamilton
 - East Hamilton
 - West Hamilton
 - Hamilton Mountain
 - Stoney Creek
 - Dundas
 - Ancaster, Glanbrook & Flamborough

- Other Features**
- Rural Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary
- Note: Applies to Residential uses only

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

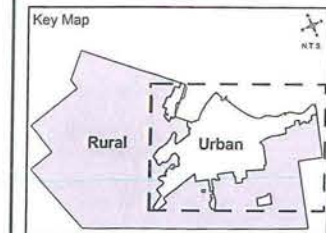
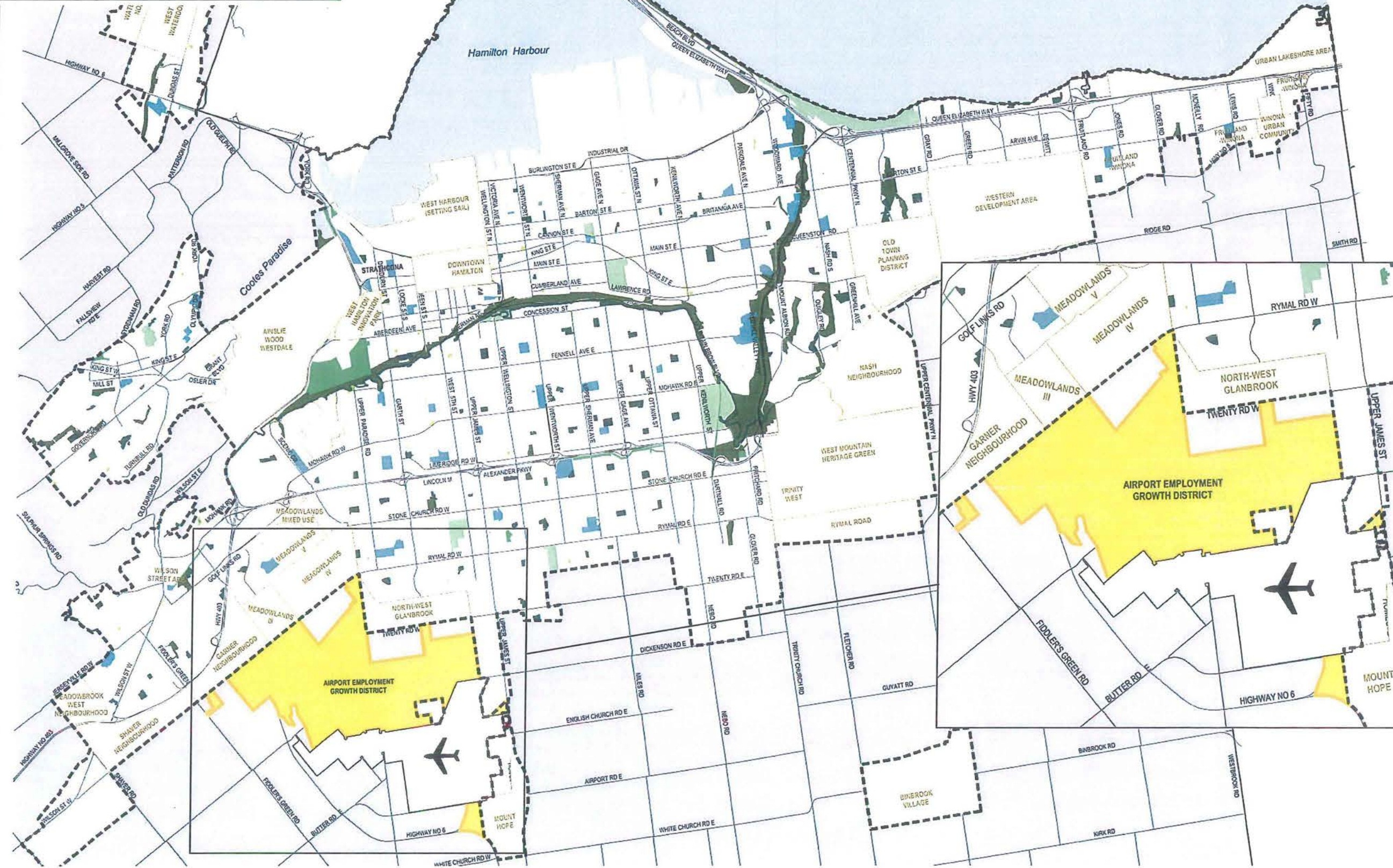
**Urban Hamilton Official Plan
Schedule G
Local Housing Market Zones**

Not To Scale
Date: Sept. 12, 2013
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Appendix 16
Amendment No. 35
to the Urban Hamilton Official Plan

- Amend the Urban Boundary and include the lands within the Urban Area
- Lands to be added as Airport Employment Growth District Secondary Plan

Date: February 25, 2015 Revised By: JHE/NB Reference File No.: OPA 359U)



Note: For Rural Parks Classification Designations, refer to Appendix A of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

Legend

- Secondary Plans
- Parks Classification**
- Parkette
- Neighbourhood
- Community
- City Wide
- General Open Space
- Natural Open Space
- Other Features**
- Rural Area
- ✈ John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Appendix A
Parks Classification Map
(Parks Outside of Secondary Plans)**



Appendix 17
Amendment No. 35
To the Urban Hamilton Official Plan

Amend the Urban Boundary and include the subject lands and the Major Transportation Facilities and Routes within the Urban Area

Date: February 25, 2015
Revised By: JHE/NB
Reference File No. OPA 35(U)



APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

Legend

- Provincial Highway (Controlled Access)
- Parkway
- Railway
- Railyard
- Port of Hamilton
- HSR Terminal
- Hamilton GO Centre
- Proposed New GO Centre (LUNA Station)
- Potential Rapid Transit Line (B.L.A.S.T.)
- Future Multi Modal Hub

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Appendix B
Major Transportation
Facilities and Routes

Not To Scale
Date: Sept. 12/13

Appendix 18
Amendment No. 35
To the Urban Hamilton Official Plan

 Amend the Urban Boundary and include the lands within the Urban Area

Date: February 25, 2015	Revised By: JHE/NB	Reference File No. OPA 35(U)
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Note: For Rural Noise Exposure Forecast Contours and Primary Zoning Regulation Area Designations, refer to Appendix D of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

Legend

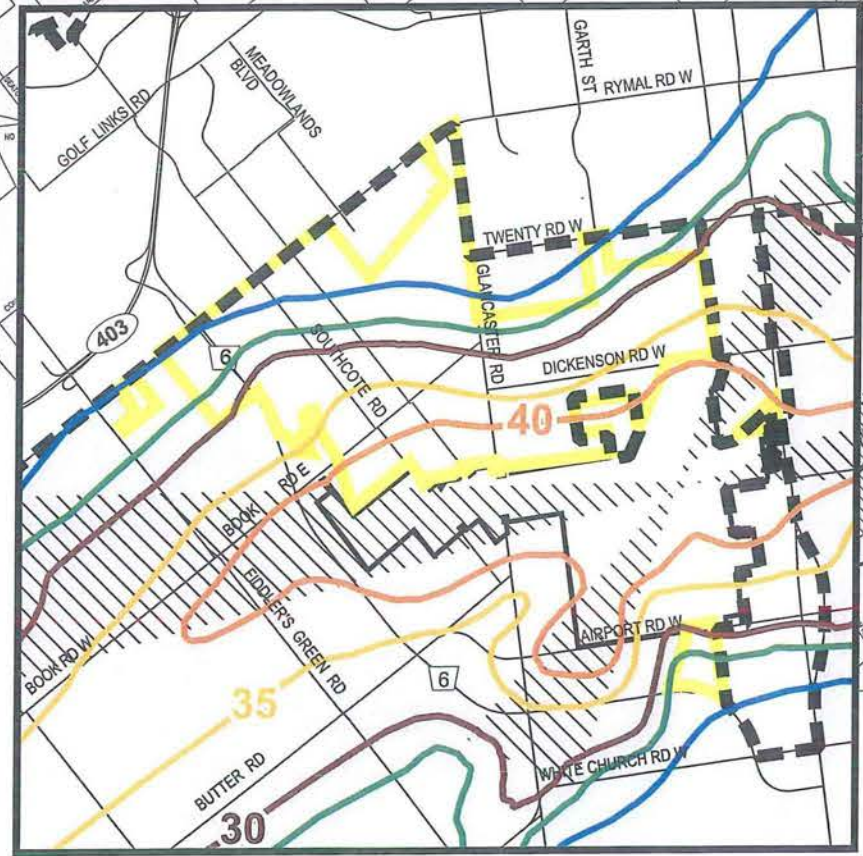
-  2010 NEF Contour
-  2010 NEF Contour
-  2010 NEF Contour
-  2010 NEF Contour
-  2010 NEF Contour
-  Primary Airport Zoning Regulation Area
- Other Features**
-  Rural Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Appendix D
Noise Exposure Forecast
Contours and Primary Zoning
Regulation Area**

Not To Scale
Date: Sept. 12/13
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

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Appendix 19
Amendment No. 35
To the Urban Hamilton Official Plan

Amend the Urban Boundary and include the lands within the Urban Area

Date: February 25, 2015	Revised By: JHE/NB	Reference File No. OPA 35(U)
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APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

Legend

- Former Landfill Sites
- Other Features**
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Appendix E
Contaminated Sites




Not To Scale
Date: Sept. 12, 2013



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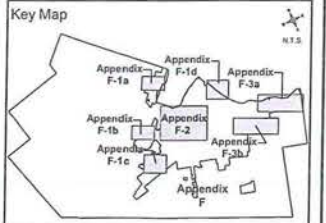
Appendix 20
Amendment No. 35
to the Urban Hamilton Official Plan

 Amend the Urban Boundary and include the lands within the Urban Area

Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 35(U)



Note: For a detailed view of Cultural Heritage Resources, refer to Appendices F-1, F-2 & F-3.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1



Legend

-  Cultural Heritage Landscapes
-  Individually Designated Properties
-  Heritage Conservation Districts
-  Municipal Easements (Part IV)
-  Ontario Heritage Trust Easements (Part V)

Other Features

-  Rural Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Appendix F
Cultural Heritage Resources**

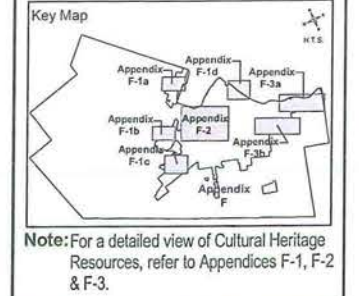
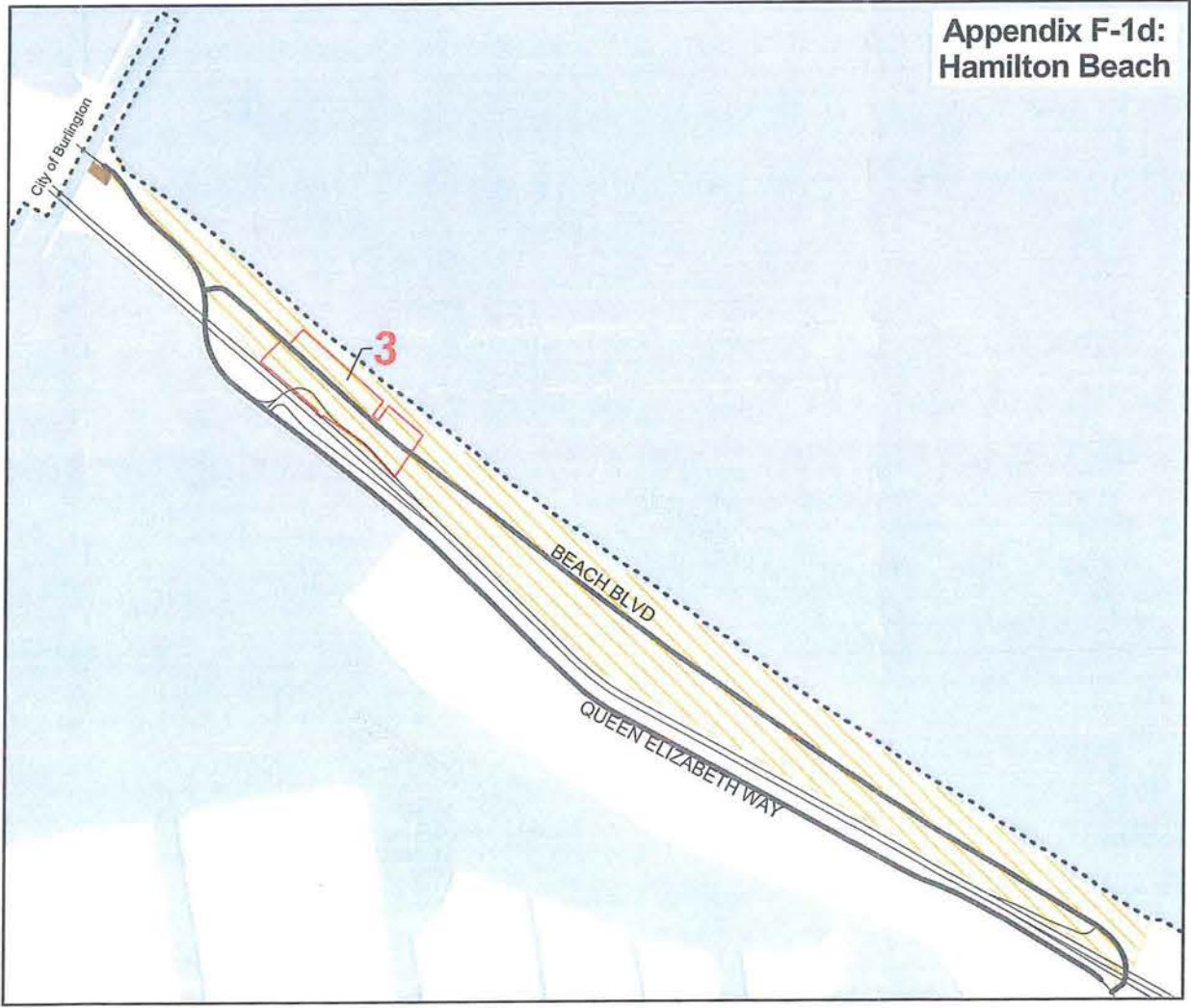
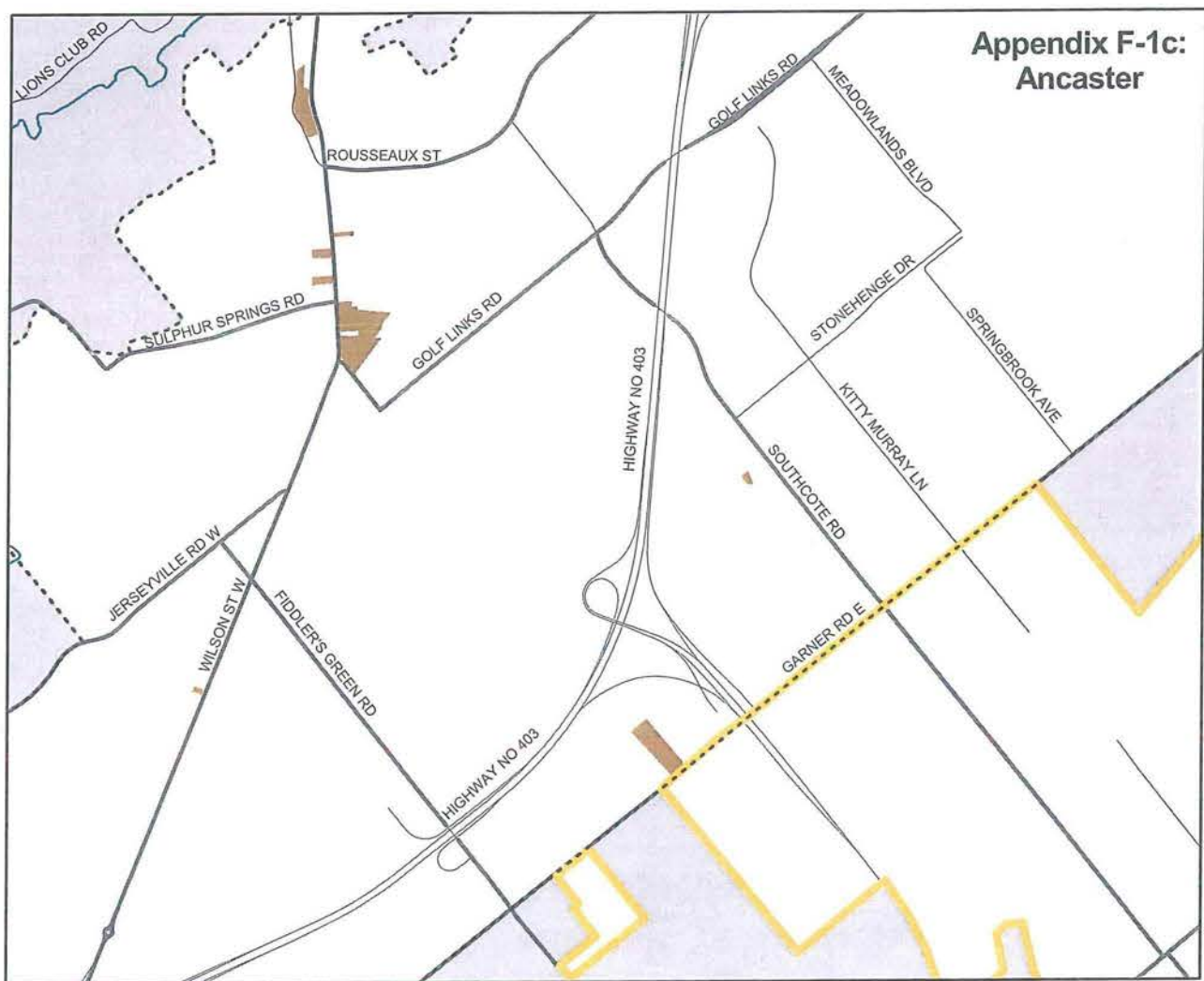
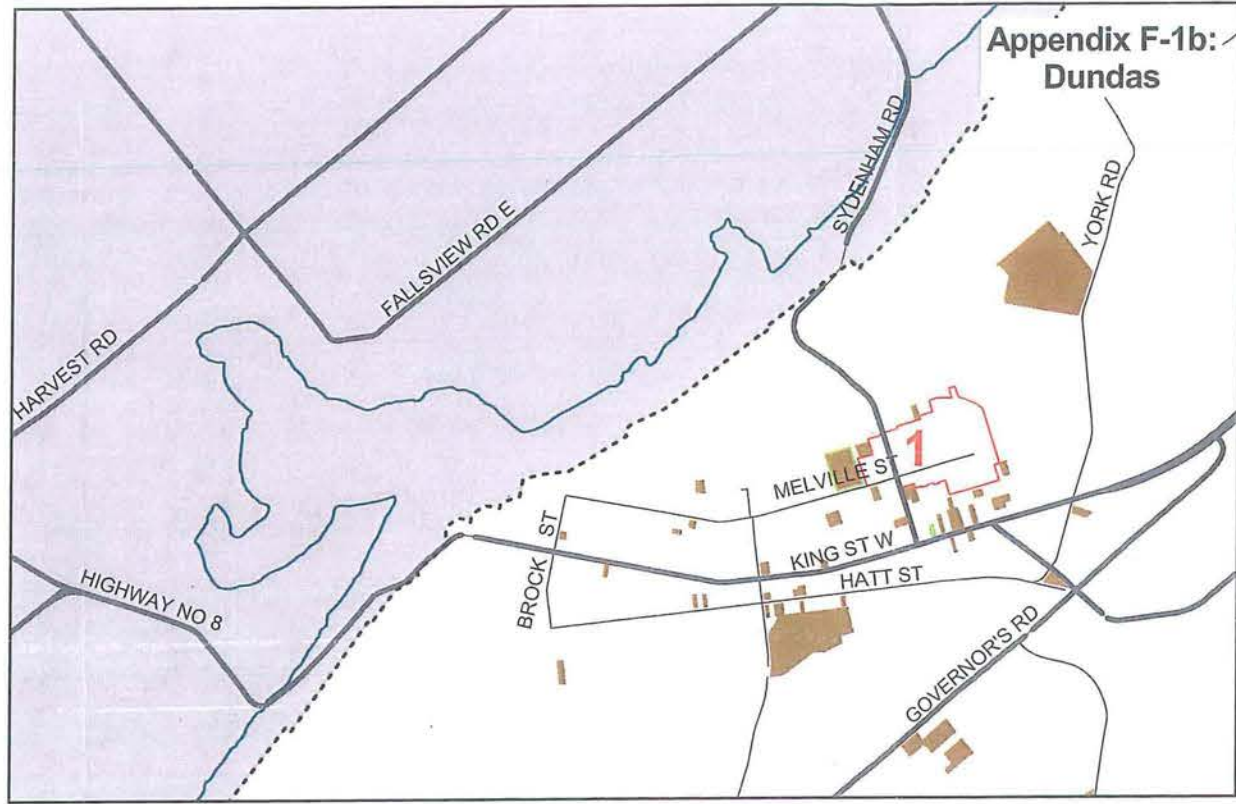
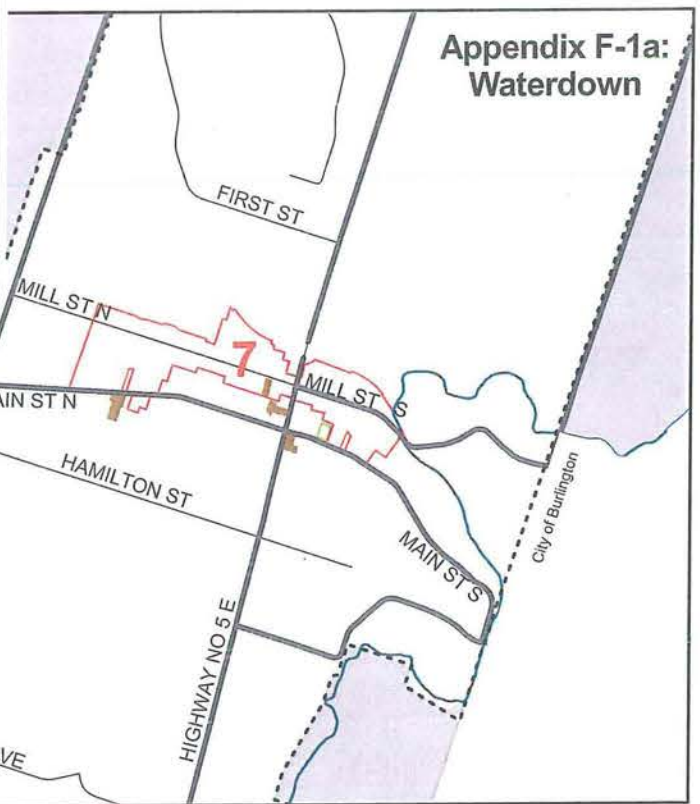
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Appendix 21
Amendment No. 35
to the Urban Hamilton Official Plan

Amend the Urban Boundary and include the lands within the Urban Area

Date: February 25, 2015
Revised By: JHE/NB
Reference File No.: OPA 35(U)



APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

- Legend**
- Cultural Heritage Landscapes
 - Individually Designated Properties
 - Heritage Conservation Districts
 - 1 Cross Melville
 - 3 Hamilton Beach
 - 7 Mill St
 - Municipal Easements (Part IV)
 - Ontario Heritage Trust Easements
- Other Features**
- Rural Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Appendix F-1
Area Specific Cultural Heritage Resources

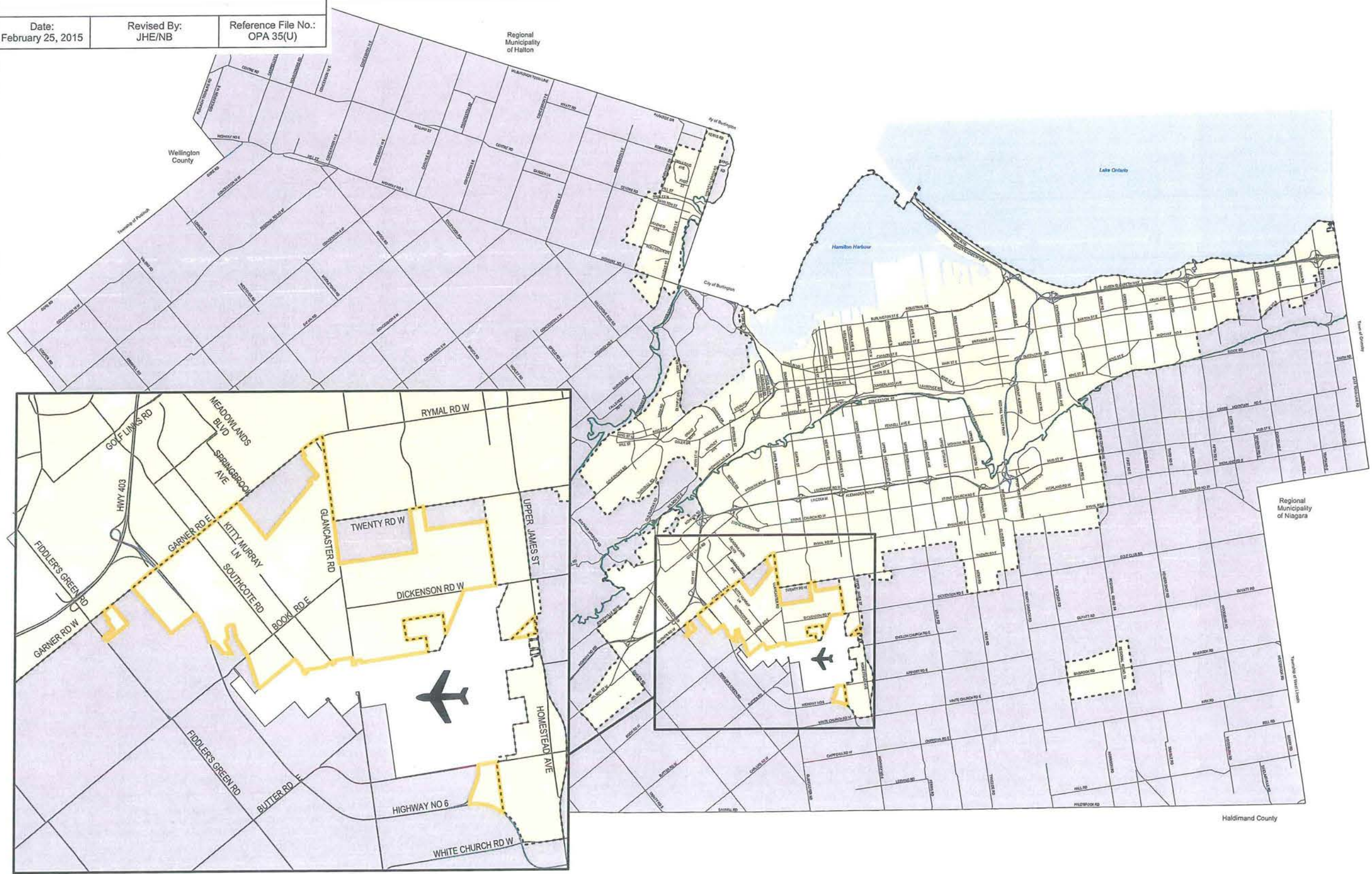
APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

Appendix 22
Amendment No. 35
to the Urban Hamilton Official Plan

Amend the Urban Boundary and include the lands within the Urban Area

Date: February 25, 2015	Revised By: JHE/NB	Reference File No.: OPA 35(U)
----------------------------	-----------------------	----------------------------------



Legend

- Archaeological Potential
- Other Features
 - Rural Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Appendix F-4
Archaeological Potential**

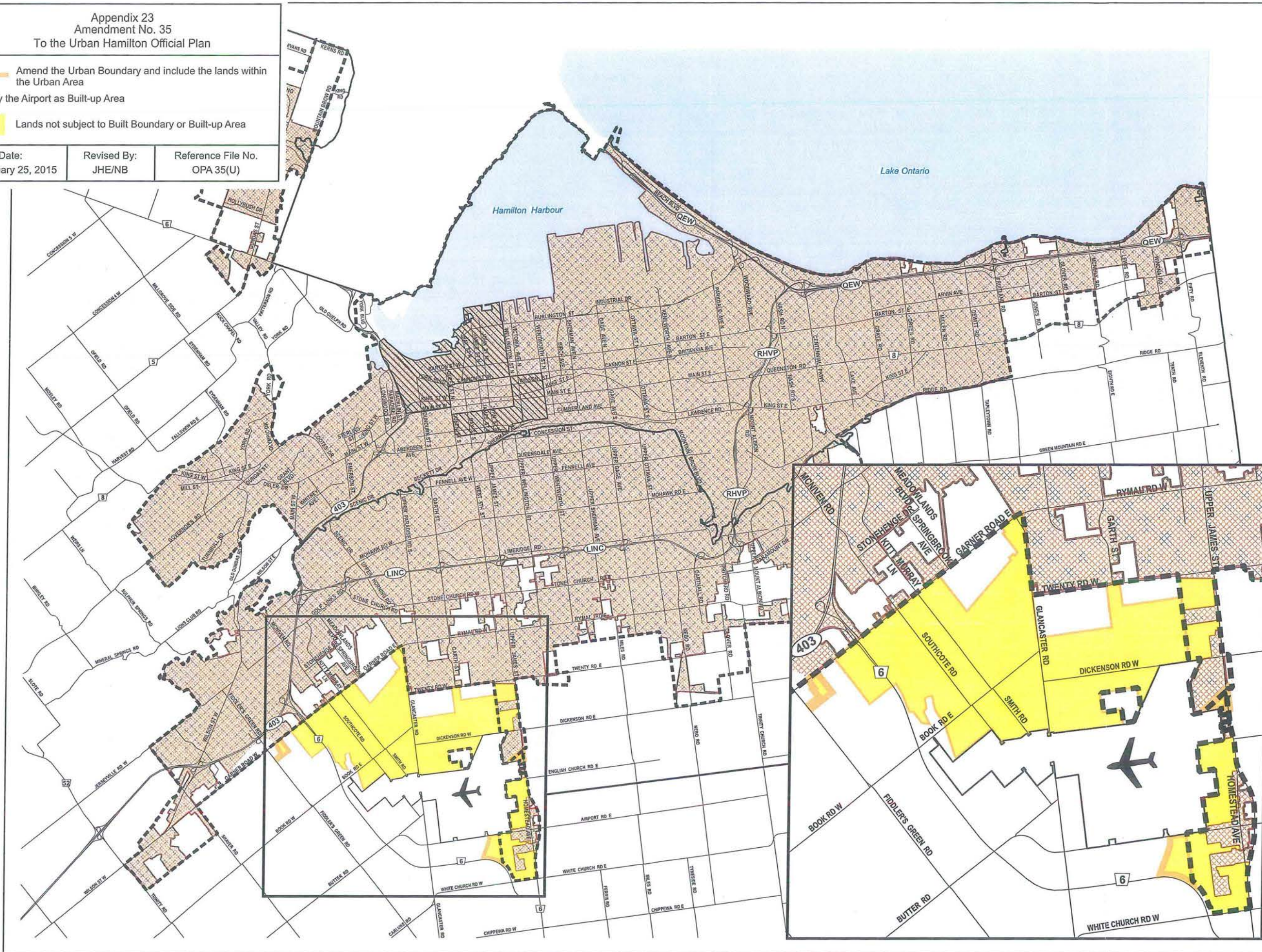
Not To Scale
Date: Sept. 12, 2013

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Appendix 23
Amendment No. 35
To the Urban Hamilton Official Plan

- Amend the Urban Boundary and include the lands within the Urban Area
- Identify the Airport as Built-up Area
- Lands not subject to Built Boundary or Built-up Area

Date: February 25, 2015	Revised By: JHE/NB	Reference File No. OPA 35(U)
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APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

- Legend**
- Built Boundary
 - Built-up Area
 - Central Area
- Other Features**
- Rural Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Appendix G
Boundaries Map**

Hamilton Airport Employment Growth District Secondary Plan

Please note: This Secondary Plan is to be included in Volume 2 of the Urban Hamilton Official Plan. When reference is made to Volume numbers, it is referring to Volumes of the Urban Hamilton Official Plan.

April 10, 2015

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Map B.8-1 – Airport Employment Growth District Land Use Plan

Map B.8-2 – Airport Employment Growth District Natural Heritage System

Map B.8-3 – Airport Employment Growth District Road Classification Map

Map B.8-4 – Airport Employment Growth District Phasing Plan

Appendix 'A' – Airport Employment Growth District *Transit* and Trails

B.8.0 AIRPORT EMPLOYMENT GROWTH DISTRICT SECONDARY PLAN

The Airport Employment Growth District Secondary Plan Area comprises 1,204 hectares of land. The general boundaries extend between Garner Road / Twenty Road West in the north, Upper James Street in the east, and Highway 6 as both the most southerly and westerly boundaries in some areas.

The Airport Employment Growth District (AEGD) Secondary Plan establishes the phasing, specific land uses, the transportation network, *infrastructure* requirements, design principles and *development* standards to guide the *development* and/or *redevelopment* of lands in the Airport Employment Growth District Secondary Plan Area.

Section B.8.0, Map B.8-1 – Airport Employment Growth District Land Use Plan, Map B.8-2 – Airport Employment Growth District Natural Heritage System, Map B.8-3 – Airport Employment Growth District Road Classification Map, Map B.8-4 – Airport Employment Growth District Phasing Plan, and Appendix 'A' constitute the AEGD Secondary Plan.

8.1 General

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

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

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

Airport Prestige Business uses are directed to the Secondary Plan's major *transportation corridors* where urban design approaches help support the transition between Airport Prestige Business uses and any nearby residential and agricultural/rural land uses. Airport Light Industrial uses are directed to interior lands where they can abut natural areas and Airport Prestige Business uses. Airside Industrial uses, which require direct "airside" access to the airport, are located adjacent

to the *existing* and future runway aprons of the John C. Munro Hamilton International Airport. Airport Related Business uses, which allow for businesses and services to travellers, are planned in close proximity to the airport. Major existing and planned institutional uses are recognized in the plan. The plan protects natural features and provides for a limited range of Employment Supportive Centres that serve employees of the Secondary Plan Area.

8.2 Vision and Principles

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

8.2.1 Vision

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

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

8.2.2 Sense of Place Principles

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

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

8.2.3 Public Realm Principles

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

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

8.2.4 Built Form Principles

The employment district has attractive, energy efficient, and green buildings. The Airport Employment Growth District Urban Design Guidelines ensure that high quality *developments* respect and enhance the public realm and natural environment. The intent is to:

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

8.2.5 Movement & Connections Principles

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

- a) Ensure transportation *infrastructure* and connections allow for efficient movement of goods and people to, from and within the employment lands;
- b) Design the transportation network to accommodate innovations in goods / people movement (e.g., changes in truck sizes, small electric vehicles, etc.);

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

8.2.6 Occupants Principles

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

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

8.2.7 Employment District Principles

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

- a) Provide phasing which guarantees an appropriate supply of land for a diverse range of businesses;
- b) Provide a portion of the AEGD devoted to airport related uses;
- c) Provide phased *infrastructure* and services that cater to a range of employers including innovative, knowledge based companies;

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

8.2.8 Relationships with Surrounding Land Uses Principles

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

- a) Ensure that employment uses and design at the edge of the AEGD transitions to residential and agricultural areas in a respectful and complementary manner, and consider how agricultural areas within the Greenbelt can continue to function;
- b) Create a variety of distinct entrances to the employment district that minimize the impact of heavy traffic on the surrounding community;
- c) Integrate streets, trails, and open space systems with neighbouring developments;
- d) Effectively integrate the employment lands with Mount Hope and the John C. Munro Hamilton International Airport;
- e) Ensure businesses provided in the employment district are complementary to services available in the surrounding community; and,
- f) Ensure businesses within the employment lands produce a minimum of emissions, noise, dust and other nuisances.

8.2.9 Services and Infrastructure Principles

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

- a) Integrate innovative, low impact, sustainable storm water management techniques into all aspects of the employment district;
- b) Design transportation *infrastructure* and streets to meet multiple objectives;
- c) Provide *infrastructure* which minimizes resource use (water, waste and energy use) in its construction, operation and maintenance;
- d) Create *infrastructure* which minimizes disruption and damage to natural eco-systems in its construction, operation and maintenance;
- e) Explore possibilities to use renewable and district energy supplies;

- f) Make efficient use of *existing infrastructure*;
- g) Recover the costs of *infrastructure* over time; and,
- h) Provide efficient, cutting-edge telecommunications *infrastructure* for high-tech, creative companies.

8.2.10 Fiscal Responsibility Principles

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

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

8.2.11 Natural Heritage Principles

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

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

8.2.12 Cultural Heritage Principles

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

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

8.2.13 Agriculture Principles

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

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

POLICIES

8.3 General Policies

- 8.3.1 The pattern of land use, the transportation network, and the phasing for the Airport Employment Growth District shall be implemented as identified on Map B.8-1 – Airport Employment Growth District Land Use Plan, Map B.8-2 – Airport Employment Growth District Natural Heritage System, Map B.8-3 – Airport Employment Growth District Road Classification Map, and Map B.8-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan.
- 8.3.2 All *development* shall conform to the airport policies of Section C.4.8 of Volume 1.
- 8.3.3 *Development* proponents within the Federal Hamilton Airport Zoning Regulation are expected to pre-consult with the John C. Munro Hamilton International Airport operator to assist the proponent with identifying the technical matters (e.g., electromagnetic) related to federal airport regulations which must be addressed in the *development* so that all potential conflicts with the long-term operation of airport are minimized.
- 8.3.4 All *development* applications within the Airport Employment Growth District shall be subject to review to ensure a high quality of *development* in accordance with this Secondary Plan and the Airport Employment Growth District Eco-industrial Design Guidelines and Urban Design Guidelines.
- 8.3.5 All *development* within the Secondary Plan Area shall be planned on a comprehensive basis, avoid where possible impacts on natural features, and effectively integrate with *adjacent development* and future *development*. The implementing zoning by-law shall incorporate provisions relating to the height, density and design of *development* based on the provisions of this Secondary Plan and the Airport Employment Growth District Eco-industrial Design Guidelines and Urban Design Guidelines.
- 8.3.6 This Plan recognizes that there are *existing* residential and private recreational establishments within the plan's area, although these uses are designated for future employment and employment-related uses. This Plan recognizes the legal non-conforming and non-complying status of these uses and anticipates that these lands shall be redeveloped at an appropriate time. Until such time as these *existing* uses are redeveloped, this Plan shall require abutting employment and employment-related uses

to assess their potential impact to these properties through special studies and mitigate the impacts to these properties based on the recommendations of the special studies.

- 8.3.7 The maintenance and enhancement of the productive agricultural capacity of the lands shall be encouraged and any *existing* activities related to the productive agricultural capacity of the lands, including farm vehicle access, shall be encouraged to remain for as long as feasible. The City shall encourage a balance between the needs of *existing* productive agricultural uses and the functional needs of the surrounding light industrial land uses. Where a certain agricultural activity is not feasible, the City shall encourage the activity to transition to a complementary or innovative agricultural activity which sustains or enhances the productive agricultural capacity of the lands.
- 8.3.8 Development shall be guided by the recommendations of the Transportation Master Plan, Water and Waste Water Master Plan, and Subwatershed and Storm Water Master Plans.

8.4 Employment Area Policies

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

- 8.4.1 *Employment Area* designations include lands designated on Map B.8-1 – Airport Employment Growth District Land Use Plan as follows:
- a. Airport Prestige Business;
 - b. Airport Light Industrial;
 - c. Airside Industrial;
 - d. Airport Related Business; and,
 - e. Airport Reserve.

General Employment Policies

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

8.4.5 Airport Prestige Business

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

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

Permitted Uses

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

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

Employment Supportive Centres

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

- a. The southwest and southeast corners of Garner Road and Southcote Road;
- b. The southwest and southeast corners of Twenty Road West and Garth Street;
- c. The northwest corner of the future realigned Book Road East and Glancaster Road; and,
- d. The west side of Upper James Street, approximately 500 metres south of Twenty Road West.
- e. The southwest and southeast corners of Garner Road and Highway 6.

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

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

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

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

Design

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

8.4.5.7 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 Airport Prestige Business uses:

- a. *Development* abutting Twenty Road shall not have access to Twenty Road and shall be screened from nearby residential *development* by using fencing and landscaping along Twenty Road;
- b. *Development* abutting Twenty Road shall incorporate the utility corridor as a continuous buffer and shall be encouraged to incorporate a multi-use trail in the utility corridor;
- c. *Development* abutting Twenty Road shall be setback from Twenty Road with a rear yard as specified in the zoning by-law;
- d. *Development* abutting Twenty Road shall ensure all lighting and neon signs be directed away from the abutting Twenty Road lands;
- e. *Development* abutting Glancaster Road shall have limited access to Glancaster Road which shall be achieved through a minimum frontage requirement in the zoning by-law;

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

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

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

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

8.4.6 Airport Light Industrial

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

Permitted Uses

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

- a. The Airport Light Industrial designation shall permit manufacturing, assembly, warehousing, repair service, building or contracting supply establishments, transportation terminals, research and *development*, office, communication establishment, private power generation, high technology industry, and post-secondary schools.
- b. The Airport Light Industrial designation shall also permit uses which primarily support industry including labour association halls, trade schools, training facilities, commercial motor vehicle and equipment sales, commercial rental establishments.
- c. The Airport Light Industrial designation shall further permit airport-related industrial uses including airport transportation and cargo services, *airport waste* processing facilities within wholly enclosed buildings, *airport waste* transfer facilities within wholly enclosed buildings, and utility activities benefitting from proximity to airport services.
- d. The Airport Light Industrial designation shall permit outdoor storage of goods that do not cause interference with airport operations.
- e. Small-scale accessory uses which primarily support employees such as cafes, fitness centres, or personal service uses which are developed integrally with the principal building on a site may be permitted.

Design

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

8.4.7 Airside Industrial

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

Permitted Uses

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

- a. The Airside Industrial designation shall permit warehousing, transportation terminals, research and *development*, office, communication establishment, fuel storage, and airport catering services.
- b. The Airside Industrial designation shall also permit airport-related industrial uses such as airport transportation and cargo services, *airport waste* processing facilities, and *airport waste* transfer facilities, and utility activities 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

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

8.4.8 Airport Related Business

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

Permitted Uses

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

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

Design

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

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

- a. *Development* abutting lands designated Neighbourhoods shall be screened from nearby residential *development* by using fencing and landscaping;
- b. *Development* abutting lands designated Neighbourhoods shall ensure all lighting and neon signs be directed away from the abutting Neighbourhood lands;
- c. *Development* abutting lands designated Neighbourhoods shall be setback from the lot line for the lands designated Neighbourhoods with a rear yard as specified in the zoning by-law;
- d. *Development* abutting lands designated Neighbourhoods shall be low rise building forms and incorporate a landscaped area in the side yard adjacent to the lands designated Neighbourhoods as specified in the zoning by-law;

- e. The recommendations in the Province of Ontario Ministry of Environment Guideline D-6 respecting minimum separation distances and undertaking of special studies for noise, dust, and odour in advance of *development* shall be treated as requirements for all *development* abutting lands designated Neighbourhoods; and,
- f. The City of Hamilton, in accordance with the recommendations in the Province of Ontario Ministry of Environment Guideline D-6, may require an agreement and/or financial assurance from the developer regarding mitigation measures required in the findings of the special studies.

8.5 Natural Open Space

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

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

8.6 Utility

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

- 8.6.1 Notwithstanding Section C.3.4 of Volume 1, the Utility designation, as identified on Map B.8-1 – Airport Employment Growth District Land Use Plan, shall permit:
 - a. water and wastewater facilities, facilities for flood reduction and storm water management facilities;
 - b. pipelines;
 - c. Hydro One transmission corridors and adjacent transformer facilities; and,
 - d. secondary uses that are complementary to the utility functions of those lands, such as recreational paths, walkways and municipal *infrastructure*, subject to the approval of the applicable utility agency and/or the City.
- 8.6.2 New development proposed on lands adjacent to the Utility designation, as identified on Map B.8-1 – Airport Employment Growth District Land Use Plan should be compatible with, and supportive of, the long term Utility use.

- 8.6.3 Until such time as the location of specific storm water management utilities has been determined, these facilities shall be represented by symbols on Map B.8-4 – Airport Employment Growth District Phasing Plan. Once the final locations of these facilities have been determined, the facilities shall be designated Utility on Map B.8-1 – Airport Employment Growth District Land Use Plan, without requiring an Amendment to this Secondary Plan, provided the intent of the Plan is being maintained.
- 8.6.4 No *development* may proceed in the Airport Employment Growth District until adequate arrangements have been made for the provision of public and private utilities, to the satisfaction of the City.
- 8.6.5 Public and private utilities shall be:
- a. installed within public road allowances, other City owned land or within appropriate easements;
 - b. encouraged, wherever possible, to coordinate and locate within 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.
- 8.6.6 Prior to final approval of *development*, all interested utilities and telecommunication providers shall confirm that service can be provided to support the proposed *development*, and determine appropriate locations for large telecommunication equipment and utility cluster sites. Prior to *development* proceeding, proponents of *development* are to coordinate with the utility providers to ensure the provision of necessary utility services, in a manner that it is consistent with the policies of this Plan.

8.7 Institutional

The Airport Employment Growth District recognizes a number of existing and planned institutional uses with the Secondary Plan Area. The existing institutional uses, including the Hamilton District Christian High school, and the Providence Canadian Reformed Church, have been recognized to protect their existing use. The lands on the south-east corner of Garner Road and Smith Road are intended to be used for the expansion of Redeemer University College. These Institutional uses are shown on Map B.8-1 – Airport Employment Growth District Land Use Plan and are subject to the following policies:

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

8.8 Airport Reserve

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

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

8.9 Water Resources and Storm Water Management

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

- 8.9.1 The recommendations of the Subwatershed Plan shall be implemented and the important *ground water features* identified in the Subwatershed Plan for the Airport Employment Growth District shall be protected including recharge and discharge areas, water balance, and *existing* private and public wells.
- 8.9.2 Notwithstanding Policy B.8.9.1, any existing well may be required to be decommissioned as a condition of development approval.
- 8.9.3 The stream corridors in the Subwatershed Plan for the Secondary Plan Area shall be protected in accordance with Section B.8.12 of this Secondary Plan to address flood/erosion control and *fish habitat* requirements, as well as storm water management

to prevent increases in flooding and erosion, enhance water quality and maintain the *existing* conditions of water balance.

- 8.9.4 The storm water management system for the Secondary Plan Area shall be developed in accordance with the Storm Water Master Plan and use an innovative, state of the art approach to managing storm water by first treating runoff at its source. The storm water management system shall retain/maintain the *existing* infiltration of water into the ground by managing runoff through source (lot level) and conveyance (street level) measures using a "treatment train" approach to storm water management.
- 8.9.5 As a condition of *development* approval, on-site storm water management shall be designed in accordance with the storm water management framework developed for the Secondary Plan Area, as described in the Storm Water Master Plan.
- 8.9.6 The storm water management system for the Secondary Plan Area is required to incorporate measures such as green roofs, rain gardens, rainwater harvesting on individual lots, and combined with additional measures such as biofilters, grassed swales, and perforated storm sewers, that are implemented within road rights of way to encourage infiltration and reduce the quantity of runoff reaching local drainage features.
- 8.9.7 The locations of storm water management facilities determined through the Storm Water Master Plan are identified conceptually on Map B.8-4 – Airport Employment Growth District Phasing Plan as Proposed Dry Pond Locations. The final location, sizing, and nature of these facilities are to be determined through a storm water management study prior to approval of Draft Plans of Subdivision or Site Plans. Once the final locations for storm water management facilities have been determined, the facilities shall be designated Utility on Map B.8-1 – Airport Employment Growth District Land Use Plan without requiring an amendment to this Secondary Plan provided that the intent of the Plan is maintained.
- 8.9.8 The design of storm water management systems shall reflect the policies and guidelines of the City, Conservation Authority, and the Ministry of the Environment and must fully address long-term requirements for storm water management. The City may require a letter of credit for certain storm water management facilities as a condition of *development* approval and may retain the letter of credit for a period of time to be specified in the *development* agreement.
- 8.9.9 A Groundwater Contamination Risk Management Plan shall be required for proposed development that may pose a high risk for groundwater contamination in the vulnerable groundwater area identified by the Niagara Peninsula Conservation Authority.
- 8.9.10 The lands within the Secondary Plan Area are part of an important source water protection area and a number of specific requirements may be needed to protect groundwater resources, including but not limited to, well decommissioning, contaminant management plans for high risk land uses, use of low impact development storm water management facilities, and maintenance of predevelopment water budgets through the preparation of storm water management plans.
- 8.9.11 Where storm water management facilities proposed as part of the development of the Secondary Plan Area may impact existing facilities downstream, the City shall ensure that such facilities are either in public ownership, or if in private ownership, then the City has the necessary legal easements for inspection, maintenance and upgrades.

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

8.10 Transportation

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

8.10.1 In addition to the policies of Section C.4 – Transportation of Volume 1:

- a. The proposed transportation network servicing this Secondary Plan Area shall include public roads, pedestrian/bicycle pathways and future *transit* routes supporting a high *transit* modal split. It shall also include a connection to future *rapid transit* extending from downtown to the airport.
- b. *Development* of the transportation network shall include an allowance in the right-of-way for a green servicing corridor which would support the eco-industrial design of the business park and be capable of accommodating sustainable design elements such as but not limited to distribution of *renewable energy*, distribution of district energy, water recirculation systems, or *light rail transit*.
- c. Minor adjustments to the location of the transportation network elements shown on Map B.8-3 – Airport Employment Growth District Road Classification Map may be considered by the City without Amendment to this Secondary Plan, provided that the intent of the Plan is satisfied. Changes to *transit* routes do not require an Amendment to this Secondary Plan.

Active Transportation

- 8.10.2 The City shall encourage cycling as a mode of transportation within and to the Airport Employment Growth District. A system of on-street and off-street cycling trails shall be developed in order to support cycling, in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map and Appendix 'A'.
- 8.10.3 The Zoning By-law may require the provision of secure, weather-protected bicycle parking facilities, and may allow for a reduction in the number of required automobile parking spaces if bicycle parking facilities are provided.
- 8.10.4 The City shall encourage walking within and to the Airport Employment Growth District. A system of sidewalks within the right-of-way, pedestrian trails and/or multi-use trails shall be developed in order to support walking, in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map and Appendix 'A'.
- 8.10.5 The City shall further encourage walking in the Airport Employment Growth District by encouraging the provision of pedestrian-scale lighting, street furniture, pedestrian crossing signals, pedestrian-friendly public spaces, and pedestrian-friendly landscaping in the front yards of sites.

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

Transit

8.10.7 The Airport Employment Growth District shall be served by *transit* service that is accessible to the majority of employees. Places of employment shall be developed so that they are no further than 400 metres from a *transit* stop measured by a pedestrian walking route from the main entrance of a proposed building to the *transit* stop.

8.10.8 The City shall encourage *development* within the Employment Supportive Centre to provide an indoor *transit* facility integrated with the *development*.

8.10.9 The Airport Employment Growth District Secondary Plan identifies Proposed *Rapid Transit* on Map B.8-3 – Airport Employment Growth District Road Classification Map. The location of the Proposed *Rapid Transit* is approximate and shall be finalized through more detailed *transit* network planning by the City, a Transportation Master Plan, and/or *rapid transit* feasibility study. The final location of the Proposed *Rapid Transit* may be established without an amendment to this Plan.

Roads

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

8.10.11 The alignment of the local road network shall be detailed within plans of subdivision. The rights-of-way of all streets within and bordering the Secondary Plan Area shall be protected and dedicated in accordance with the requirements of the City.

8.10.12 Notwithstanding the policies of Section C.4 of Volume 1, the basic minimum right-of-way width for:

- a. minor collector roads shall be 26 metres in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map;
- b. major collector roads shall be 33 metres in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map;
- c. minor arterial roads shall be 37 metres in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map; and,
- d. major arterial roads shall be 44 metres or 44.5 metres in accordance with Map B.8-3 – Airport Employment Growth District Road Classification Map.

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

8.10.14 Significant transportation network improvements are required prior to the *development* of much of the Airport Employment Growth District. *Development* shall proceed in accordance with the phasing policies of Section B.8.16 of this Secondary Plan.

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

- a. all financial commitments relating to full build-out of the road shall be secured as a condition of *development* approval and in a *development* agreement;
- b. justification for construction of fewer traffic lanes shall be required as part of a transportation impact assessment report prepared by a professional engineer at the time of Plan of Subdivision approval; and,
- c. the *development* provides all other necessary *infrastructure* required for full build-out of the right-of-way, including but not limited to curbs, boulevards, sidewalks, bicycle lanes, multi-use trails, allowance for a green servicing corridor, water, wastewater, or storm water *infrastructure*.

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

8.10.17 The Airport Employment Growth District Secondary Plan identifies a Proposed Car Pool Lot on Map B.8-3 – Airport Employment Growth District Road Classification Map. The location of the car pool lot is identified on Upper James Street, between Twenty Road and Dickenson Road. However, the actual location of the car pool lot is approximate and shall be finalized through more detailed planning by the City and/or a Transportation Master Plan. The resulting location of the suggested car pool lot may be established without an amendment to this Plan.

8.11 Infrastructure

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

8.11.1 In addition to the policies of Section C.5 – Infrastructure of Volume 1, *development* of the Secondary Plan Area shall be on full municipal services in accordance with the Storm Water Master Plan, the Water and Wastewater Master Plan, and the policies of the City.

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

8.12 Natural Heritage System

8.12.1 Within the Airport Employment Growth District, there are *wetlands*, *streams*, *woodlands*, *meadows*, *successional areas* and *hedgerows* which are identified as *Core Areas*,

Linkages, and Hedgerows in Map B.8-2 – Airport Employment Growth District Natural Heritage System. The policies of Volume 1 Section C.2.0 – Natural Heritage System apply, with the exception of Section C.2.4.

- 8.12.2 Streams are identified in Map B.8-2 – Airport Employment Growth District Natural Heritage System. If the stream has not been classified as part of an Environmental Impact Study, subwatershed study, or other study, a scoped Environmental Impact Study is required to determine the classification.

8.13 Heritage

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

- 8.13.1 There are buildings, *structures* and *cultural heritage landscapes* of varying degrees of heritage interest and value in the Secondary Plan Area which are both included and not included in Hamilton's Register of Property of Cultural Heritage Value or Interest and prior to approval of *development* applications a *cultural heritage conservation plan statement* shall be prepared in accordance with Section B.3.4.2.11 of Volume 1. 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.
- 8.13.2 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 F.3.2.4 – Archaeological Assessments of Volume 1. 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.
- 8.13.3 Prior to *development* approvals, for those *cultural heritage resources* that require a *cultural heritage impact assessment* as determined by the *cultural heritage conservation plan statement* noted in Policy B.8.13.1 above, a Stage 2 heritage assessment 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 accepted. The Stage 2 heritage assessment shall be undertaken in accordance with Policy F.3.2.3 – Cultural Heritage Impact Assessments of Volume 1.

8.14 Eco-Industrial Design and Urban Design Policies

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

- 8.14.1 Eco-Industrial Design Guidelines and Urban Design Guidelines for the Airport Employment Growth District have been prepared and adopted by Council that provide specific guidance for *development* in accordance with the eco-industrial and urban design policies of this Secondary Plan.
- 8.14.2 The Eco-Industrial Design Guidelines and Urban Design Guidelines may be reviewed and revised from time to time to respond to technology advancement and design innovation, without an Amendment to this Secondary Plan.
- 8.14.3 The Eco-Industrial Design Guidelines and Urban Design Guidelines may incorporate a checklist, rating or other evaluation system to rate the sustainability of a *development* proposal. This system may be reviewed and revised from time to time without an Amendment to this Secondary Plan.

Transportation

- 8.14.4 *Transit*, cycling and walking shall be promoted as preferred modes of transportation.
- 8.14.5 Parking areas shall be suitably located and designed to discourage large, barren parking areas and encourage shared parking, preferential parking, and sustainable features. *Development* should promote ride-share opportunities, through facilities such as preferred carpooling/ride-sharing parking.

Energy, Renewables, Air Quality and Greenhouse Gas Reduction

- 8.14.6 The conservation and efficiency of energy, reduction in greenhouse gas emissions, climate change adaptation, generation of energy through the use of *renewable energy systems* or *alternative energy systems*, and improved air quality shall be promoted.
- 8.14.7 The reduction of energy consumption in buildings beyond minimum requirements and the use of high-efficiency heating, ventilation and cooling equipments, appliances and fixtures are encouraged. The incorporation of on-site of renewable and alternative energy systems to meet all or part of the energy needs of buildings and outdoor lighting shall be promoted.
- 8.14.8 Air and dust emissions during construction and demolition activities and during business operations should be minimized, and building design should provide protection from undesirable site noise within acceptable noise criteria ranges.
- 8.14.9 New *development* shall be encouraged to implement or incorporate a district energy system.

Water and Wastewater, and Water Conservation/Efficiency

- 8.14.10 Water and wastewater *infrastructure* shall integrate with *existing* City standards and guidelines, and incorporate efficient design. Future considerations for alternative servicing strategies and integration with on-going City programs for water conservation and efficiency shall be encouraged.
- 8.14.11 The design of the future water and wastewater *infrastructure* shall be consistent with the Secondary Plan's vision and principles. The *infrastructure* design should also build on the sustainable life-cycle costing and triple bottom line evaluation process completed under

the Water and Wastewater Master Plan. Approaches such as minimizing pumping stations and optimizing gravity catchment areas shall be encouraged.

8.14.12 Location of future *infrastructure* should integrate with the standards for the Airport Employment Growth District and shall consider installation needs, long term accessibility and long term operation and maintenance requirements. Flexibility for additional future *infrastructure* should be considered based the unique servicing opportunities in the Airport Employment Growth District.

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

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

Storm Water Guidelines

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

- a. Protection and maintenance of stream corridors to address flood control and *fish habitat* regulatory requirements;
- b. Flow requirements designed to prevent increases in flooding and erosion within and downstream of the study area;
- c. Water balance criteria to protect groundwater infiltration requirements and local groundwater supplies; and,
- d. Runoff reduction requirements to address water quality requirements necessary to meet provincial water quality objectives for receiving waters consistent with Level 1 / 2 treatment.

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

Materials, Resources, and Solid Waste

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

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

Economic Sustainability and Business Synergy

- 8.14.19 The generation of business synergies and the creation of relationships that sustain long-term economic prosperity of businesses, the Airport Employment Growth District and the City of Hamilton shall be encouraged.
- 8.14.20 The generation of eco-industrial synergies to increase environmental and economic efficiencies through the exchange of waste, resource and energy shall be encouraged.
- 8.14.21 The Airport Employment Growth District should be developed according to the phased provision of servicing *infrastructure* to financially accommodate the costs of growth related to the *employment area*. Necessary *infrastructure* should be coordinated with land demand and the pace of *development*.

Social Sustainability

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

Site Development, Disturbance, Natural Corridors and Greenways

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

Food Production and Community Gardening

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

Relationship to Natural Edges

- 8.14.32 Landscape buffers that address the interface and edges and provide naturalized buffers between developed areas of the site, streets, and *adjacent* natural features are encouraged.
- 8.14.33 Building setbacks shall be required for *development* adjacent to the boundary of natural features under the jurisdiction of the Niagara Peninsula Conservation Authority, Hamilton Conservation Authority, and Grand River Conservation Authority. *Vegetation protection zones* shall comply with Sections C.2.5.9 to C.2.5.15 inclusive of Volume 1.
- 8.14.34 The location of outdoor uses and facilities, as well as employee recreation facilities, is encouraged to be in proximity to the visual and physical amenity of natural areas.

Road Design

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

Site Access and Driveways

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

Recommended Building Setbacks

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

Vehicular Parking Areas

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

Storage, Service and Loading Areas

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

Site Lighting and Safety

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

Pedestrian and Cyclist Movement

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

Sustainable Building Design

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

Building Orientation

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

Building Height & Massing

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

Building Design

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

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

Integration with Built Heritage

8.14.58 The facades of new buildings are encouraged to be setback to match *existing* heritage buildings.

8.14.59 New buildings are encouraged to be sensitive to *adjacent* and nearby heritage buildings, however, the application of historical building styles to modern *development* is discouraged.

Rooftop and Mechanical Requirements

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

Architectural Lighting and Light Pollution Management

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

Signage

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

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

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

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

Landscape Requirements at Road Frontages, Gateways and Enhanced Transit Stops

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

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

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

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

Landscape Quality

- 8.14.70 Distinctive, high-quality thematic landscape elements to create a unifying visual quality or identity to each land use are encouraged.
- 8.14.71 Landscaping that supports ecology through the design of naturalized groves of trees (deciduous and evergreen) and areas incorporating low maintenance native plant species (woody shrubs, ground covers, grasses, and perennials) and encouraged.
- 8.14.72 Landscapes that provide comfort and amenity space by using vegetation for the purpose of creating shelter and microclimates are encouraged.

Paved Surface Materials

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

Outdoor Amenity Space

- 8.14.74 Outdoor amenity space within the public realm and on private *development* is encouraged.
- 8.14.75 Pedestrian connections to outdoor amenities, which should be barrier free and clearly marked with pedestrian scaled lighting that defines the route and amenity area, is encouraged.

Pedestrian, Bicycle, and Trail Connections

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

8.15 Energy and Environmental Assessment Report

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

- 8.15.1 Notwithstanding Section F.3.2.9 of Volume 1, the sustainability of *development* shall be evaluated at the time of *development* approval for a Plan of Subdivision or Site Plan and an Energy and Environmental Assessment Report demonstrating how the *development* meets or exceeds the sustainability provisions of the Eco-industrial Design Guidelines and Urban Design Guidelines shall be required prior to *development* approval.
- 8.15.2 The degree to which a *development* meets or exceeds the sustainability provisions of the Eco-industrial Design Guidelines and Urban Design Guidelines as described by the Energy and Environmental Assessment Report may be used as a basis by the City to prioritize

development applications, including the assignment of servicing allocation and the issuance of draft plan approval under the Planning Act.

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

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

8.16 Implementation

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

Interpretation

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

General Implementation Policies

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

Complete Application Requirements

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

Development Phasing Policies

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

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

8.16.5 Lands identified on Map B.8-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan as "Phase 1" are intended to serve employment land needs to 2031 and shall be allowed to develop subject to confirmation of the availability of municipal water and municipal wastewater servicing by a professional engineer as a condition of *development* approval to the satisfaction of the City.

8.16.6 Lands identified on Map B.8-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan as "Phase 2" are intended to serve employment land needs to 2031 and those portions of "Phase 2" with access to servicing shall be allowed to develop subject to confirmation of the availability of municipal water and municipal wastewater servicing by a professional engineer to the satisfaction of the City as a condition of *development* approval. Those portions of "Phase 2" that do not have access to servicing shall only be allowed to develop once the water, wastewater and transportation servicing systems have been upgraded and/or extended to adequately service these lands.

8.16.7 To ensure that lands are not developed prematurely, the lands identified on Map B.8-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan as "Phase 2" shall be zoned with a holding provision. The condition for release of the holding is:

- a. for "Phase 2" lands with access to servicing, the confirmation of servicing as described in Policy B.8.16.6 of this Secondary Plan; or,
- b. for "Phase 2" lands that do not have access to servicing, the provision of adequate municipal water, municipal wastewater, and transportation *infrastructure* in accordance with the respective master plans for the Airport Employment Growth District to the satisfaction of the City.

8.16.8 To ensure that the lack of adequate servicing does not create a constraint to the timely *development* of the lands identified on Map B.8-4 – Airport Employment Growth District Phasing Plan of this Secondary Plan as "Phase 2", the City shall coordinate upgrades to the water, wastewater, and transportation *infrastructure* when the City deems it to be appropriate.

Land Dedication and Acquisition

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

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

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

8.17 Site Specific Policies

Site Specific Policy – Area A

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

Site Specific Policy – Area B

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

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

Site Specific Policy – Area C

8.17.3 Notwithstanding Section E.6.2 – Permitted Uses and Policy B.8.7.1, the lands designated Institutional, located at No. 92-116 Glancaster Road, and No. 582 Southcote Road,

identified on Map B.8-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area C shall permit only the uses existing at the date of approval of this Secondary Plan.

Site Specific Policy – Area D

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

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

Site Specific Policy – Area E

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

Site Specific Policy – Area F

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

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

Site Specific Policy – Area G

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

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

Site Specific Policy – Area H

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

- a) the following additional uses shall be permitted on the Airport Prestige Business lands at the southwest corner of Highway 6 and Garner Road:
 - (i) Banquet facility;
 - (ii) Conference and/or convention centre,
- b) the following additional uses shall be permitted within the Employment Supportive Centre area located at the intersection of Highway 6 and Garner Road only:
 - (i) Commercial entertainment;
 - (ii) Retail stores;
 - (iii) Medical office and medical clinic; and
- c) Notwithstanding Policy B.8.4.5.5., a retail store shall not exceed 500 square metres.

Site Specific Policy – Area I

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

- a) Notwithstanding Policy B.8.4.5.1a), the following uses shall not be permitted in the Airport Prestige Business area along the future Garth Street extension south of Twenty Road east:
 - (i) Warehousing;
 - (ii) Transportation Terminals;

- (iii) Private Power Generation; and
 - (iv) Utility Activities,
- b) Notwithstanding Policy B.8.4.5.2, Employment Supportive Centre located at the corner of Garth Street and Twenty Road shall have a radius of 200 metres,
- c) Notwithstanding Policies B.8.4.5.3, the following additional uses shall be permitted within the Employment Supportive Centre located at the intersection of Garth Street and Twenty Road:
- (i) Retail stores;
 - (ii) Commercial school;
 - (iii) Day nursery; and
 - (iv) Medical office and medical clinic,
- d) Notwithstanding Policy B.8.4.5.4, the total gross floor area of the employment supportive centre shall not exceed 5,000 square metres per centre.
- e) Notwithstanding Policy B.8.4.5.5, a retail store shall not exceed 500 square metres.



GLOSSARY

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

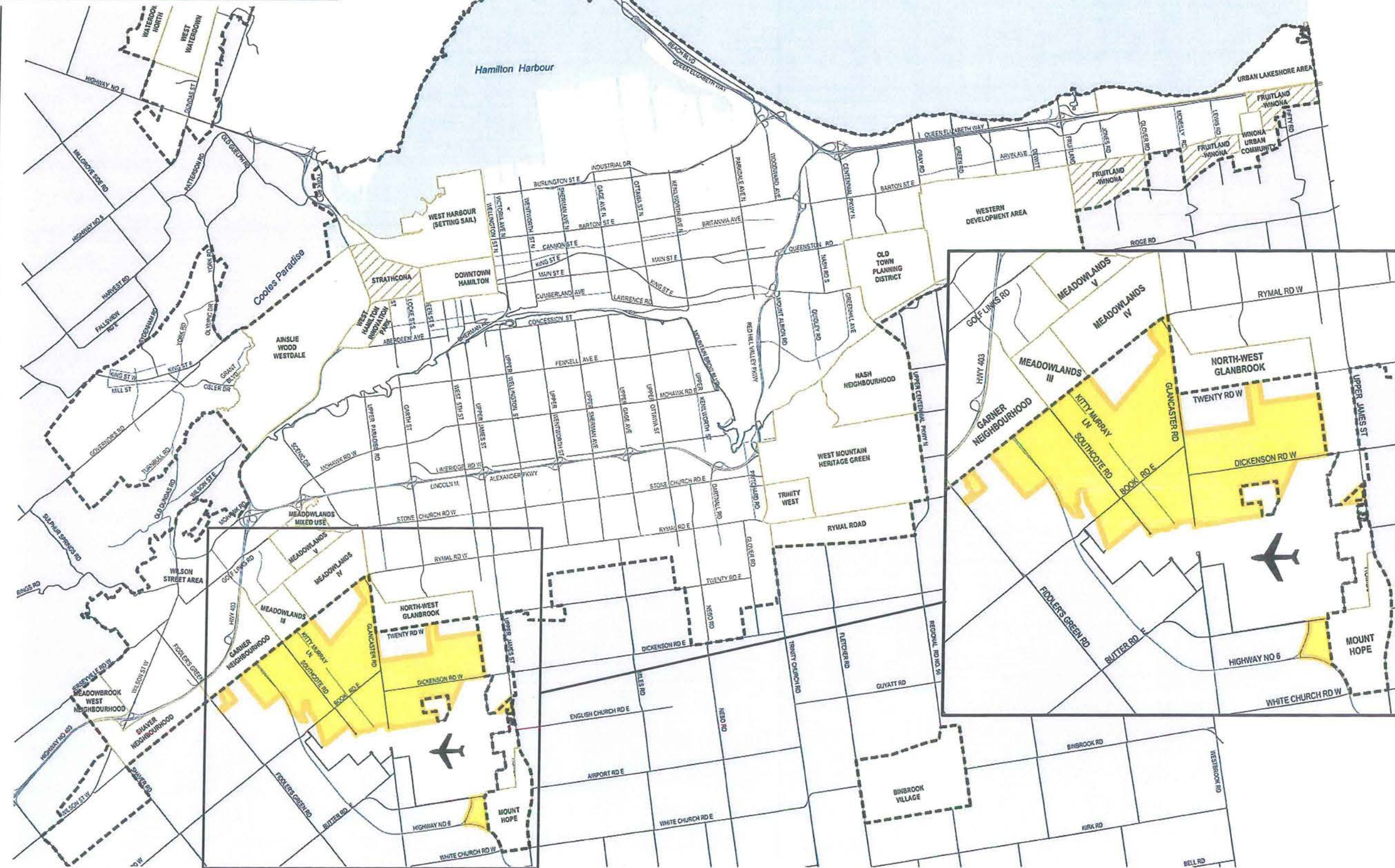
Small Scale: used to describe a permitted agriculture-related or secondary use, shall mean those uses that are characterized by a size and intensity of activity that is clearly secondary to and does not negatively impact the predominant use of the lands for *agricultural uses*, and which meet the maximum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

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

Appendix 25
Amendment No. 35
to the Urban Hamilton Official Plan








-  Amend the Urban Boundary and include the lands within the Urban Area
-  Lands to be added as Airport Employment Growth District Secondary Plan

Date: February 25, 2015
Revised By: JHE/NB
Reference File No.: OPA 35(U)



APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

- Legend**
-  Secondary Plan Area
 -  Pending Secondary Plan Areas
- Other Features**
-  Rural Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary (LEGEND)
 -  Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Volume 2: Appendix A
Secondary Plans Index Map

Appendix 26
Amendment No. 35
To the Urban Hamilton Official Plan

Amend the Urban Boundary and include the lands within the Urban Area

Date: February 25, 2015	Revised By: JHE/NB	Reference File No. OPA 35(U)
----------------------------	-----------------------	---------------------------------



APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

Legend

U. Refers to Urban Area Specific Policy Area #, Volume 3, Chapter B


Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

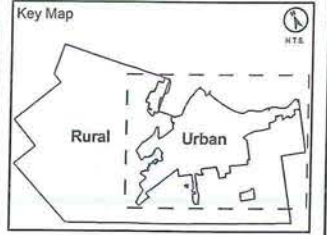
Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Volume 3: Map 1
Area Specific Policies Key Map

Appendix 27
Amendment No. 35
To the Urban Hamilton Official Plan

-  Amend the Urban Boundary and include the lands within the Urban Area
-  Delete Site Specific Area UGE-1

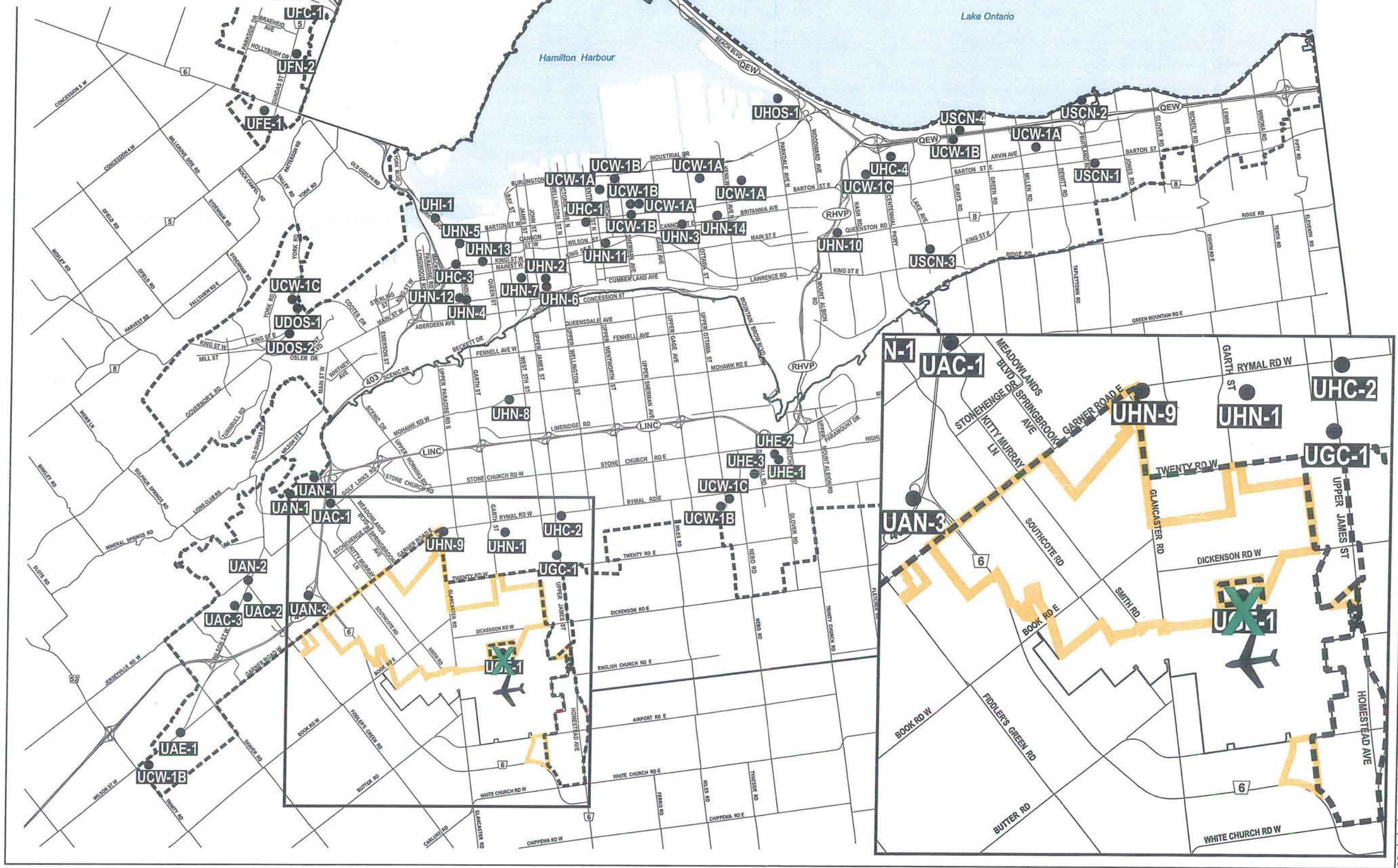
Date: February 25, 2015
Revised By: JHE/NB
Reference File No.: OPA 35(U)









Note: For Rural Site Specific Areas, refer to Volume 3: Appendix A of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1



- Legend**
-  Site Specific Areas (SSA)
 -  Refers to Urban Site Specific Area #, Volume 3, Chapter B
- Other Features**
-  Rural Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Volume 3: Map 2
Urban Site Specific Key Map

Not To Scale
Date: Sept. 12, 2013
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Appendix 28
Amendment No. 35
to the Urban Hamilton Official Plan

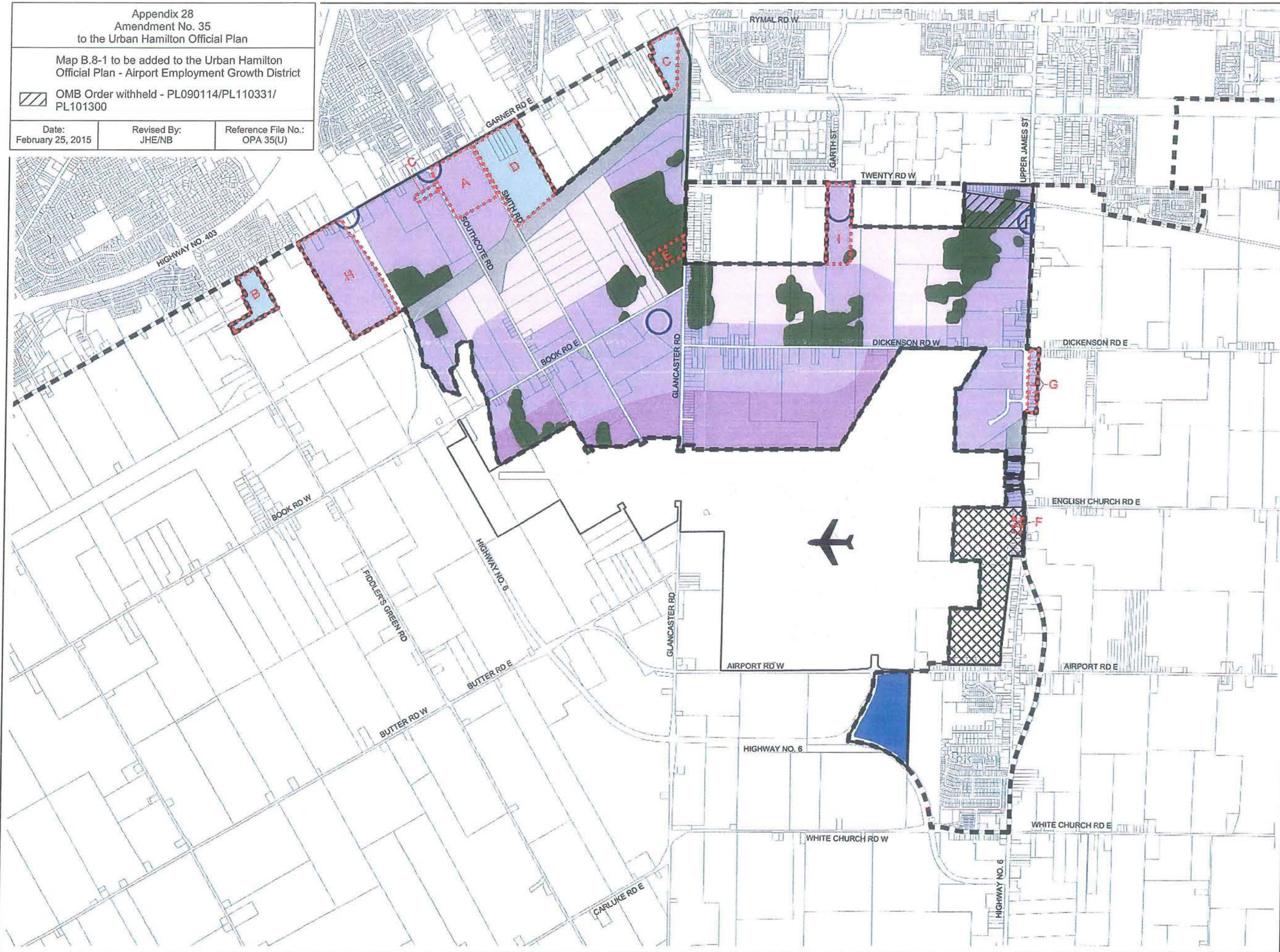
Map B.8-1 to be added to the Urban Hamilton
Official Plan - Airport Employment Growth District

OMB Order withheld - PL090114/PL110331/
PL101300

Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 35(U)



Legend

- Land Use Designations**
- Airport Light Industrial
 - Airport Prestige Business
 - Airport Related Business
 - Airside Industrial
 - Institutional
 - Natural Open Space
 - Airport Reserve
 - Utilities
- Other Features**
- Area or Site Specific Policy
 - Employment Supportive Centres
 - John C. Munro Hamilton International Airport
 - Urban Boundary
 - Secondary Plan Boundary

Urban Hamilton Official Plan
Airport Employment
Growth District Secondary Plan
Land Use Plan
Map B.8-1

Not To Scale
Date: August 25, 2010

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

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Appendix 29
Amendment No. 35
to the Urban Hamilton Official Plan

Map B.8-2 to be added to the Urban Hamilton Official Plan - Airport Employment Growth District

Date: February 25, 2015	Revised By: JHE/NB	Reference File No.: OPA 35(U)
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Legend

- Core Areas
- Linkages
- Hedgerow Features
- Unclassified Streams
- Seasonal Habitat
- Support/Indirect Fish Habitat
- John C. Munro Hamilton International Airport
- Urban Boundary
- Secondary Plan Boundary

* Conservation Authority Regulations include a 30m buffer on all watercourses.

Urban Hamilton Official Plan
Airport Employment Growth District Secondary Plan
Natural Heritage System
Map B.8-2

 Not To Scale Date: August 25, 2010	
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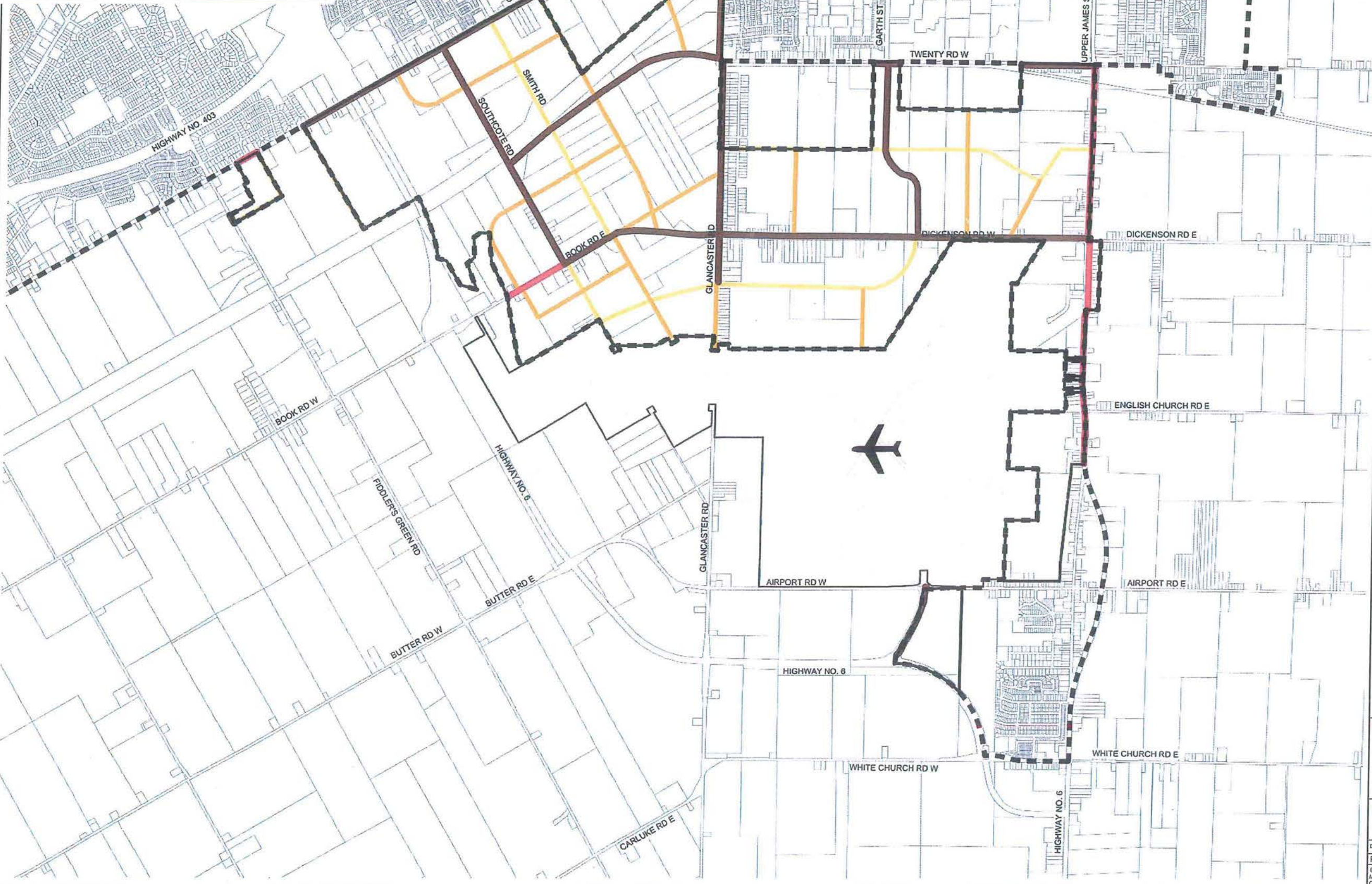
Appendix 30
Amendment No. 35
to the Urban Hamilton Official Plan

Map B.8-3 to be added to the Urban Hamilton Official Plan - Airport Employment Growth District

Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 35(U)



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
-  Urban Boundary
-  Secondary Plan Boundary

Note: Designated walkways and sidewalks in all arterial and collector roads.

Urban Hamilton Official Plan
Airport Employment
Growth District Secondary Plan
Road Classification Map
Map B.8-3

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Hamilton
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Appendix 31
Amendment No. 35
to the Urban Hamilton Official Plan

Map B.8-4 to be added to the Urban Hamilton Official
Plan - Airport Employment Growth District

Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 35(U)



Legend

- Servicing Phase 1
- Servicing Phase 2
- Proposed Dry Pond Locations
- Analysis Required to Determine the Limit of Available Servicing
- John C. Munro Hamilton International Airport
- Urban Boundary
- Secondary Plan Boundary

Urban Hamilton Official Plan
Airport Employment
Growth District Secondary Plan
Phasing Plan
Map B.8-4

Not To Scale
Date: August 25, 2010



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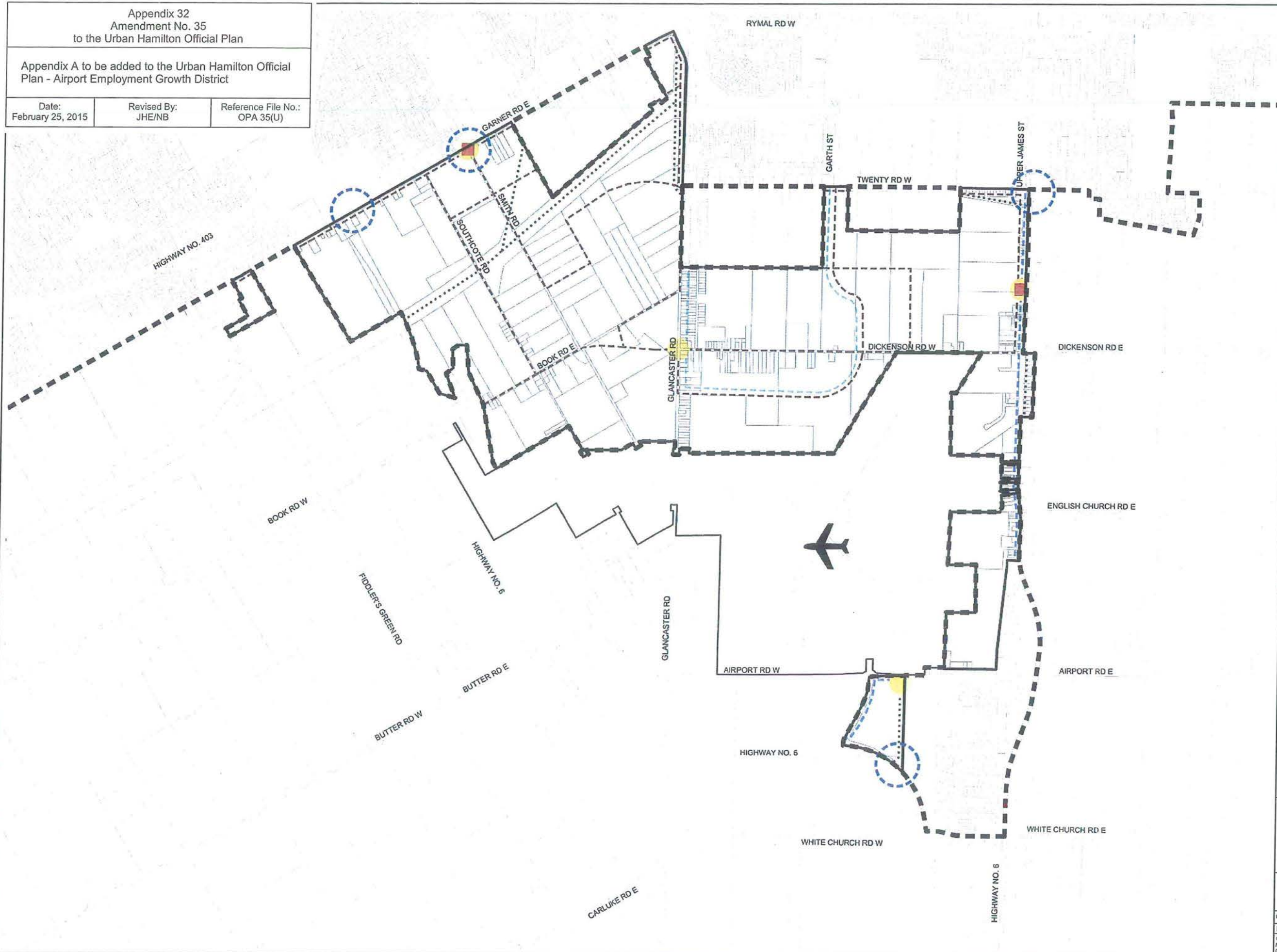
Appendix 32
Amendment No. 35
to the Urban Hamilton Official Plan

Appendix A to be added to the Urban Hamilton Official
Plan - Airport Employment Growth District






Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 35(U)



Legend

-  Enhanced Transit Stops
-  Proposed Car Pool Lot
-  Potential Gateway Features
-  Proposed Rapid Transit *
-  Proposed Transit Route *
-  Proposed Transit Route Extension *
-  Proposed Multi-Use Trail
-  John C. Munro Hamilton International Airport
-  Urban Boundary
-  Secondary Plan Boundary

* Pending Further Study

**Urban Hamilton Official Plan
Airport Employment
Growth District Secondary Plan
Transit Routes and Trails Map
Appendix "A"**

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Rural Hamilton Official Plan Amendment No. 8

The following text, together with:

Appendix 1	Schedule A Provincial Plans
Appendix 2	Schedule B Natural Heritage System
Appendix 3	Schedule B-1 Detailed Natural Heritage Features Life Science ANSI
Appendix 4	Schedule B-2 Detailed Natural Heritage Features Significant Woodlands
Appendix 5	Schedule B-3 Detailed Natural Heritage Features – Alvar and Tallgrass Prairie
Appendix 6	Schedule B-4 Detailed Natural Heritage Features Key Hydrologic Features
Appendix 7	Schedule B-5 Detailed Natural Heritage Features Lakes and Littoral Zones
Appendix 8	Schedule B-6 Detailed Natural Heritage Features Environmentally Significant Areas
Appendix 9	Schedule B-7 Detailed Natural Heritage Features Local Natural Area Earth Science ANSI
Appendix 10	Schedule B-8 Detailed Natural Heritage Features Key Hydrologic Features Streams
Appendix 11	Schedule C Functional Road Classification
Appendix 12	Schedule C-1 Future Road Widening (Rural) (text)
Appendix 13	Schedule D – Rural Land Use Designations
Appendix 14	Schedule F Airport Influence Area
Appendix 15	Appendix A Parks Classification
Appendix 16	Appendix C-1 Non-Renewable Resources - Gas and Petroleum Wells
Appendix 17	Appendix D Noise Exposure Forecast Contours and Primary Airport Zoning Regulations
Appendix 18	Appendix E Rural Municipal Landfills
Appendix 19	Appendix F Rural Cultural Heritage Resources
Appendix 20	Appendix F-2 Rural Archaeological Potential
Appendix 21	Volume 3: Map A - Special Policy Areas
Appendix 22	Volume 3: Appendix A – Site Specific Key Map

attached hereto, constitutes Official Plan Amendment No. 8 to the Rural Hamilton Official Plan.

1.0 Purpose:

The purpose of the amendment is to remove lands from the rural area to provide for future development of employment uses until 2031.

2.0 Location:

The Airport Employment Growth District lands subject to this amendment are 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 land encompasses approximately 2,800 hectares of land (excluding the Greenbelt lands).

3.0 Basis:

The basis for permitting this Amendment is as follows:

- The City requires additional employment land to meet its 2031 employment growth forecasts;
- 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 Volume 1 – Parent Plan

Schedules and Appendices

- 4.1.1 That the urban boundary be amended and the lands be removed from the rural area for the following schedules and appendices, attached as Appendices "1" to "11" and "13 to 20" inclusive, detailed in the left column:

Appendix to Amendment	Schedule or Appendix with Name
Appendix 1	Schedule A Provincial Plans
Appendix 2	Schedule B Natural Heritage System
Appendix 3	Schedule B-1 Detailed Natural Heritage Features Life Science ANSI
Appendix 4	Schedule B-2 Detailed Natural Heritage Features Significant Woodlands
Appendix 5	Schedule B-4 Detailed Natural Heritage Features Key Hydrologic Features
Appendix 6	Schedule B-5 Detailed Natural Heritage Features Lakes and Littoral Zones
Appendix 7	Schedule B-6 Detailed Natural Heritage Features Environmentally Significant Areas
Appendix 8	Schedule B-7 Detailed Natural Heritage Features Local Natural Area Earth Science ANSI
Appendix 9	Schedule B-8 Detailed Natural Heritage Features Key Hydrologic Features Streams
Appendix 10	Schedule B-1 Detailed Natural Heritage Features Life Science ANSI
Appendix 11	Schedule C Functional Road Classification
Appendix 13	Schedule D – Rural Land Use Designations
Appendix 14	Schedule F Airport Influence Area
Appendix 15	Appendix A Parks Classification
Appendix 16	Appendix C-1 Non-Renewable Resources - Gas and Petroleum Wells
Appendix 17	Appendix D Noise Exposure Forecast Contours and Primary Airport Zoning Regulations
Appendix 18	Appendix E Rural Municipal Landfills
Appendix 19	Appendix F Rural Cultural Heritage Resources
Appendix 20	Appendix F-2 Rural Archaeological Potential

4.1.2 That Schedule C-1 be amended by deleting the road widening for Southcote Road from Book Road to South end, as a shown on Appendix “12”.

4.2 Volume 3-Special Policy and Site Specific Areas

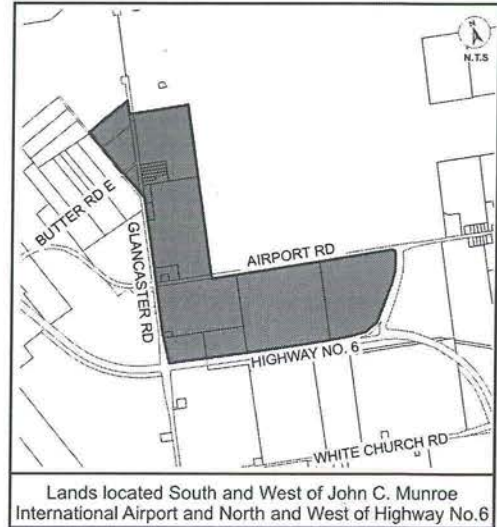
Text

4.2.1 That Chapter A - Special Policy C - Airport Employment Growth District, Section 2.0 be deleted in its entirety.

4.2.2 That Chapter B – Rural Site Specific Areas is amended by adding a new rural site specific policy as follows:

a) **R-30 Lands located south and west of John C Munroe International Airport, and north and west of Highway 6.**

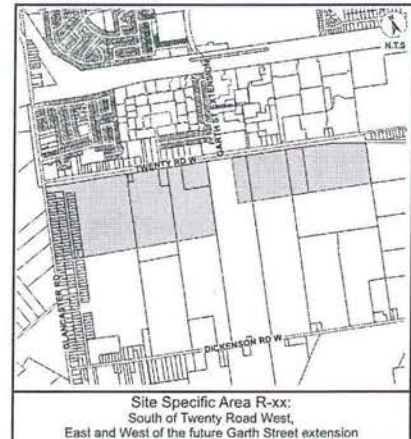
1.0 The Official Plan contemplates the airport shall require additional lands to provide for runway expansions and airfield operations during the lifetime of this Plan to ensure the long-term viability of the airport and that interim land uses are not appropriate which might create conflicts with the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



- 2.0 Notwithstanding Section D.4.1 – Permitted Uses, the following uses may be permitted on lands located south and west of John C Munro International Airport and north of and west of Highway 6:
- a. *existing* land uses; and,
 - b. airport storage, maintenance and operation facilities.
- 3.0 Notwithstanding Policy 2.0, expansions to *existing* uses, lot creations or additions that do not serve the needs of the Airport shall not be permitted.
- 4.0 The John C. Munroe International Airport shall not be permitted to expand onto the lands designated Airport Reserve until such time as storm water management facilities are approved for the John C. Munroe International Airport, to the satisfaction of the City.
- 5.0 Once any portion of the lands identified in Rural Site Specific Policy R-30 is transferred to the Airport, the lands shall be removed from Rural Site Specific Area R-30 without an Amendment to this Plan.

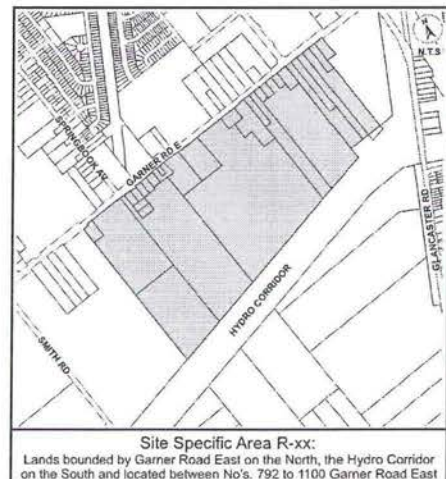
b) R-31 Lands located south of Twenty Road West, east and west of the future Garth Street extension

1.0 For the lands located south of Twenty Road West, east and west of the future Garth Street extension, and identified as Site Specific Policy Area 31, non-agricultural uses or urban uses shall be prohibited.



c) R-32 Lands bounded by Garner Road East on the north, the hydro corridor on the south and located between Nos. 792 to 1100 Garner Road East

For the lands bounded by Garner Road East on the north, the hydro corridor on the south and located between Nos. 792 to 1100 Garner Road East, and identified as Site Specific Policy Area 32, non-agricultural uses or urban uses shall be prohibited.



Maps and Appendices

4.2.2 Volume 3: Map A - Special Policy Areas is amended by:

- a) amending the Urban Boundary and removing lands from the Rural area; and,
- b) deleting Special Policy Area C – Future Employment Growth District;

as shown on the attached Appendix "21" to this Amendment.


4.2.3 Volume 3: Appendix A – Site Specific Key Map is amended by:

- a) amending the Urban Boundary and removing lands from the Rural area; and,
- b) adding three new Site Specific Areas as R-xx, R-xx and R-xx.
as shown on the attached Appendix "22" to this Amendment.

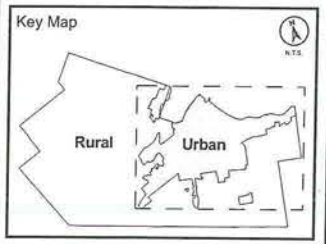
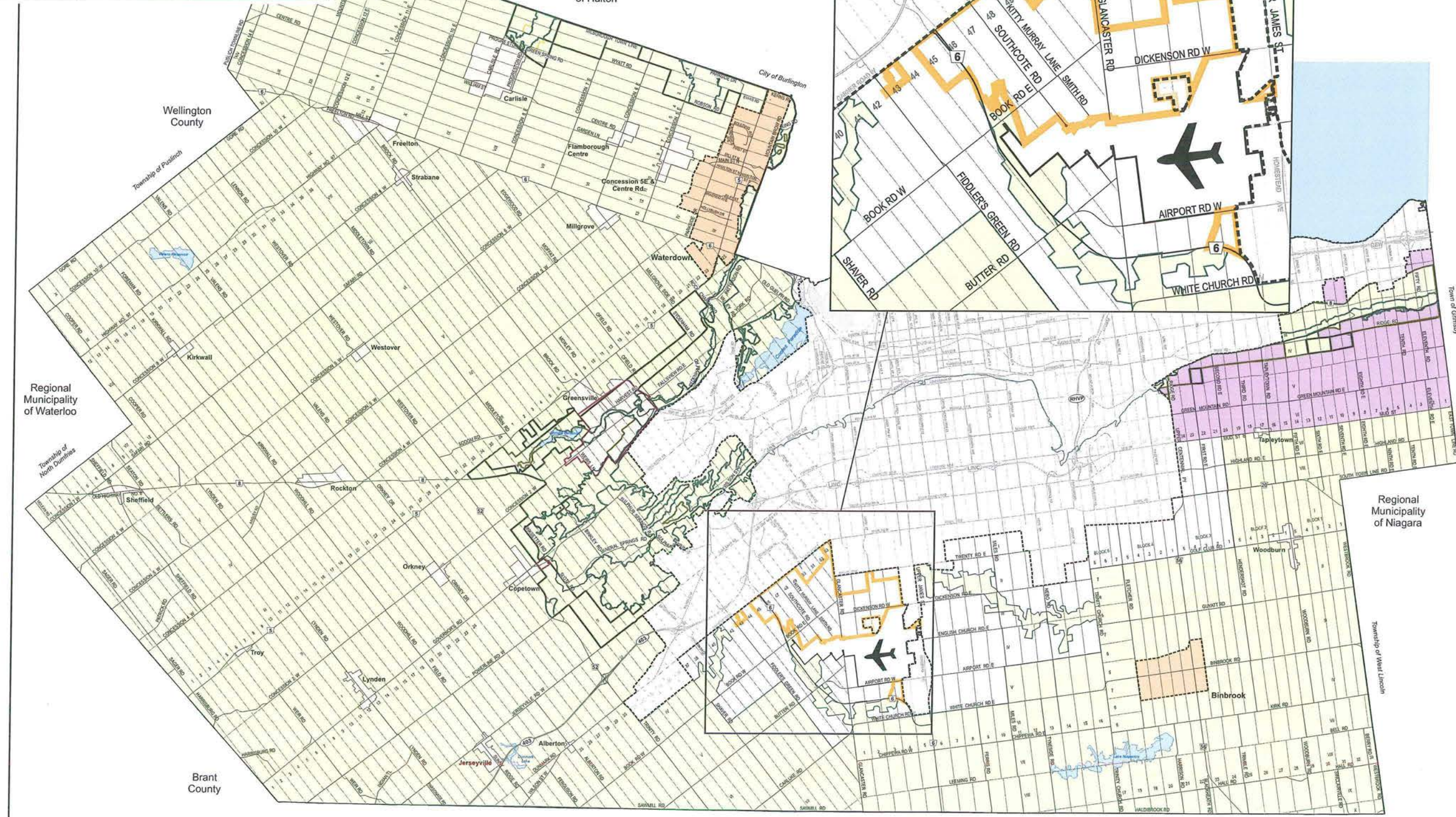
5.0 Implementation:

OMB Decision, dated April 10, 2015 gives effect to OPA 8.

Appendix 1
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area

Date: February 25, 2015	Revised By: JHE/NB	Reference File No.: OPA 8(R)
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Note: For Urban Provincial Plan Designations, refer to Schedule A of the Urban Hamilton Official Plan.

Legend

-  Parkway Belt West Plan Area
- Greenbelt Plan Designations**
 -  Protected Countryside
 -  Hamlets (Rural Settlement Areas)
 -  Towns and Villages
 -  Specialty Crop
- Niagara Escarpment Plan Designations**
 -  Natural Area
 -  Protection Area
 -  Mineral Resource Extraction Area
 -  Rural Area
 -  Urban Area
 -  Minor Urban Centres
- Other Features**
 -  Urban Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

* Note: Refer to the appropriate Provincial Plan for detailed mapping

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

**Rural Hamilton Official Plan
Schedule A
Provincial Plans**

Not To Scale

Date: April 2014



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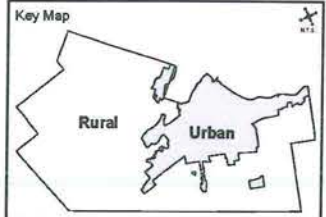
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Appendix 2
Amendment No. 8
To the Rural Hamilton Official Plan

Amend the Urban Boundary and remove the lands from the Rural Area

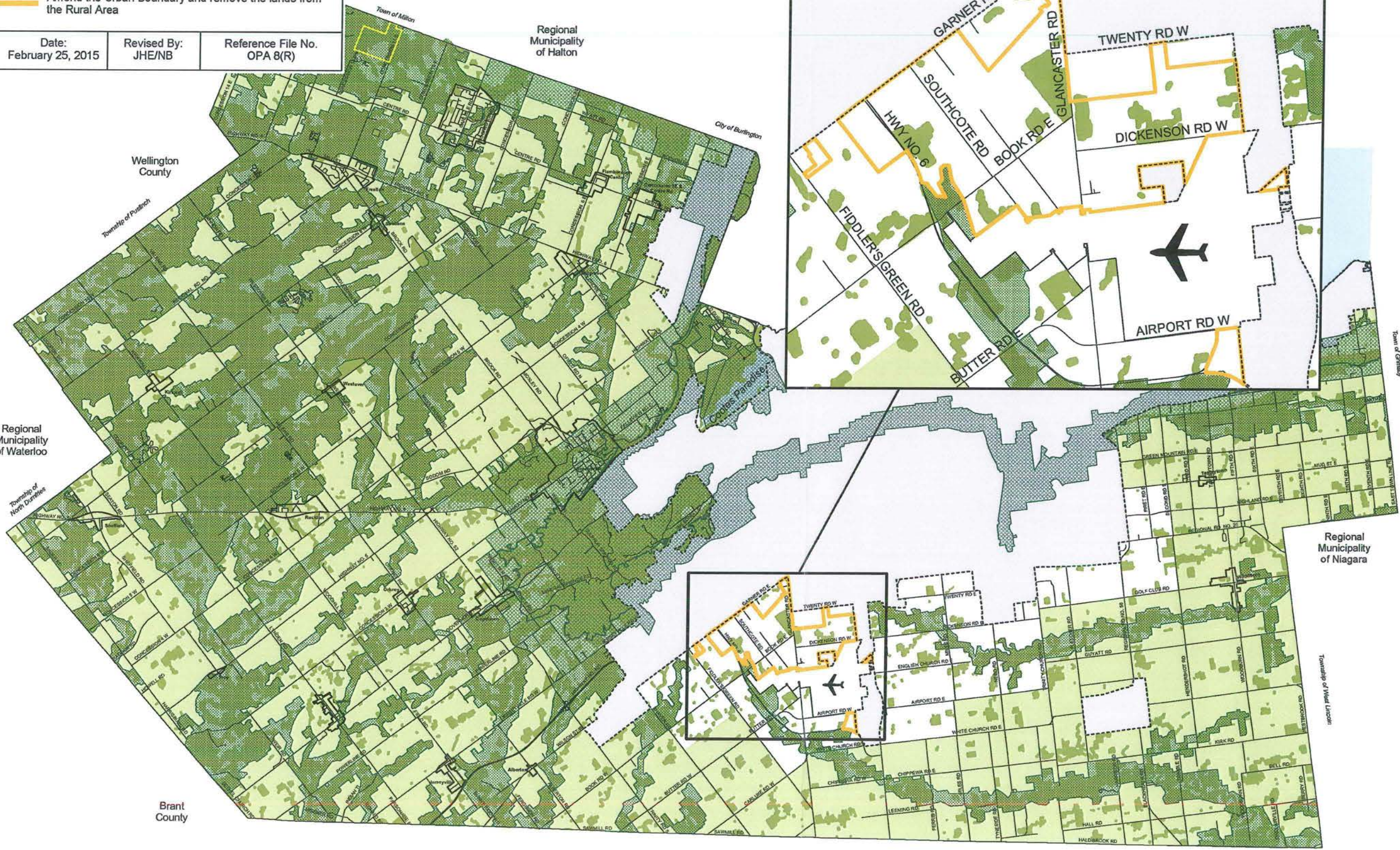
Date: February 25, 2015
Revised By: JHE/NB
Reference File No. OPA 8(R)

Regional Municipality of Halton



Note: For Urban Natural Heritage Features refer to Schedule B of the Urban Hamilton Official Plan.

Deferral pending the resolution of the Official Plan Amendment application



Legend

- Core Areas
- Greenbelt Protected Countryside
- Greenbelt Natural Heritage System
- Niagara Escarpment Plan Area

Other Features

- Urban Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary


Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: June 28, 2011

Rural Hamilton Official Plan
Schedule B
Natural Heritage System



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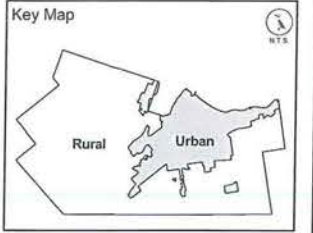
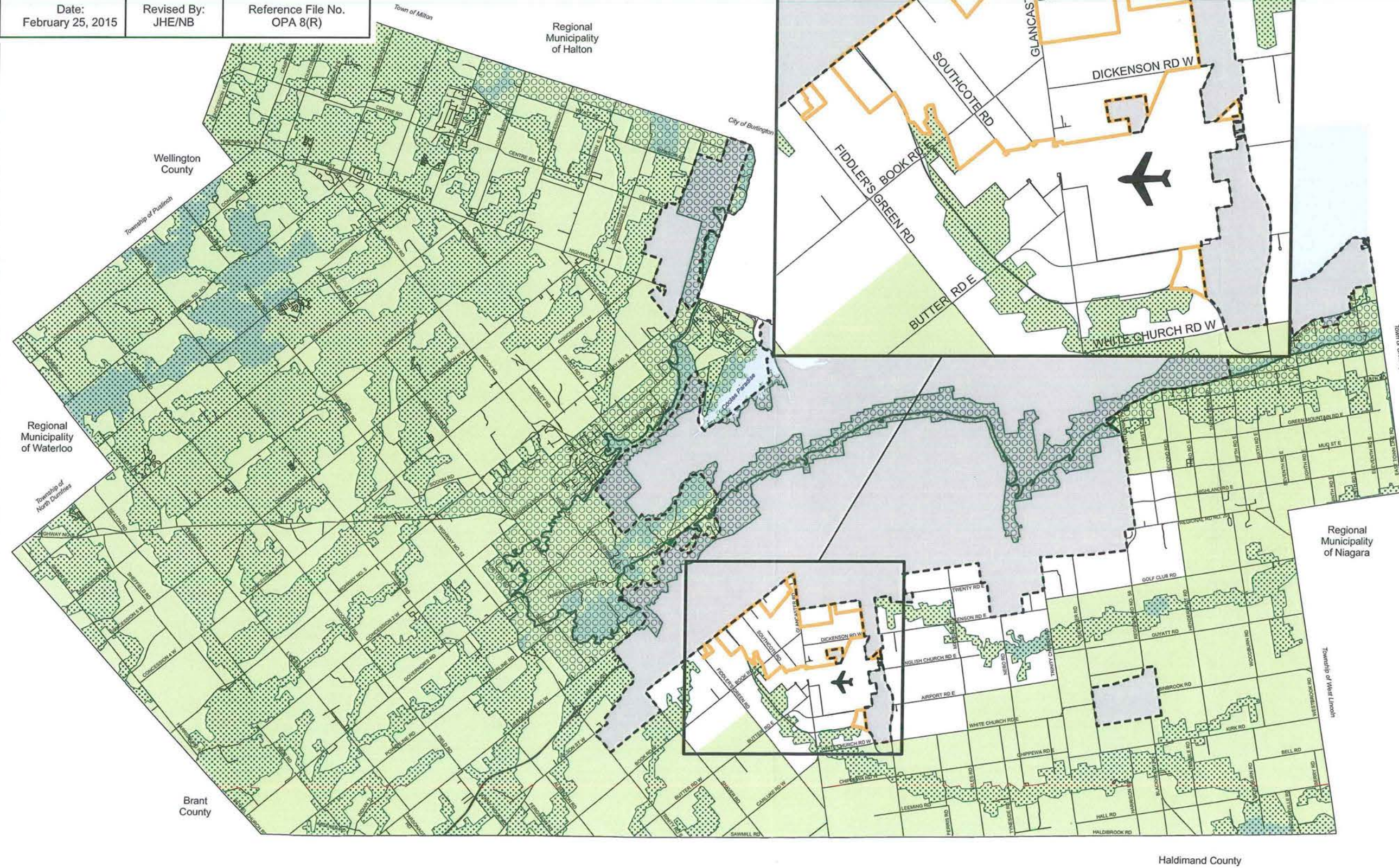
Appendix 3
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area

Date:
February 25, 2015










Revised By:
JHE/NB

Reference File No.
OPA 8(R)



Note: For Urban Detailed Natural Heritage Features refer to Schedule B-1 of the Urban Hamilton Official Plan.

Legend

-  Key Natural Heritage Feature Life Science ANSI
-  Greenbelt Protected Countryside
-  Greenbelt Natural Heritage System
-  Niagara Escarpment Plan Area
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

**Rural Hamilton Official Plan
Schedule B-1
Detailed Natural Heritage Features
Key Natural Heritage Feature
Life Science ANSI**

Not To Scale
Date: April 2014

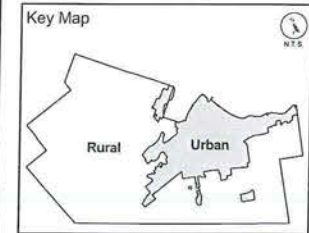
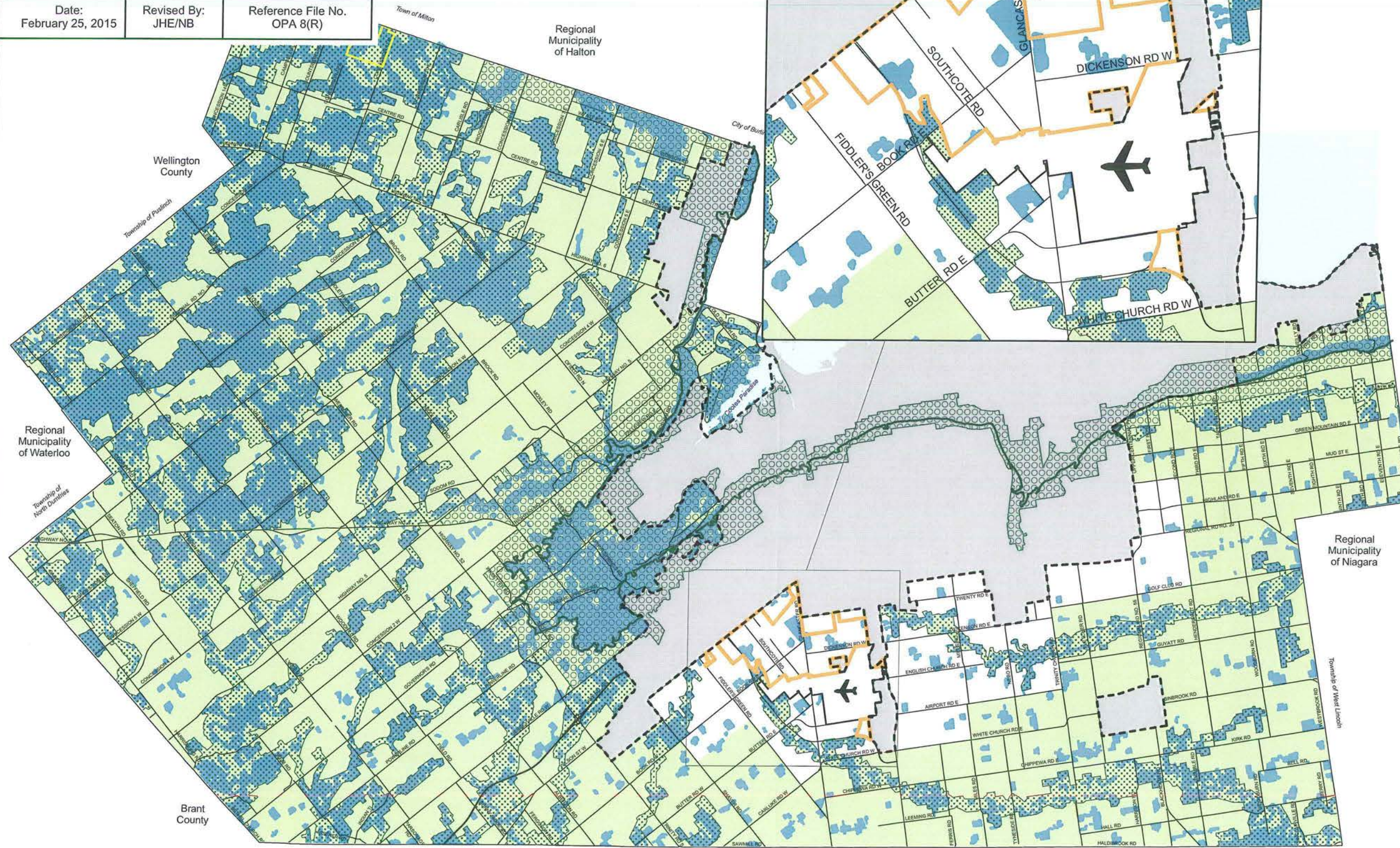

Appendix 4
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area


Date:
February 25, 2015

Revised By:
JHE/NB










Reference File No.
OPA 8(R)



Note: For Urban Detailed Natural Heritage Features refer to Schedule B-2 of the Urban Hamilton Official Plan.

 Deferral pending the resolution of the Official Plan Amendment application

Legend

-  Key Natural Heritage Feature Significant Woodlands *
-  Greenbelt Protected Countryside
-  Greenbelt Natural Heritage System
-  Niagara Escarpment Plan Area
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary


* Note: Feature mapped with a 30m Vegetation Protection Zone.

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

Rural Hamilton Official Plan
Schedule B-2
Detailed Natural Heritage Features
Key Natural Heritage Feature
Significant Woodlands

Not To Scale
Date: April 2014

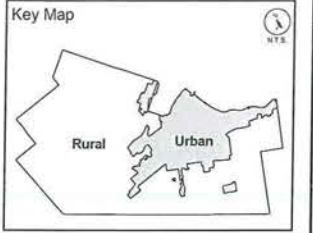
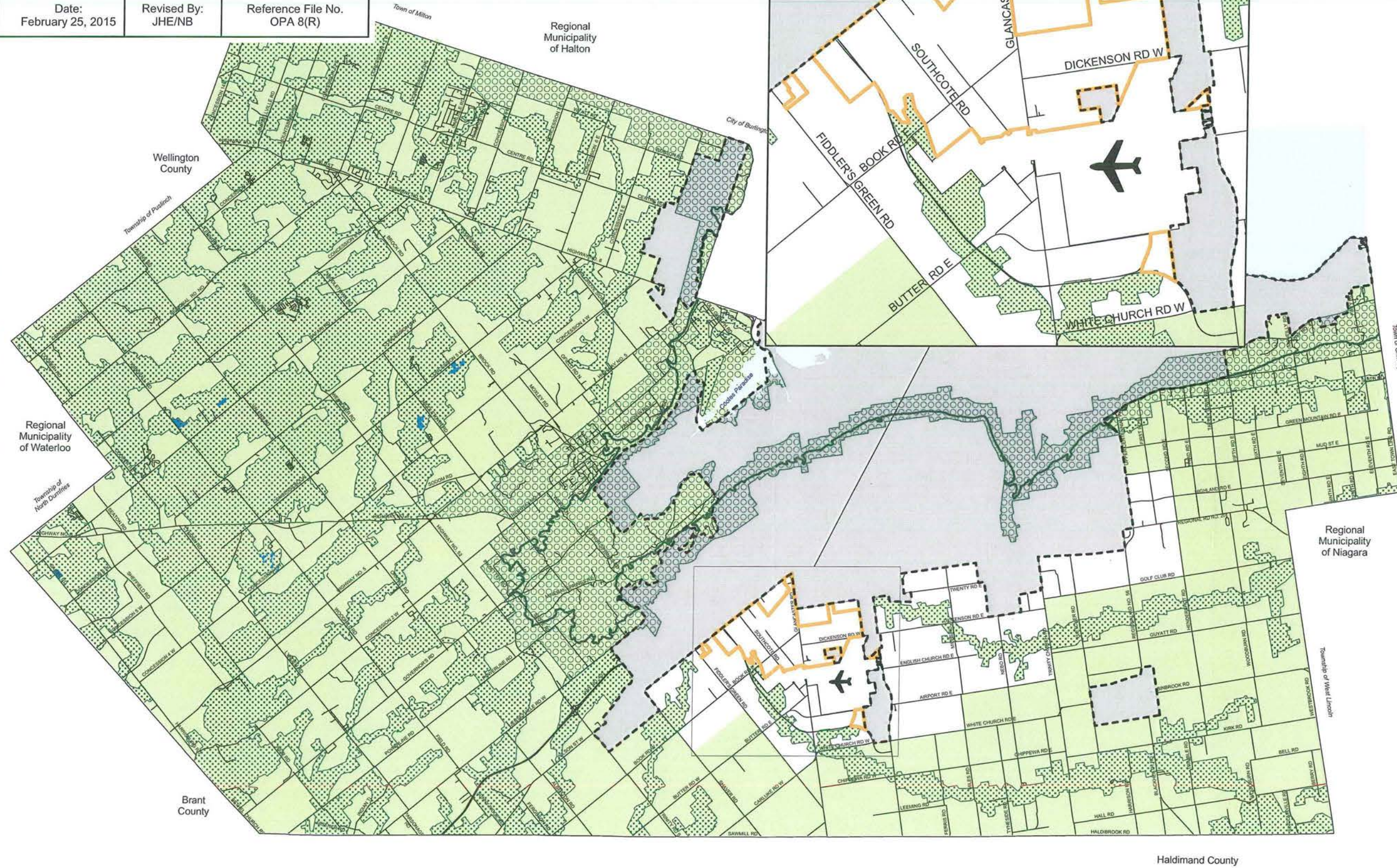

Appendix 5
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area

Date:
February 25, 2015










Revised By:
JHE/NB

Reference File No.
OPA 8(R)



Note: For Urban Detailed Natural Heritage Features refer to Schedule B-3 of the Urban Hamilton Official Plan.

Legend


-  Key Natural Heritage Feature Alvar and Tallgrass Prairie
-  Greenbelt Protected Countryside
-  Greenbelt Natural Heritage System
-  Niagara Escarpment Plan Area
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

**Rural Hamilton Official Plan
Schedule B-3
Detailed Natural Heritage Features
Key Natural Heritage Feature
Alvar and Tallgrass Prairie**



Appendix 6
Amendment No. 8
To the Rural Hamilton Official Plan

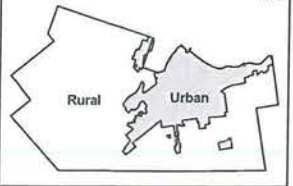
 Amend the Urban Boundary and remove the lands from the Rural Area

Date:
February 25, 2015


Revised By:
JHE/NB

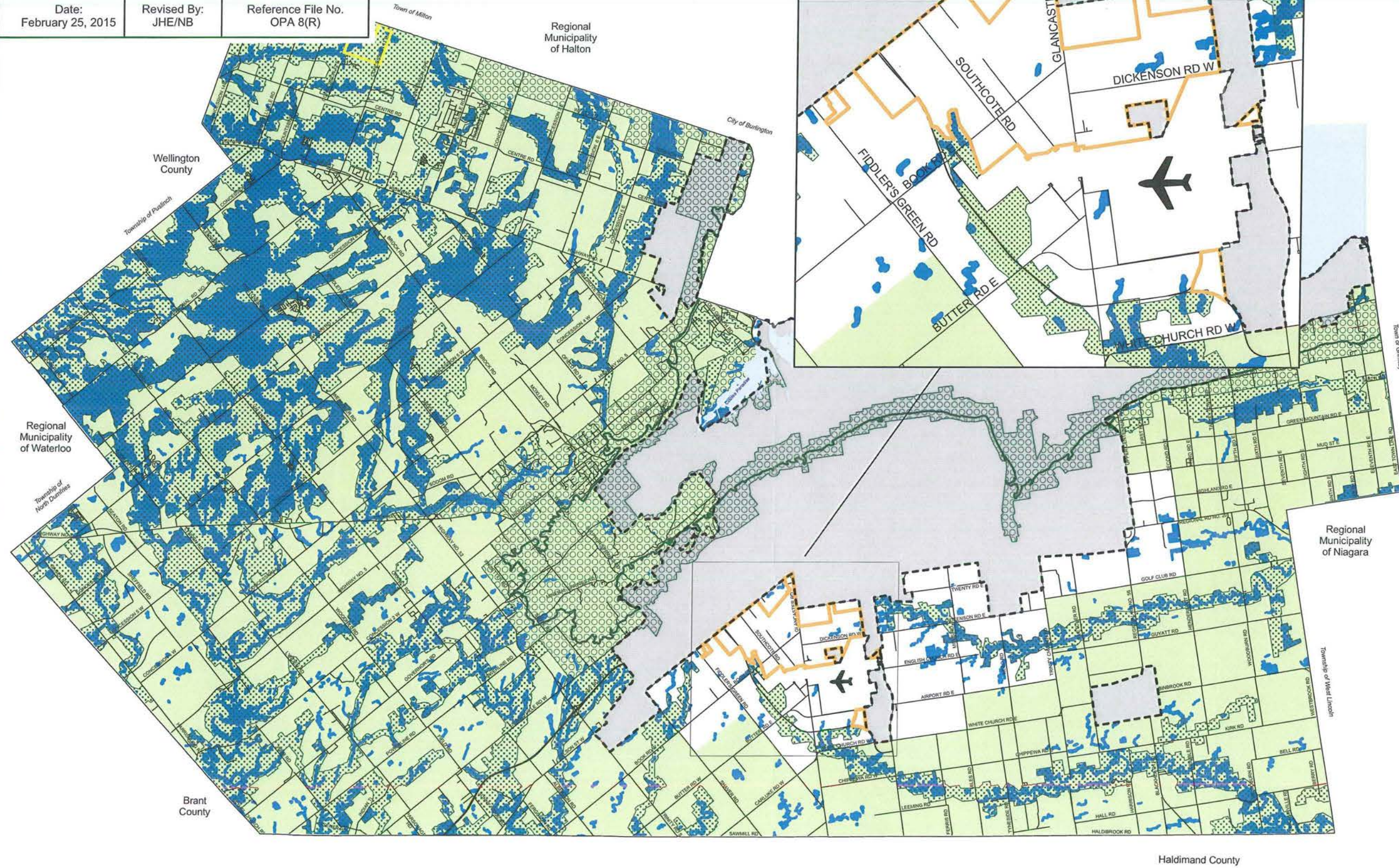
Reference File No.
OPA 8(R)

Key Map












Note: For Urban Detailed Natural Heritage Features refer to Schedule B-4 of the Urban Hamilton Official Plan.

 Deferral pending the resolution of the Official Plan Amendment application



Legend

-  Key Natural Heritage and Key Hydrologic Feature Wetlands *
-  Greenbelt Protected Countryside
-  Greenbelt Natural Heritage System
-  Niagara Escarpment Plan Area
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

* Note: Feature mapped with a 30m Vegetation Protection Zone.

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

Rural Hamilton Official Plan
Schedule B-4

Detailed Natural Heritage Features
Key Natural Heritage Feature and Key Hydrologic Feature Wetlands



Not To Scale

Date: April 2014



Hamilton

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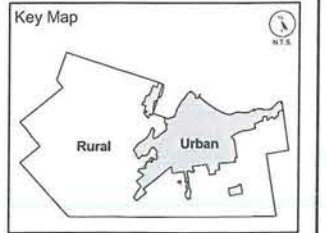
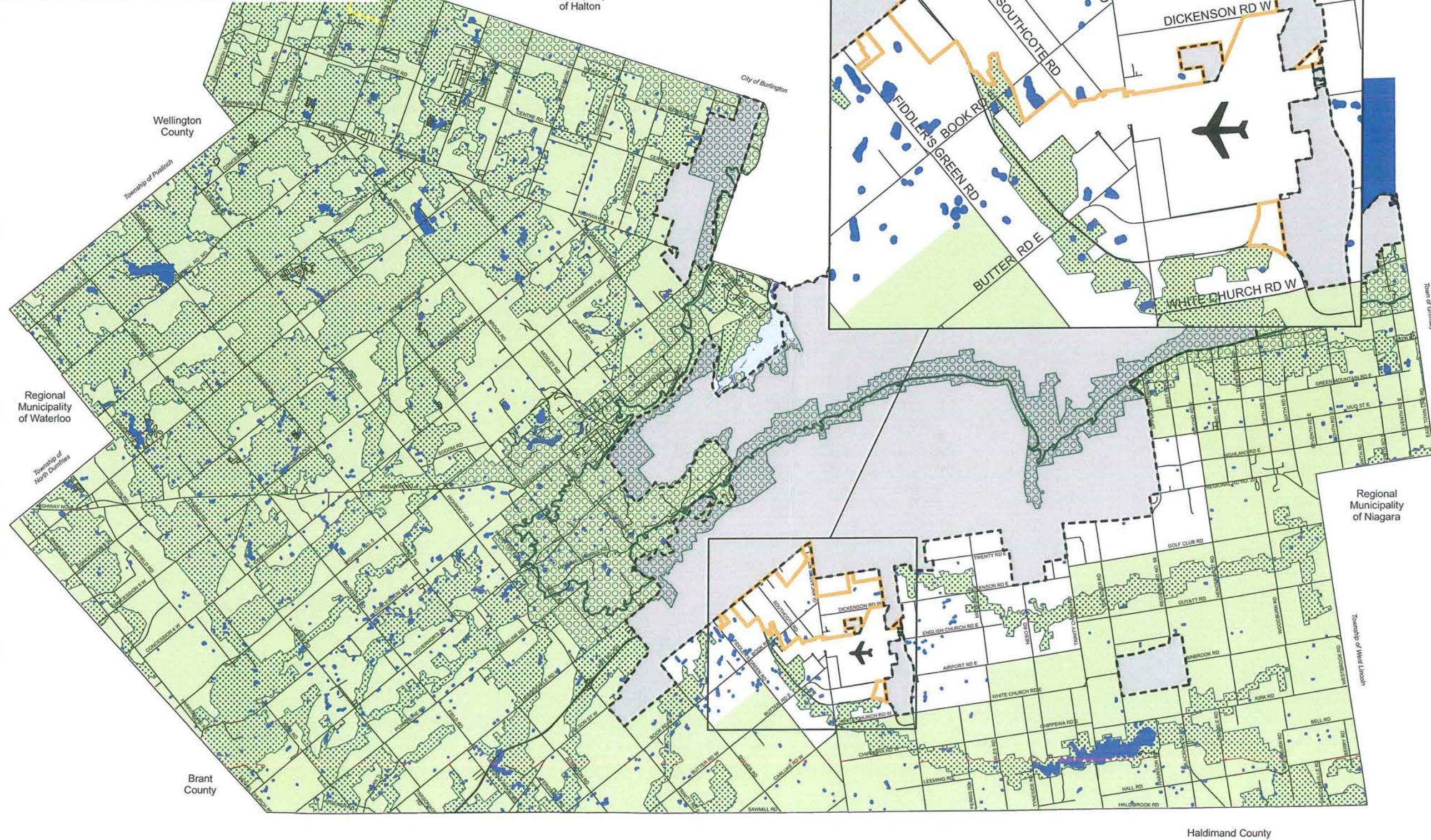
Appendix 7
Amendment No. 8
To the Rural Hamilton Official Plan

Amend the Urban Boundary and remove the lands from the Rural Area

Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.
OPA 8(R)



Note: For Urban Detailed Natural Heritage Features refer to Schedule B-5 of the Urban Hamilton Official Plan.

Deferral pending the resolution of the Official Plan Amendment application

- Legend**
- Key Hydrologic Feature Lakes and Littoral Zones*
 - Greenbelt Protected Countryside
 - Greenbelt Natural Heritage System
 - Niagara Escarpment Plan Area
 - Other Features**
 - Urban Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary


* Note: Feature mapped with a 30m Vegetation Protection Zone.

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

**Rural Hamilton Official Plan
Schedule B-5
Detailed Natural Heritage Features
Key Hydrologic Feature
Lakes and Littoral Zones**



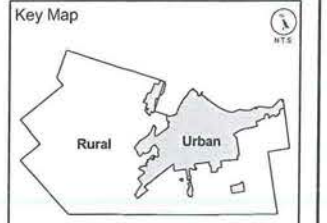
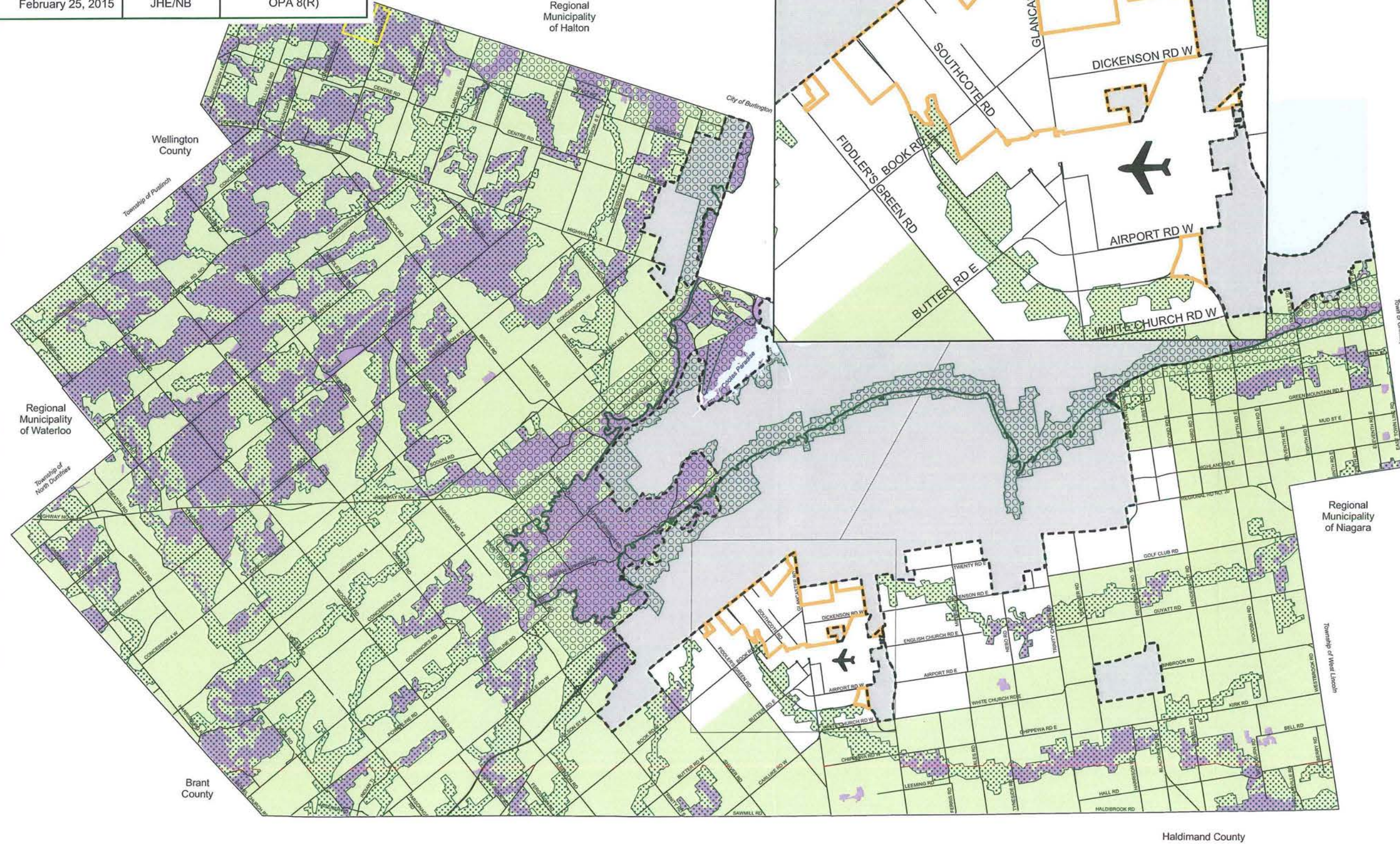
Appendix 8
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area

Date:
February 25, 2015

Revised By:
JHE/NB










Reference File No.
OPA 8(R)



Note: For Urban Detailed Natural Heritage Features refer to Schedule B-6 of the Urban Hamilton Official Plan.

 Deferral pending the resolution of the Official Plan Amendment application

Legend


-  Local Natural Area Environmentally Significant Area
-  Greenbelt Protected Countryside
-  Greenbelt Natural Heritage System
-  Niagara Escarpment Plan Area
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

Rural Hamilton Official Plan
Schedule B-6
Detailed Natural Heritage Features
Local Natural Area
Environmentally Significant Areas



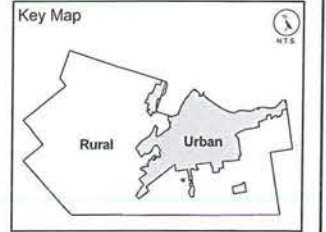
Appendix 9
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area

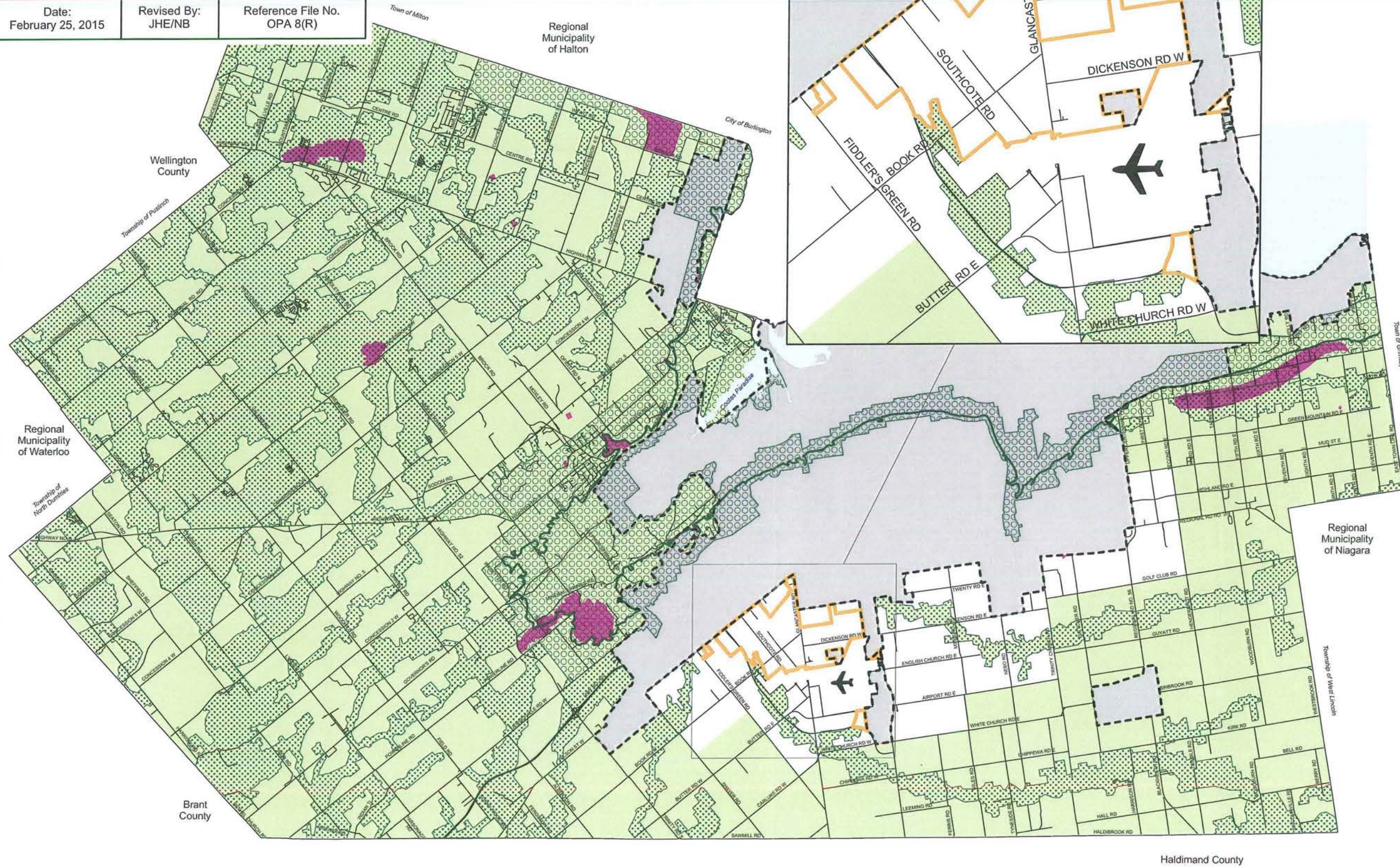
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Reference File No.
OPA 8(R)



Note: For Urban Detailed Natural Heritage Features refer to Schedule B-7 of the Urban Hamilton Official Plan.



Legend

-  Local Natural Area
Earth Science ANSI
-  Greenbelt Protected
Countryside
-  Greenbelt Natural
Heritage System
-  Niagara Escarpment Plan
Area
- Other Features**
-  Urban Area
-  John C. Munro Hamilton
International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary


Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

**Rural Hamilton Official Plan
Schedule B-7**
Detailed Natural Heritage Features
Local Natural Area
Earth Science ANSI

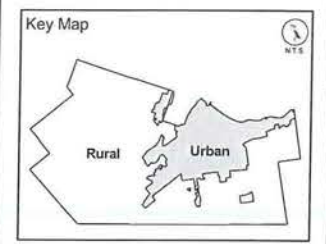
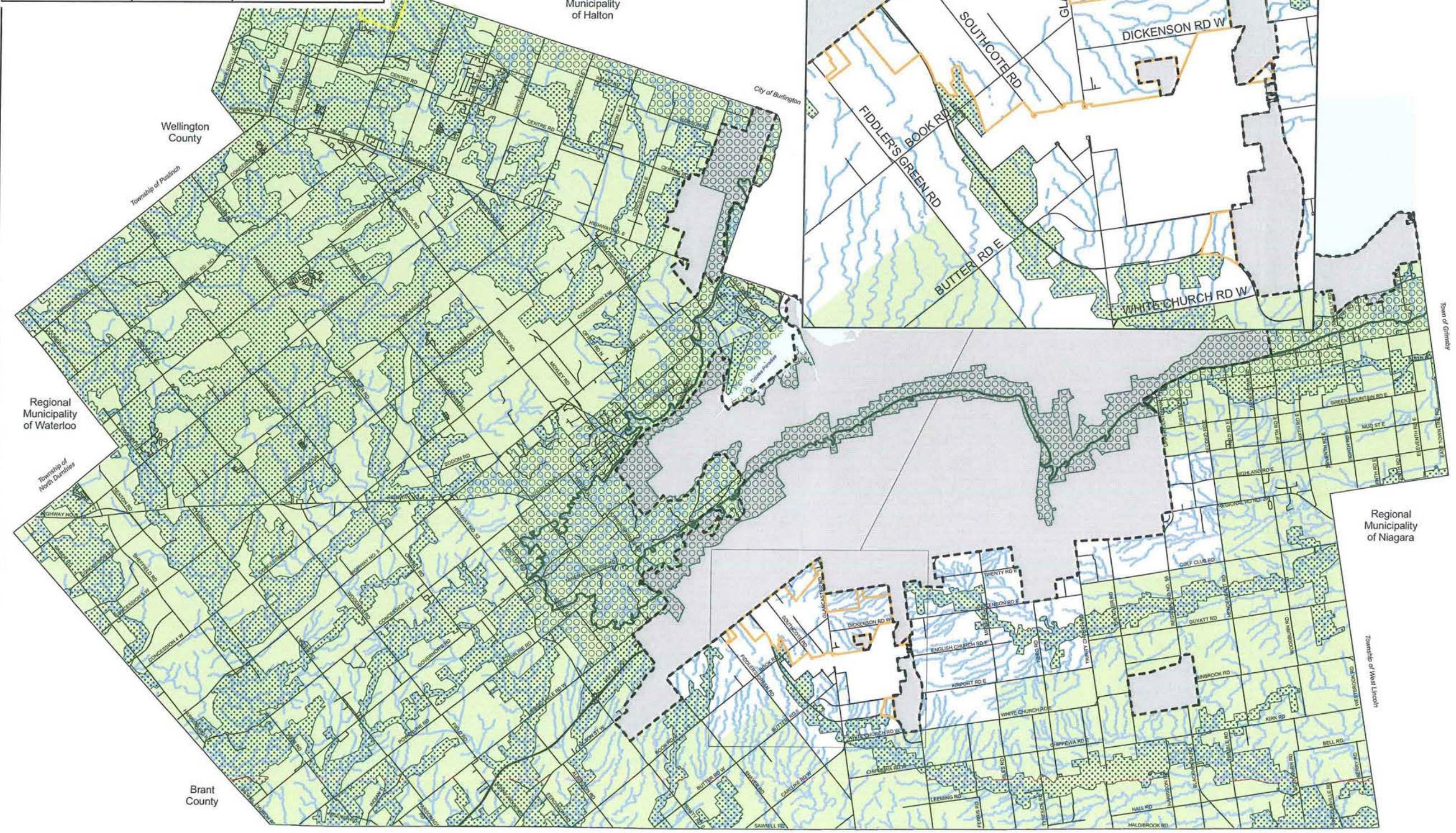


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Appendix 10
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area

Date: February 25, 2015	Revised By: JHE/NB	Reference File No. OPA 8(R)
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Note: For Urban Detailed Natural Heritage Features refer to Schedule B-8 of the Urban Hamilton Official Plan.

 Deferral pending the resolution of the Official Plan Amendment application

Legend

-  Key Hydrologic Feature Streams *
-  Greenbelt Protected Countryside
-  Greenbelt Natural Heritage System
-  Niagara Escarpment Plan Area
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

* Note: Feature mapped with a 30m Vegetation Protection Zone.

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: June 28, 2011

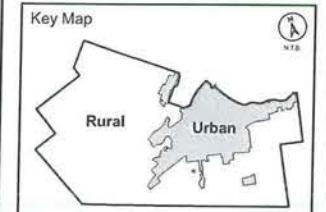
**Rural Hamilton Official Plan
Schedule B-8
Detailed Natural Heritage Features
Key Hydrologic Feature
Streams**



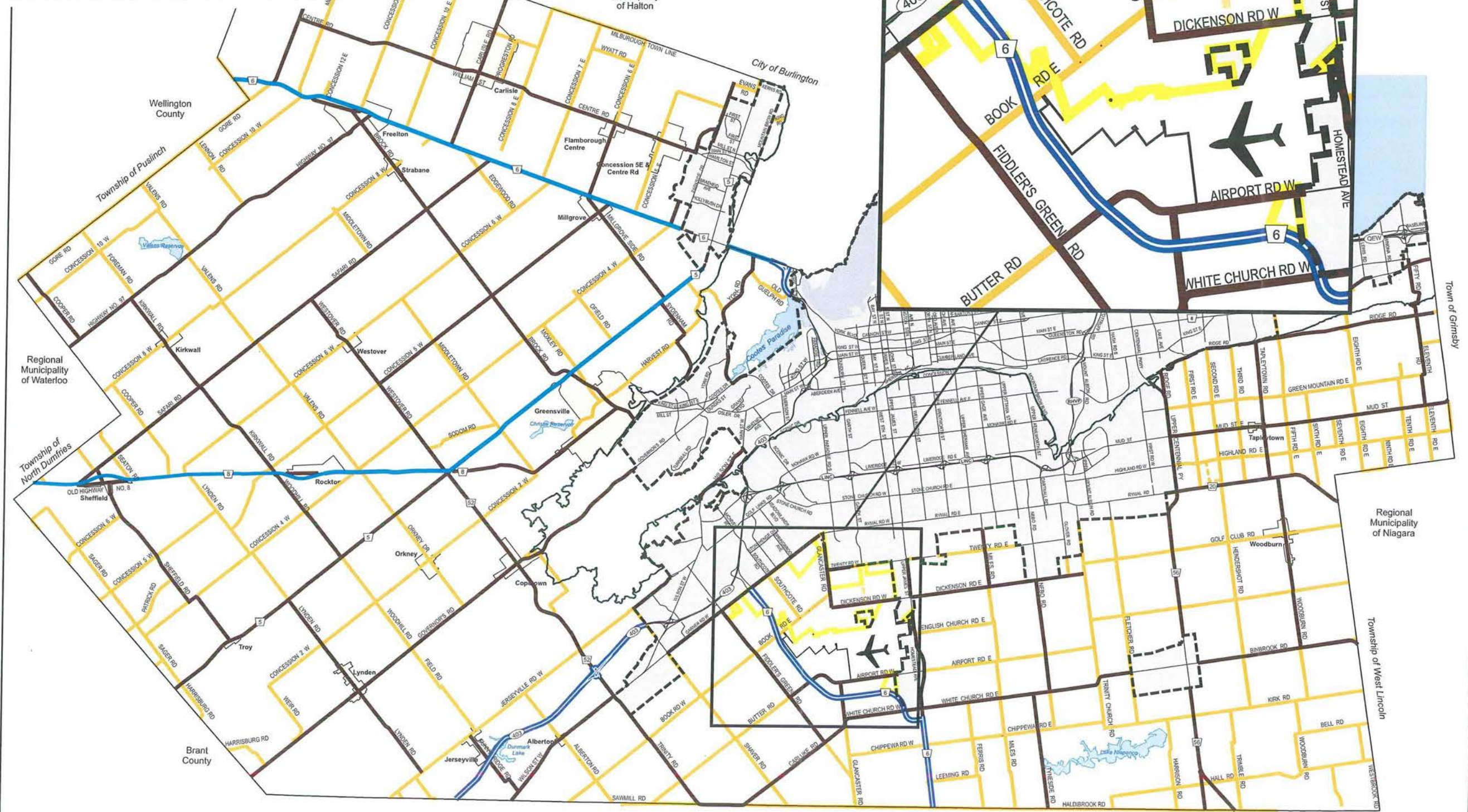
Appendix 11
Amendment No. 8
To the Rural Hamilton Official Plan

Amend the Urban Boundary and remove the lands from the Rural Area

Date: February 25, 2015	Revised By: JHE/NB	Reference File No. OPA 8(R)
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Note: For Urban Functional Road Classification, refer to Schedule C-1 of the Urban Hamilton Official Plan.



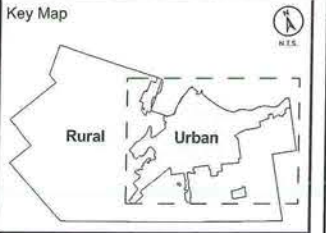
- Legend**
- Arterial
 - Collector
 - Provincial Highway (Controlled Access)
 - Provincial Highway
- Proposed Roads**
- Collector
- Other Features**
- Rural Settlement Areas
 - Urban Area
 - John C. Munro Hamilton International Airport
 - Municipal Boundary
 - Urban Boundary
 - Niagara Escarpment

**Hamilton Official Plan
Schedule C
Rural Functional
Road Classification**

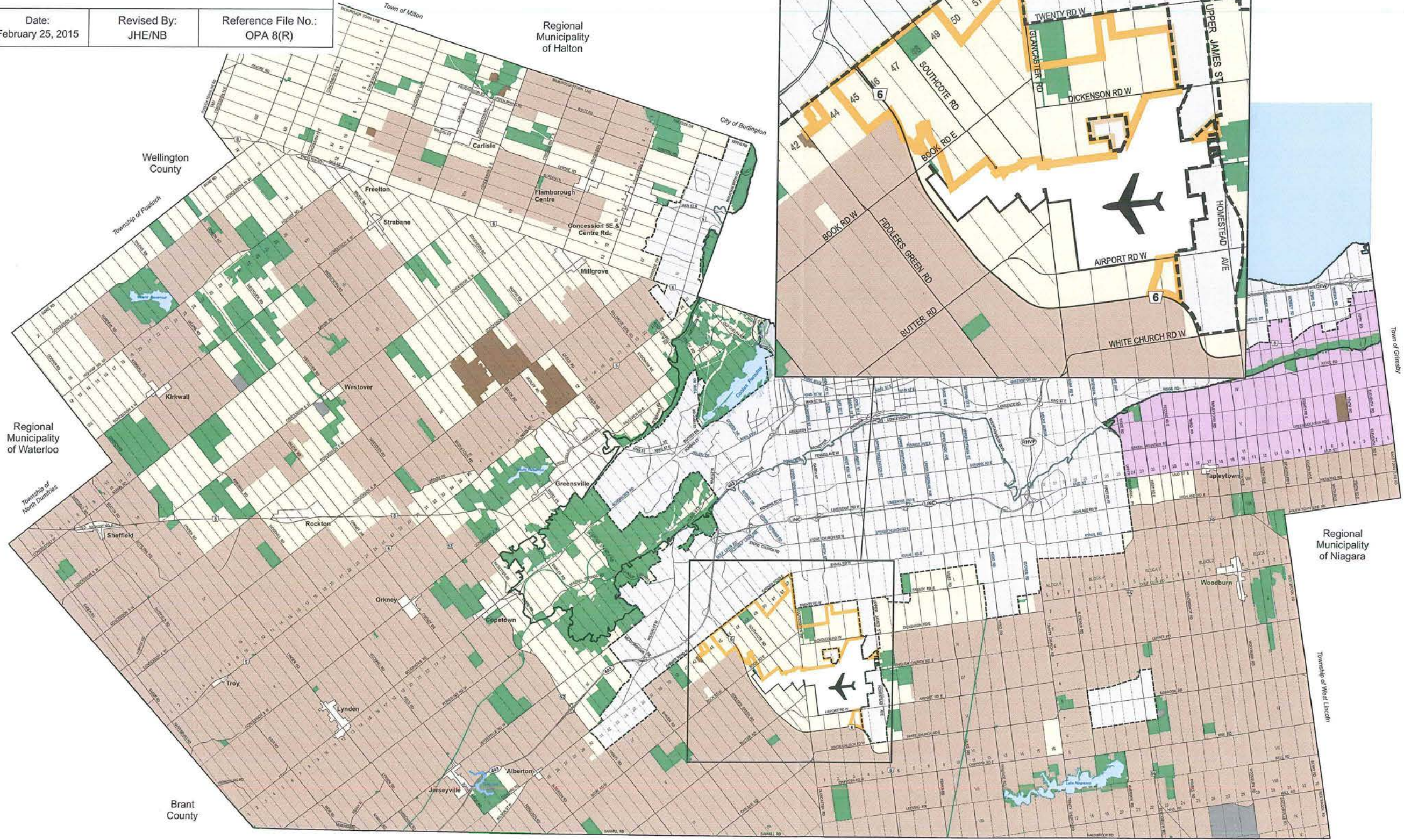
Appendix 13
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area

Date: February 25, 2015	Revised By: JHE/NB	Reference File No.: OPA 8(R)
----------------------------	-----------------------	---------------------------------



Note: For Urban Land Use Designations, refer to Schedule E-1 of the Urban Hamilton Official Plan.



- Legend**
-  Rural Settlement Areas
 - Rural Land Use Designations**
 -  Agriculture
 -  Specialty Crop
 -  Rural
 -  Mineral Aggregate Resource Extraction Areas
 -  Open Space
 -  Utility
 - Other Features**
 -  Urban Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

**Rural Hamilton Official Plan
Schedule D
Rural Land Use Designations**

Not To Scale
Date: April 2014



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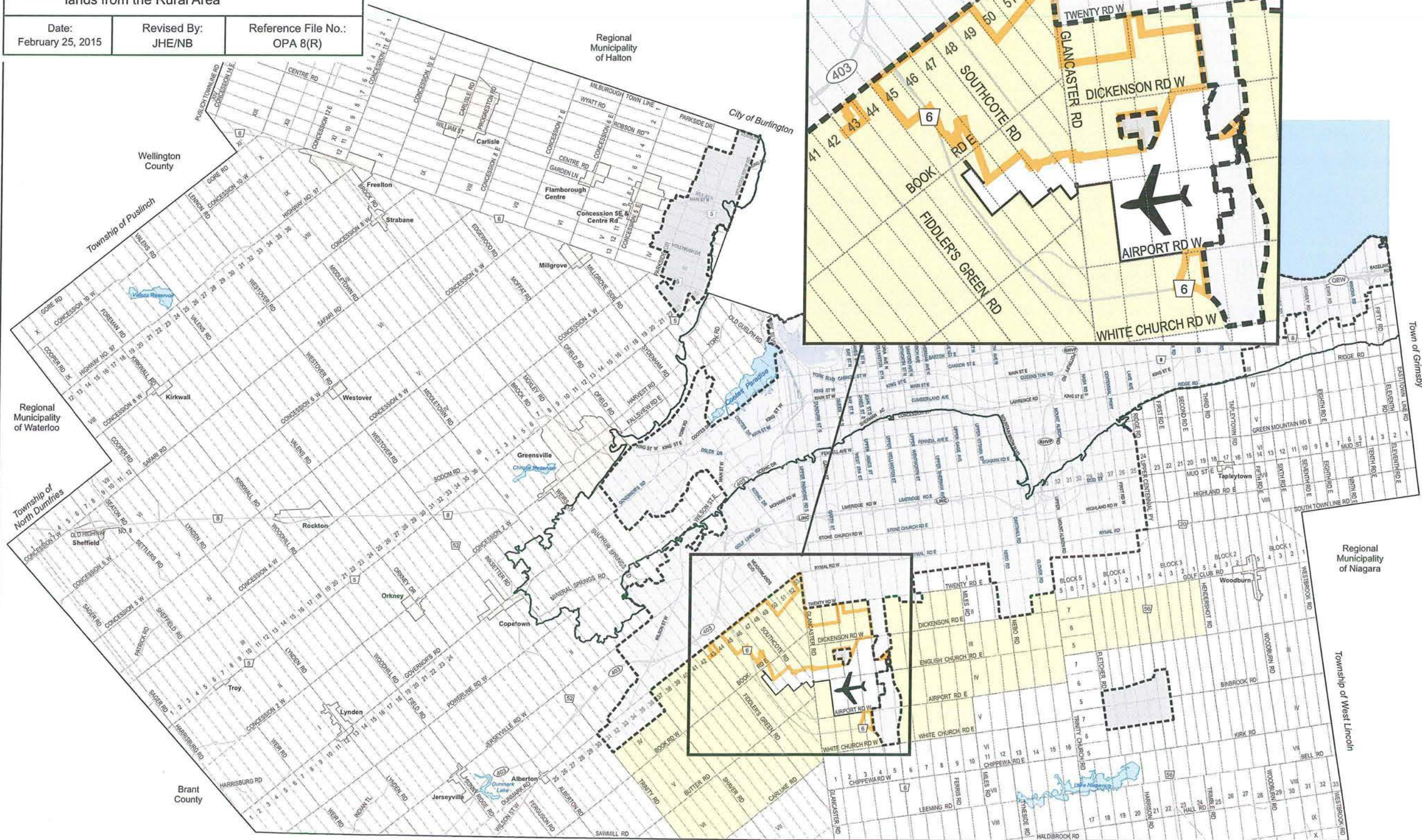
Appendix 14
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area

Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 8(R)



Legend

-  Rural Settlement Areas
-  Airport Influence Area
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

**Rural Hamilton Official Plan
Schedule F
Airport Influence Area**

Not To Scale
Date: April 2014



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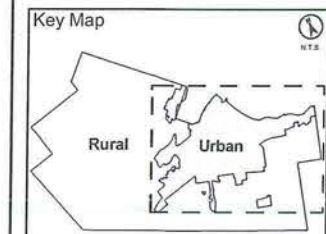
Appendix 15
Amendment No. 8
To the Rural Hamilton Official Plan

Amend the Urban Boundary and remove the lands from the Rural Area

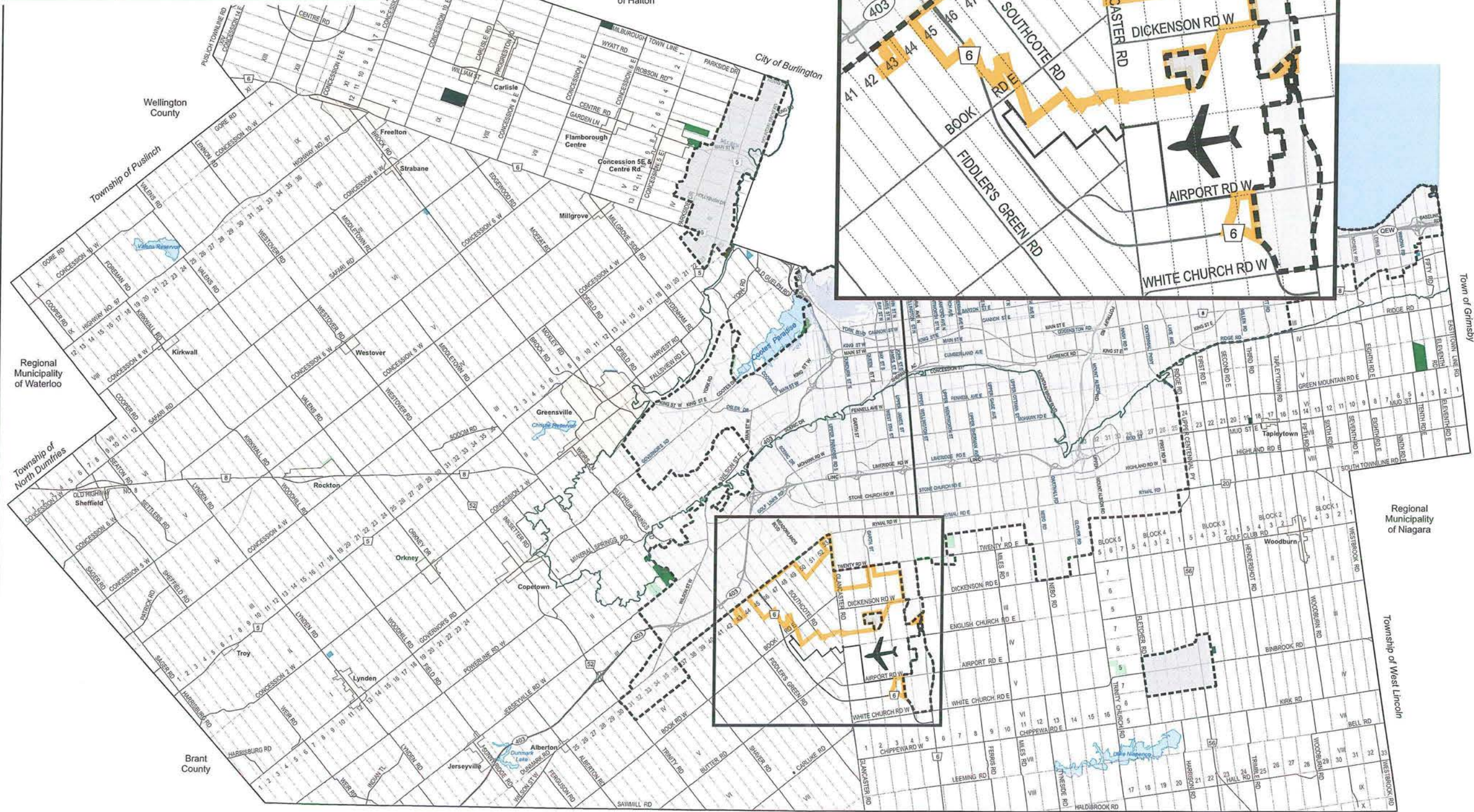
Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 8(R)



Note: For Urban Parks Classification Designations, refer to Appendix A of the Urban Hamilton Official Plan.




- Legend**
- Rural Settlement Areas
 - Parks Classification**
 - Parkette
 - General Open Space
 - Natural Open Space
 - City Wide
 - Community
 - Neighbourhood
 - Other Features**
 - Urban Area
 - John C. Munro Hamilton International Airport
 - Niagara Escarpment
 - Urban Boundary
 - Municipal Boundary

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

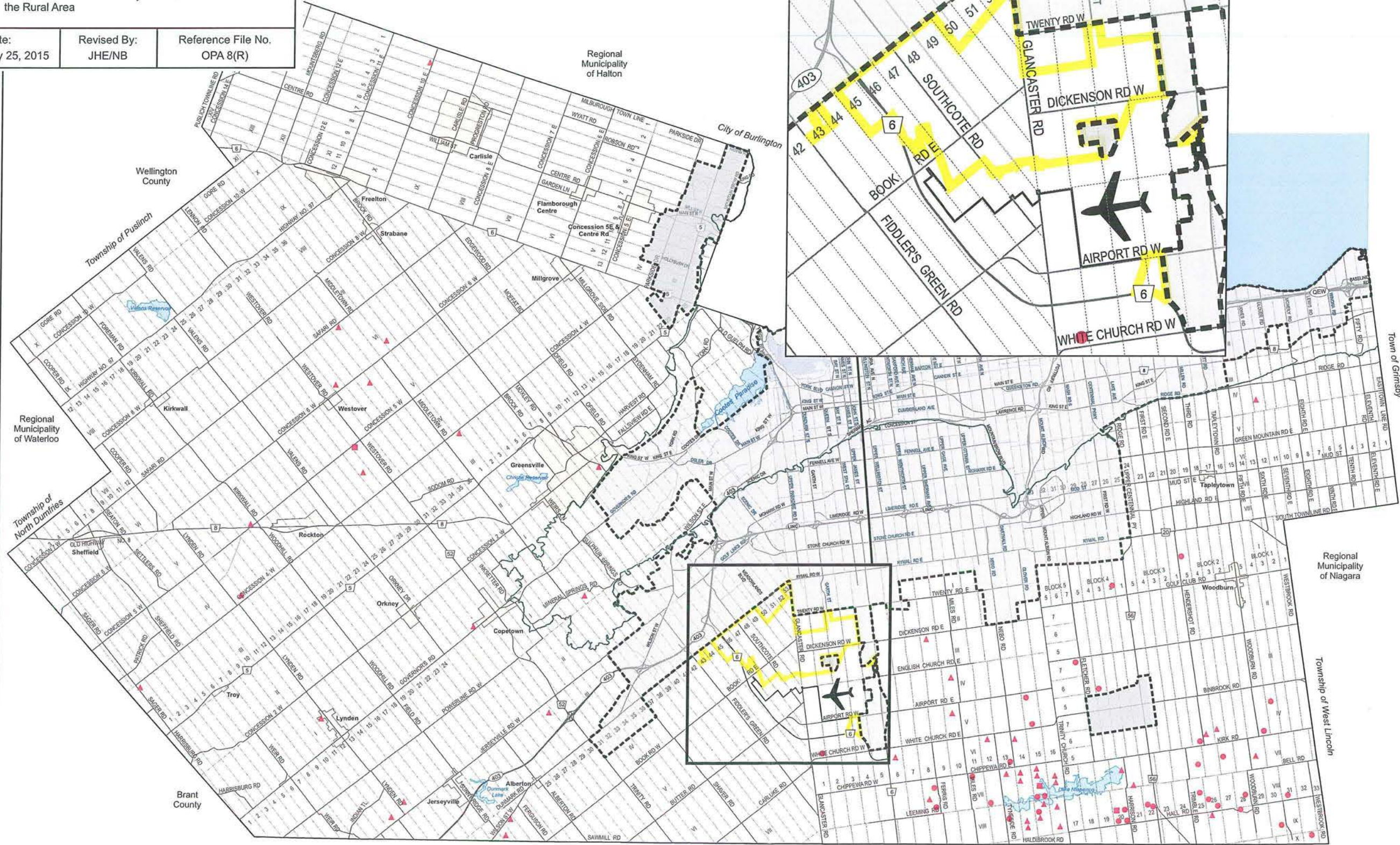
Rural Hamilton Official Plan
Appendix A
Parks Classification

Not To Scale
Date: April 2014










Appendix 16
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area

Date: February 25, 2015	Revised By: JHE/NB	Reference File No. OPA 8(R)
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Legend


-  Rural Settlement Areas
- Gas and Petroleum Wells**
 -  Active Wells
 -  Suspended Wells
 -  Abandoned Wells
- Other Features**
 -  Urban Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

**Rural Hamilton Official Plan
Appendix C-1
Non-Renewable Resources
Gas and Petroleum Wells**

 Not To Scale Date: April 2014	 Hamilton
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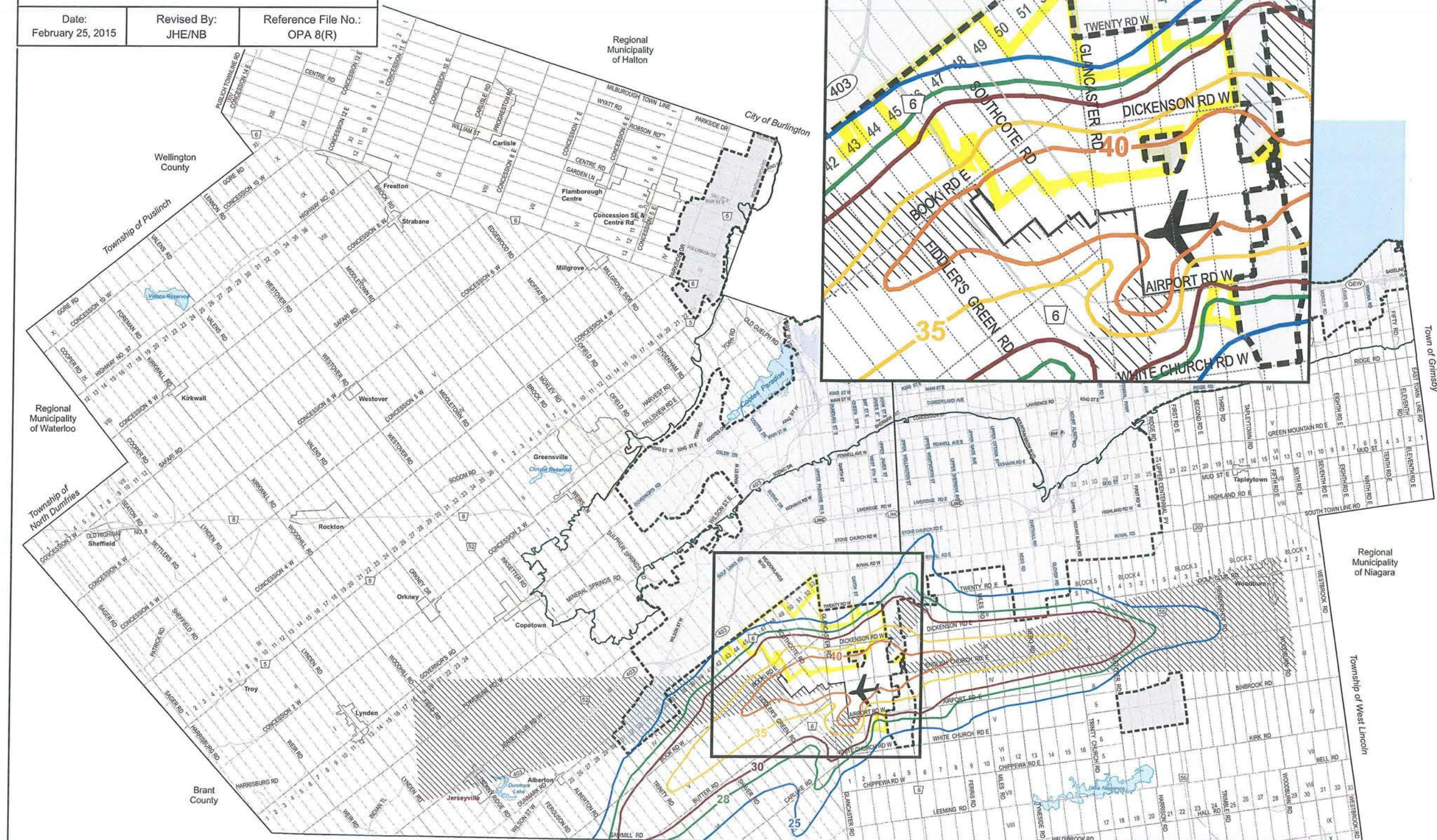
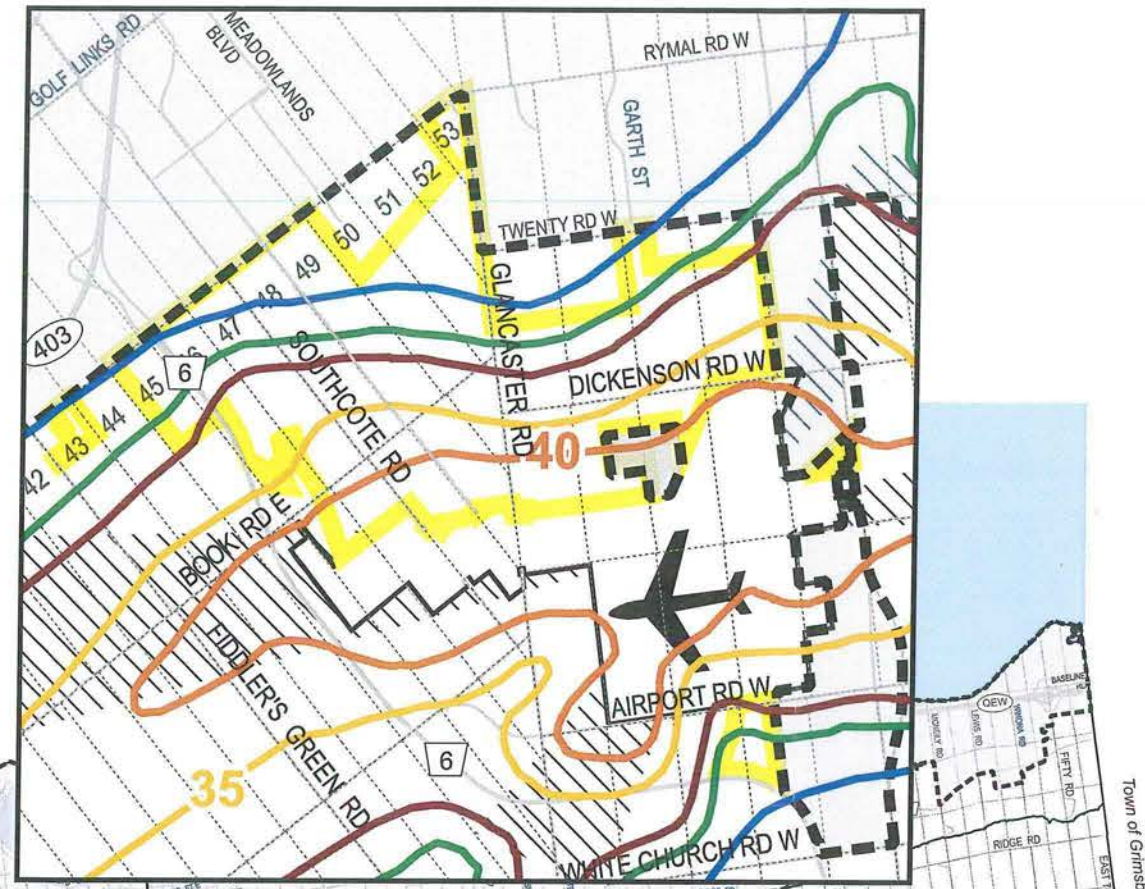
Appendix 17
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area

Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 8(R)



Legend

 Rural Settlement Areas

Noise Exposure Forecast Contours

 25 2010 NEF Contour - 25dB

 28 2010 NEF Contour - 28dB

 30 2010 NEF Contour - 30dB


 35 2010 NEF Contour - 28dB

 40 2010 NEF Contour - 30dB

 Primary Airport Zoning Regulation Area

Other Features

 Urban Area

 John C. Munro Hamilton International Airport

 Niagara Escarpment

 Urban Boundary

 Municipal Boundary

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

**Rural Hamilton Official Plan
Appendix D
Noise Exposure Forecast Contours
and Primary Zoning Regulation Area**



Not To Scale

Date: April 2014



Hamilton

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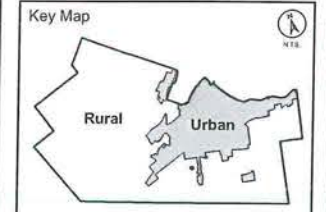
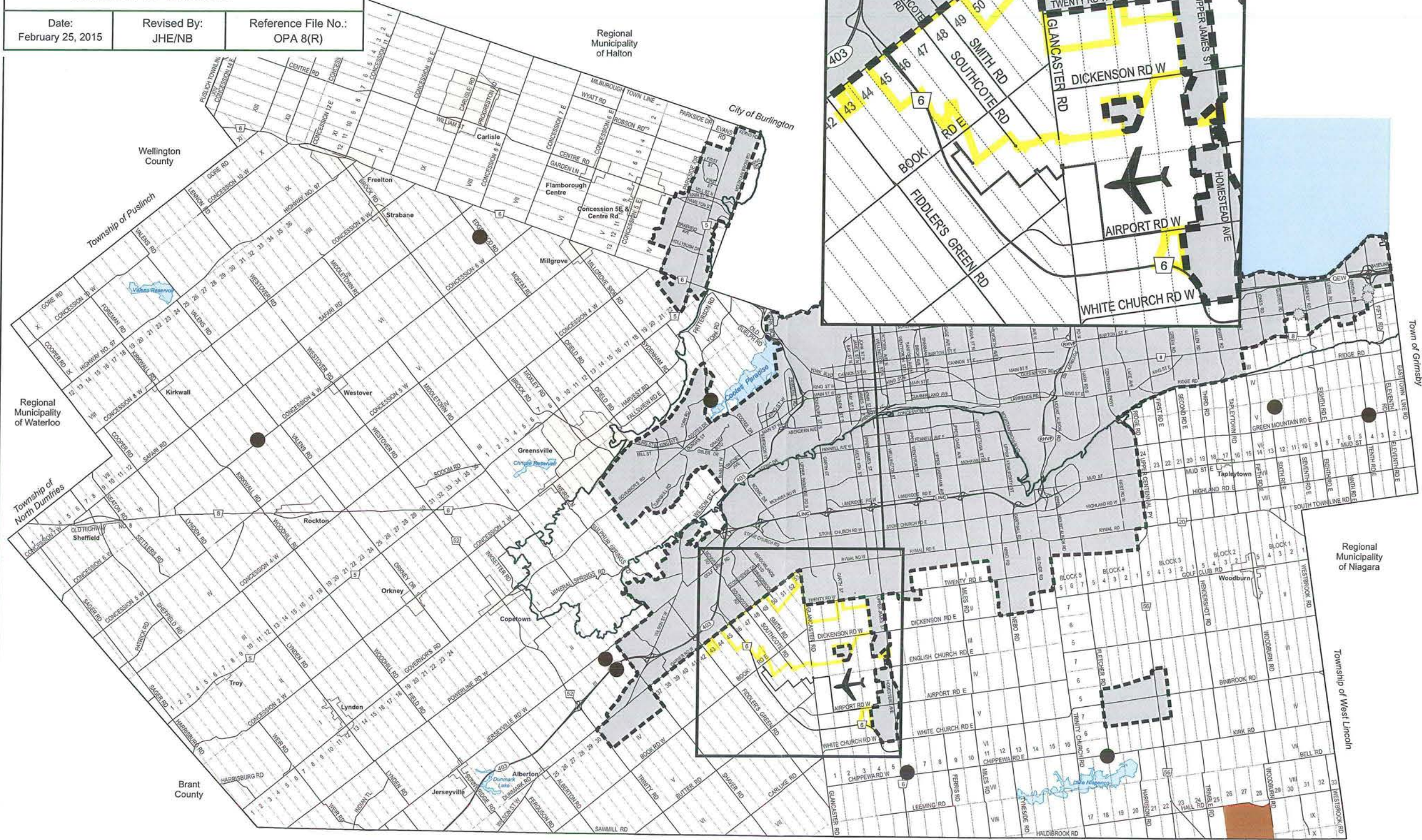
Appendix 18
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area










Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 8(R)



Note: For Urban Former Municipal Landfill Sites, refer to Appendix E of the Urban Hamilton Official Plan.

- Legend**
-  Operating Municipal Landfill
 -  Former Municipal Landfill Sites (boundaries not defined)
 - Other Features**
 -  Rural Settlement Areas
 -  Urban Area
 -  John C. Munro Hamilton International Airport
 -  Municipal Boundary
 -  Urban Boundary
 -  Niagara Escarpment
 -  Subject to Future OMB Hearing


Hamilton Official Plan
Appendix E
Rural Municipal Landfill Sites

Not To Scale
Date: April 2014



PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT
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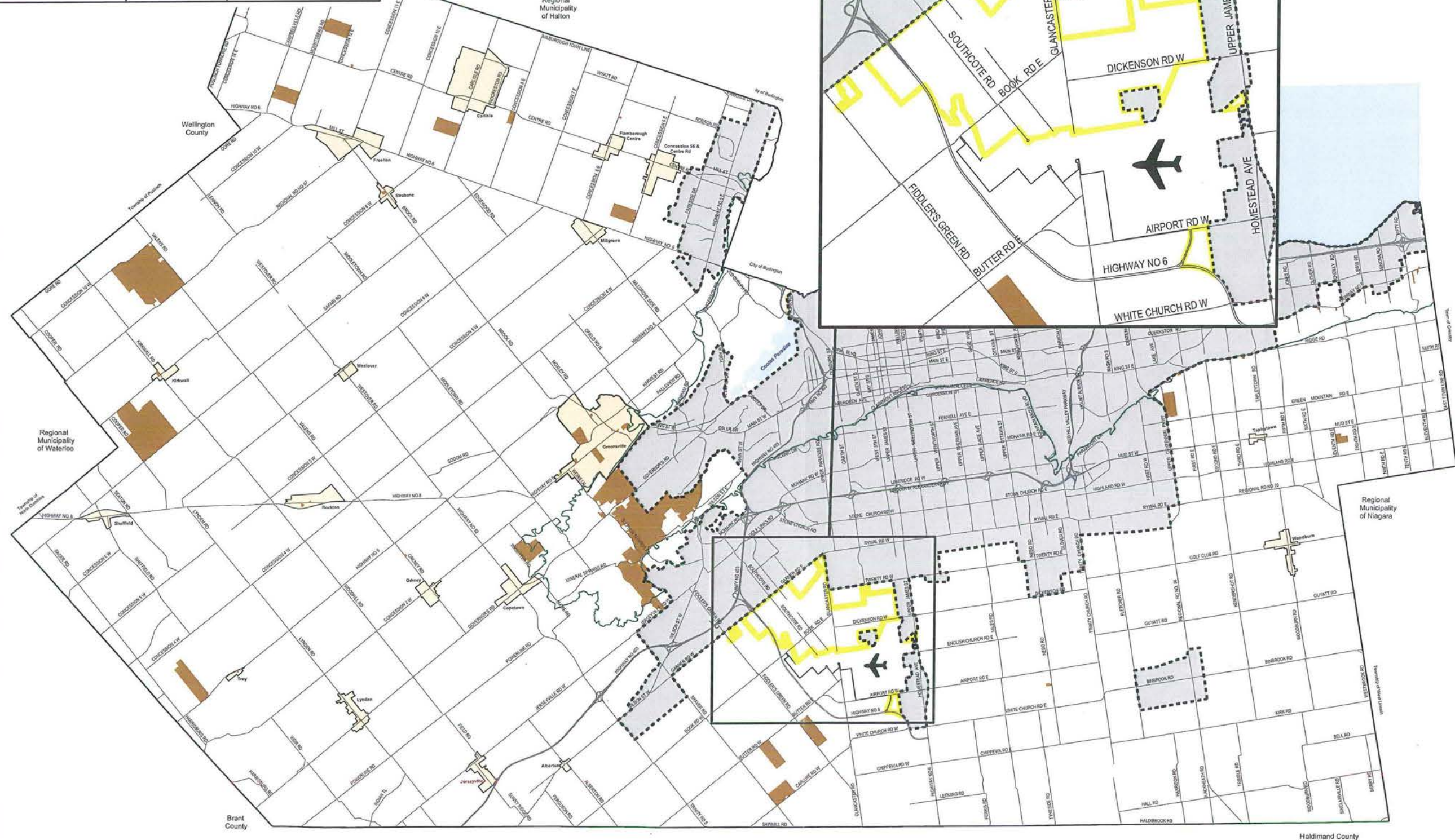
Appendix 19
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area

Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.
OPA 8(R)




Note: For a detailed view of Rural Cultural Heritage Resources, refer to Appendix F-1. For Urban Cultural Heritage Resources, refer to Appendix F of the Urban Hamilton Official Plan.

- Legend**
-  Cultural Heritage Landscapes
 -  Individually Designated Properties
 -  Ontario Heritage Trust Easements (Part IV)
- Other Features**
-  Rural Settlement Areas
 -  Urban Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

Hamilton Official Plan
Appendix F
Rural Cultural Heritage Resources

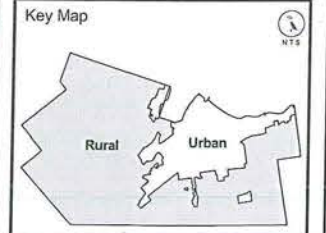
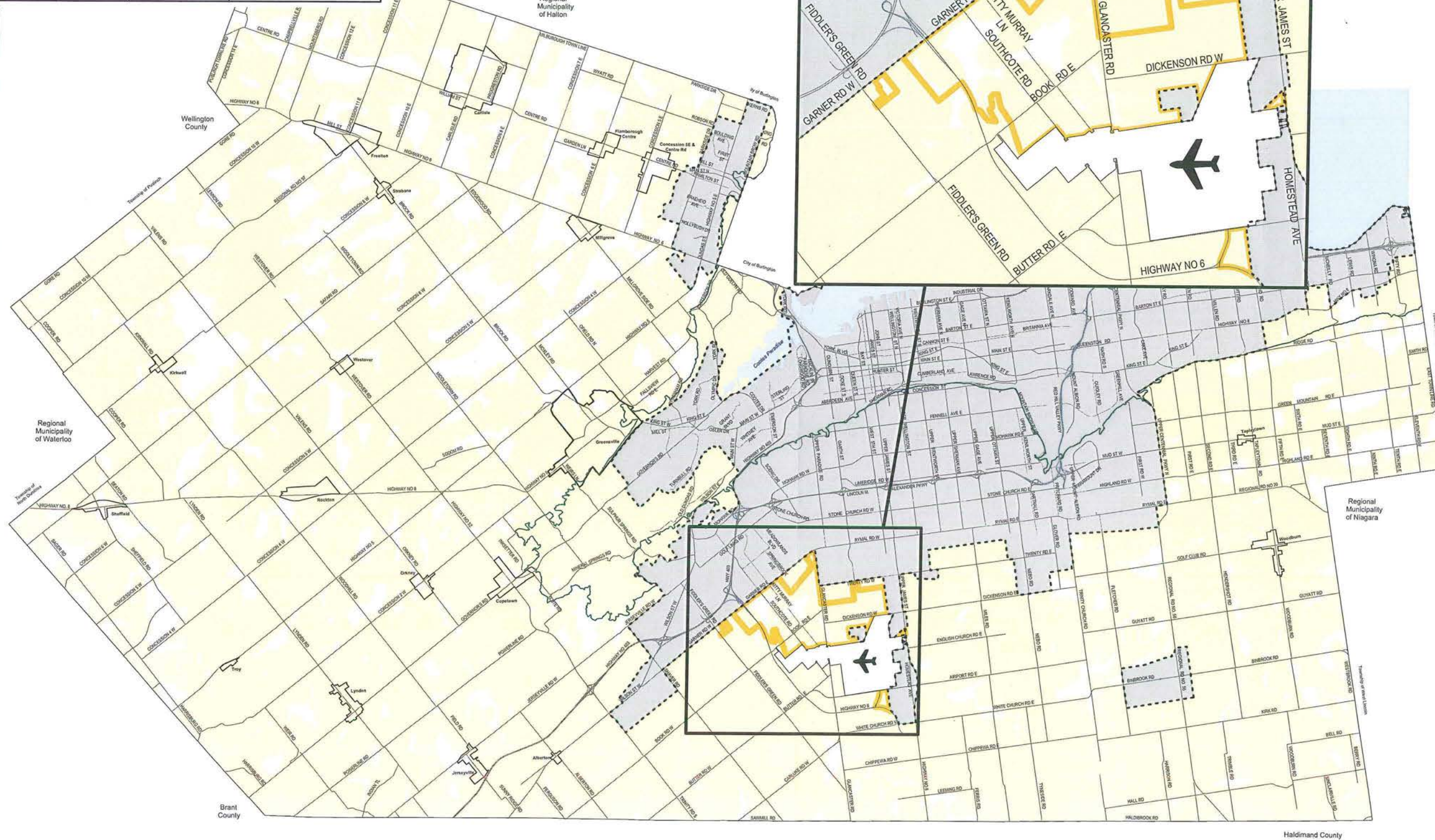
Appendix 20
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area

Date:
February 25, 2015







Revised By:
JHE/NB

Reference File No.
OPA 8(R)




Note: For Urban Archaeologic Potential refer Appendix F-4 of the Urban Hamilton Official Plan.

Legend

-  Overall Archaeology Potential
- Other Features**
-  Urban Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

**Rural Hamilton Official Plan
Appendix F-2
Rural Archaeological Potential**

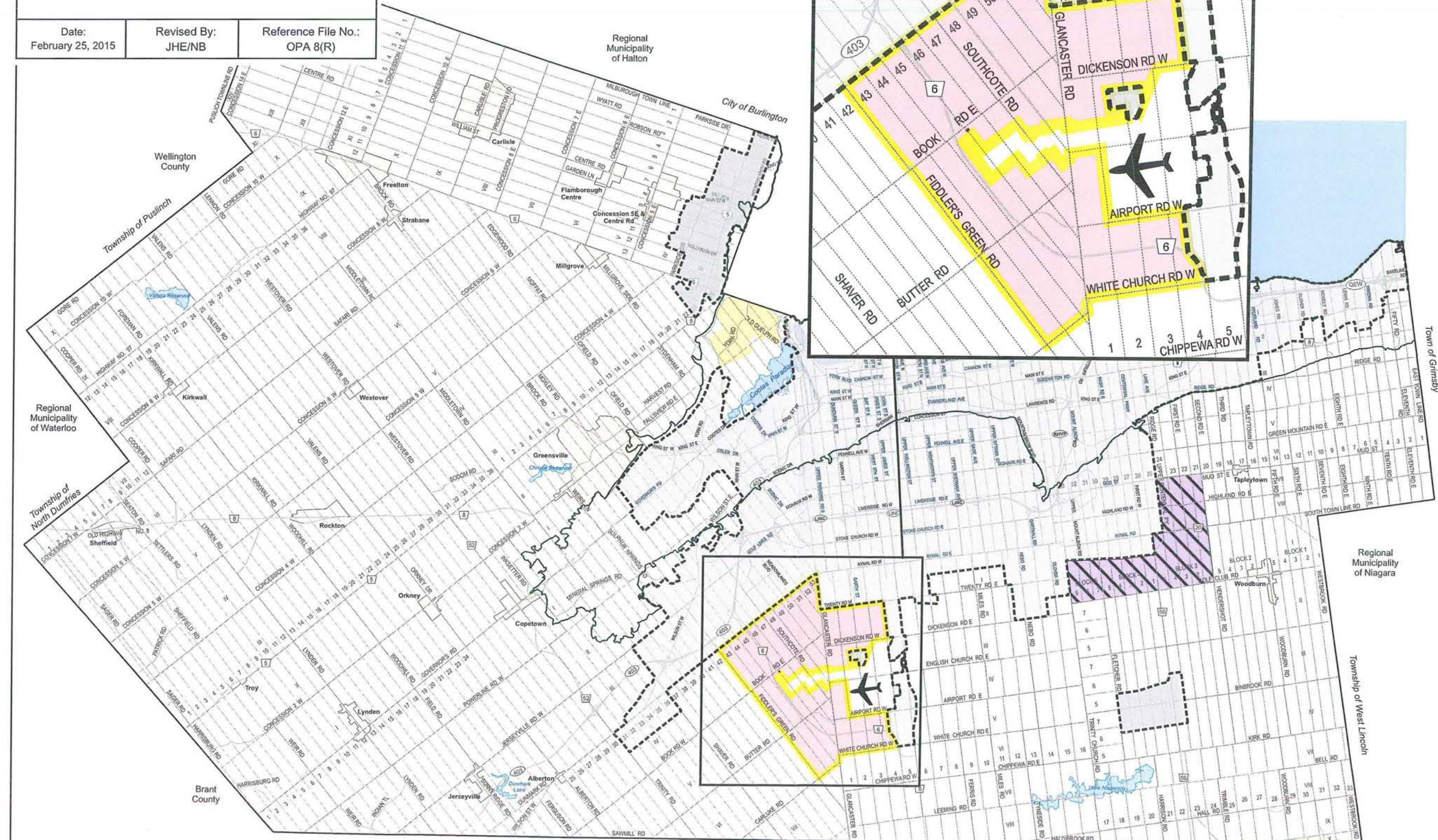
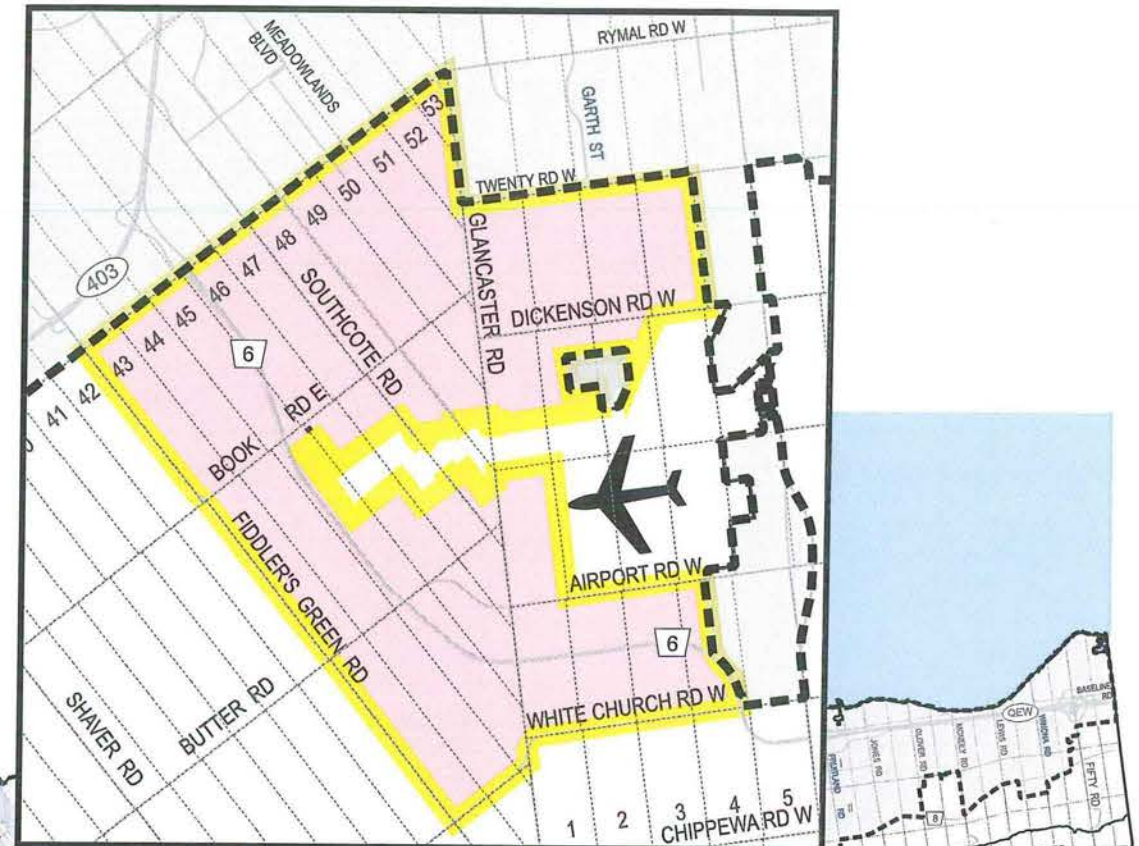
Appendix 21
Amendment No. 8
To the Rural Hamilton Official Plan

 Special Policy Area C to be deleted

Date:
February 25, 2015

Revised By:
JHE/NB

Reference File No.:
OPA 8(R)












MODIFICATION 49

 Delete Special Policy Area B

Special Policy Area B is still under appeal - Multiple Parties

Legend

-  Rural Settlement Areas
- Special Policy Areas**
 -  Special Policy Area A - Pleasantview
 -  Special Policy Area B - Future Urban Growth Node
 -  Special Policy Area C - Future Employment Growth District
- Other Features**
 -  Urban Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

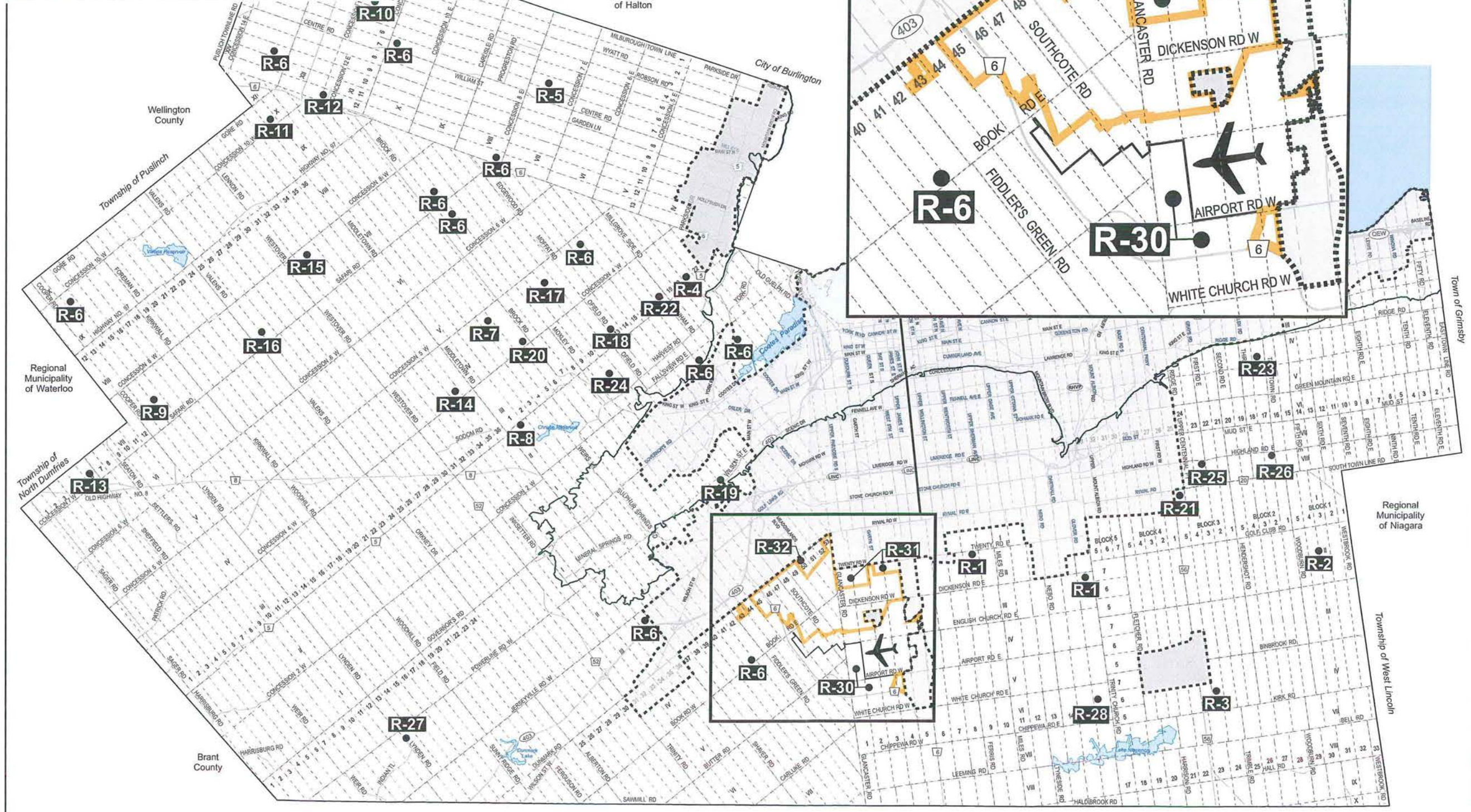
**Rural Hamilton Official Plan
Volume 3: Map A
Special Policy Areas**




Not To Scale
Date: April 2014


Appendix 22
Amendment No. 8
To the Rural Hamilton Official Plan

 Amend the Urban Boundary and remove the lands from the Rural Area

Date: February 25, 2015
Revised By: JHE/NB
Reference File No.: OPA 8(R)



- Legend**
- Site Specific Areas (SSA)
 - R-** Refers to Rural Site Specific Area #, Volume 3, Chapter B
- Other Features**
-  Urban Area
 -  John C. Munro Hamilton International Airport
 -  Niagara Escarpment
 -  Urban Boundary
 -  Municipal Boundary

Council Adoption: September 27, 2006
Ministerial Approval: December 24, 2008
Effective Date: March 7, 2012

**Rural Hamilton Official Plan
Volume 3: Appendix A
Site Specific Key Map**

Not To Scale
Date: June 13, 2014
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

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Authority: Ontario Municipal Board Decision
April 10, 2015

CITY OF HAMILTON

BY-LAW No. 10-288

**To Amend By-law 05-200 to Create New Zones for the Airport Employment
Growth District
for the City of Hamilton**

WHEREAS the City of Hamilton has in force several Zoning By-laws which apply to the different areas incorporated into the City by virtue of the City of Hamilton Act, 1999, S.O. 1999, Chap. 14;

AND WHEREAS the City of Hamilton is the lawful successor to the former Municipalities identified in Section 1.7 of By-law 05-200;

AND WHEREAS it is desirable to enact a new Zoning By-law to comprehensively deal with zoning throughout the City;

AND WHEREAS the said new comprehensive Zoning By-law is being enacted and is coming into force and effect in several stages;

AND WHEREAS, the first stage of the Zoning By-law, being By-law 05-200, came into force on May 25, 2005;

AND WHEREAS this By-law represents the fourth stage of the Zoning By-law to create new Industrials Zones, amending certain provisions of By-law 05-200 and, applying to the Airport Employment Growth District within the Urban Area of the City, as hereinafter described and depicted;

AND WHEREAS the Urban Hamilton Official Plan was declared in force and effect on August 16, 2013 and is the Official Plan in effect for lands within the Urban Area of the City of Hamilton;

AND WHEREAS this By-law will be in conformity with the Urban Hamilton Official Plan of the City of Hamilton upon approval of Official Plan Amendment No. 35.

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

1. That SECTION 2: INTERPRETATION of By-law 05-200 is hereby amended as follows:

a) That Section 2.1 d) – Industrial Classification is amended by adding the following Zones and Zone Symbols following the words “Research and Development Zone, M1”:

“Airside Industrial Zone	M7
Airport Related Business Zone	M8
Airport Reserve Zone	M9
Airport Light Industrial Zone	M10
Airport Prestige Business Zone	M11”

2. That SECTION 3: DEFINITIONS of By-law 05-200 is hereby amended as follows:

a) That the following new definitions be added:

Airport Waste Processing Facility

Shall mean the use of land, building or structure, or part thereof, for the sorting and processing of airport waste and recyclable materials and for which a Certificate of Approval for such purpose under Part V of the Environmental Protection Act is required. An Airport 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 and/or a co-generation energy facility, but shall not include a Motor Vehicle Wrecking Establishment or a Salvage Yard.

Airport Waste Transfer Facility

Shall mean the use of land, building or structure or part thereof, for the temporary storage and collection of airport waste and for which a Certificate of Approval for such purpose under Part V of the Environmental Protection Act is required. An Airport Waste Transfer Facility may also include limited sorting of such waste prior to its transport.

- 3) That SECTION 5: PARKING of By-law 05-200 is hereby amended by adding the following new subsection:

"5.7 BICYCLE PARKING

- a) Locational Requirements
 - i) Long-term Bicycle Parking Space shall be located in a secure enclosed bicycle parking area.
 - ii) Short-term Bicycle Parking Space shall be located within a bicycle parking area at grade.
- b) For any use within the M7, M8, M9, M10, M11 Zone, the following Bicycle Parking requirements shall apply:
 - i) In addition to 5.6 d) above 5% of the required motor vehicle parking spaces, shall be provided in the form of Long-term Bicycle Parking Spaces.
 - ii) Notwithstanding 5.6 d) above, the required motor vehicle parking may be reduced 1 space for every 15 square metres of gross floor area of locker, change room or shower facility specifically accessible to all of the secure Long-term Bicycle Parking Spaces."

5. That SECTION 9: INDUSTRIAL ZONES of By-law 05-200 is hereby amended by adding the following new subsections:

9.7 AIRSIDE INDUSTRIAL (M7) ZONE

No person shall erect, or use any building in whole or in part, or use any land in whole or in part, within an Airside Industrial (M7) Zone for any purpose other than one or more of the following uses, or uses accessory thereto. Such erection or use shall also comply with the prescribed regulations:

9.7.1 PERMITTED USES

Airport Storage, Maintenance and
Operation Facilities
Airport Waste Processing Facility
Airport Waste Transfer Facility
Catering Service
Communications Establishment
Courier Establishment
Bulk Fuel and Oil Storage Establishment
Industrial Administrative Offices
Manufacturing

Office
Private Power Generation Facility
Research and Development
Establishment
Transport Terminal
Transportation Depot
Warehouse

9.7.2 PROHIBITED USES

- i) Notwithstanding Section 9.7.1, the following types of manufacturing uses are prohibited, except if these uses are considered only as an accessory use to another permitted manufacturing use:

Agricultural Greenhouse
Beverage Distillation
Breweries
Dry Cleaning Plant
Manufacturing of Asbestos,
Phosphate or Sulphur Products
Outdoor Storage
Primary Production of Chemicals,
Synthetic Rubber or Plastic
Processing or Refining of Petroleum or
Coal
Processing, Milling or Packaging of
Animal Feed
Salvage, Recycling or Scrap Yard
Slaughtering, Eviscerating, Rendering
or Cleaning of Meat, Poultry or
Fish or by-products thereof
Smelting or Extruding of Ore or Metal
Tanning or Chemical Processing of
Pelts or Leather
Vulcanizing of Rubber or Rubber
Products
Explosives Manufacturing
Pulp and Paper Mills

- ii) Notwithstanding Section 9.7.1, the following uses are prohibited, even as accessory uses:

Dwelling Unit
Day Nursery
Rock Crushing Plant

9.7.3 REGULATIONS

- a) Minimum Lot Area 4000.0 square metres;
- b) Minimum Yard Abutting a Street
 - i) 3.0 metres;
 - ii) Notwithstanding i) above, where a property abuts Dickenson Road West:
 - 1. Minimum Yard – 6.0 metres
 - 2. Maximum Yard – 25.0 metres
- c) Maximum Building Height In accordance with the requirements of Section 4.17 of this By-law.
- d) Built Form for New Development The minimum length of the ground floor façade shall be equal to 60% or more of the measurement of the front lot line.
- e) Minimum Landscaped Area Requirements
 - i) 10% of total Lot Area;
 - ii) A 3.0 metre wide Landscaped Area shall be provided and maintained abutting a street, except for points of ingress and egress;
 - iii) Notwithstanding ii) above, for properties abutting Dickenson Road West a minimum 6.0 metre wide Landscaped Area shall be provided and maintained;
- f) Location and Screening of Outdoor Storage and Outdoor Assembly
 - i) Outdoor Storage and Outdoor Assembly shall not be permitted in a required Front Yard or a required Flankage Yard;
 - ii) Outdoor Storage and Outdoor Assembly shall not exceed 85% of the total lot area;
 - iii) Outdoor Storage and Outdoor Assembly shall be screened from view from any abutting street by a

Visual Barrier in accordance with Section 4.19 of this By-law.

- g) Location of Outdoor Display Outdoor Display of goods, materials or equipment shall be permitted only as an accessory use and shall be permitted in a yard abutting a street, but shall be no closer than 3.0 metres to the lot line.
- h) Maximum Combined Gross Floor Area for Accessory Retail and Showroom Area 25% of the gross floor area of the principal use or 500 square metres gross floor area, whichever is the lesser.
- i) Parking In accordance with the requirements of Section 5 of this By-law.
- j) Accessory Buildings In accordance with the requirements of Section 9.7.3 of this By-law.

9.8 AIRPORT RELATED BUSINESS (M8) ZONE

No person shall erect, or use any building in whole or in part, or use any land in whole or in part, within an Airport Related Business (M8) Zone for any purpose other than one or more of the following uses, or uses accessory thereto. Such erection or use shall also comply with the prescribed regulations:

9.8.1 PERMITTED USES

Catering Service
Commercial Motor Vehicle Sales, Rental
and Service Establishment
Commercial Parking Facility
Conference or Convention Centre
Convenience store
Equipment and Machinery Sales, Rental
and Service Establishment
Financial Establishment
Hotel
Labour Association Hall
Military Museum
Motor Vehicle Rental Establishment
Motor Vehicle Service Station
Motor Vehicle Sales and Service
Establishment
Motor Vehicle Washing Establishment
Restaurant
Transportation Depot
Trade School

9.8.2 PROHIBITED USES

- i) Notwithstanding Section 9.8.1, Outdoor Storage is prohibited, even as an accessory use.
- ii) Notwithstanding Section 9.8.1, an Agricultural Greenhouse only as an accessory use to another permitted use.
- iii) The following use is prohibited, except as an accessory use to another permitted use:

Commercial Recreation, restricted
to a fitness centre
Personal service

9.8.3 REGULATIONS

- a) Minimum Lot Area 4000.0 square metres ;
- b) Minimum Yard Abutting a Street 3.0 metres;
- c) Minimum Yard Abutting a Residential Zone or a Rural Zone 6.0 metres from any portion of a property lot line abutting a property lot line within a Residential Zone.
- d) Maximum Building Height
 - i) In accordance with the regulations of Section 4.17 of this By-law.
 - ii) 11.0 metres; but shall not exceed the maximum building height established by i) above.
 - ii) The maximum building height may be equivalently increased as yard increases beyond minimum yard requirement established in 9.8.3 c) above, but shall not exceed the maximum building height established by i) above.

- | | |
|---|--|
| e) Maximum Gross Floor Area for Convenience store , personal service and fitness centre | 500 square metres; |
| f) Built form for New Development | The minimum length of the ground floor façade shall be equal to 60% or more of the measurement of the front lot line. |
| g) Landscaped Area | <ul style="list-style-type: none"> i) Minimum 6.0 metre width shall be provided and maintained abutting a street, except for points of ingress and egress and shall not include outdoor display; ii) Where a property line abuts a property lot line within a Residential Zone or an Institutional Zone, a minimum 3.0 metre wide Planning Strip shall be provided and maintained. |
| h) Visual Barrier | Shall be provided along that portion of a property lot line abutting a Residential Zone, in accordance with Section 4.19 of this By-law. |
| i) Parking | In accordance with the requirements of Section 5 of this By-law. |
| j) Accessory Buildings | In accordance with the requirements of Section 9.8.3 of this By-law; |

9.9 AIRPORT RESERVE (M9) ZONE

No person shall erect, or use any building in whole or in part, or use any land in whole or in part, within an Airport Reserve (M9) Zone for any purpose other than one or more of the following uses, or uses accessory thereto. Such erection or use shall also comply with the prescribed regulations:

9.9.1 PERMITTED USES

Airport Storage, Maintenance and Operation Facilities
 Uses Existing at the Effective Date of this By-law

9.9.2 REGULATIONS

- | | |
|---|--|
| a) Minimum Yard Abutting a Street | i) 3.0 metres;
ii) Notwithstanding i) above, a minimum yard of 6.0 metres shall be required where a property abuts Highway No. 6 or Glancaster Road. |
| b) Maximum Building Height | In accordance with the requirements of Section 4.17 of this By-law. |
| c) Landscaped Area | i) Minimum 3.0 metre wide Landscaped Area shall be provided and maintained abutting a street, except for points of ingress and egress;
ii) In addition to i) above, for properties adjacent to Highway No. 6 a minimum 6.0 metre wide Landscaped Area shall be provided and maintained; |
| d) Location and Screening of Outdoor Storage and Outdoor Assembly | i) Outdoor Storage and Outdoor Assembly shall not be permitted in a required Front Yard or a required Flankage Yard;
ii) Outdoor Storage and Outdoor Assembly shall not exceed 85% of the total lot area
iii) Outdoor Storage and Outdoor Assembly shall be screened from view from any abutting street by a Visual Barrier in accordance with Section 4.19 of this By-law |
| e) Parking | In accordance with the requirements of Section 5 of this By-law. |
| f) Accessory Buildings | In accordance with the requirements of Section 9.9.2 of this By-law. |

9.10 AIRPORT LIGHT INDUSTRIAL (M10) ZONE

No person shall erect, or use any building in whole or in part, or use any land in whole or in part, within an Airport Light Industrial (M10) Zone for any purpose other than one or more of the following uses, or uses accessory thereto. Such erection or use shall also comply with the prescribed regulations:

9.10.1 PERMITTED USES

Animal Shelter
Airport Waste Processing Facility
Airport Waste Transfer Facility
Building and Lumber Supply
Establishment
Building or Contracting Supply
Establishment
Commercial Motor Vehicle Sales, Rental
and Service Establishment
Commercial School
Communications Establishment
Courier Establishment
Dry Cleaning Plant
Educational Establishment
Equipment and Machinery Sales, Rental
and Service Establishment
Industrial Administrative Office
Laboratory
Labour Association Hall
Manufacturing
Motor Vehicle Collision Repair
Establishment
Office
Private Power Generation Facility
Repair Service
Research and Development
Establishment
Surveying, Engineering, Planning or
Design Business
Trade School
Tradesperson's Shop
Transport Terminal
Warehouse

9.10.2 PROHIBITED USES

- i) Notwithstanding Section 9.10.1, the following types of manufacturing uses are prohibited, except if these uses are considered only as an accessory use to another permitted manufacturing use:

Agricultural Greenhouse
Beverage Distillation
Breweries
Manufacturing of Asbestos,
Phosphate or Sulphur Products
Outdoor Storage
Primary Production of Chemicals,
Synthetic Rubber or Plastic
Processing or Refining of Petroleum
or Coal
Processing, Milling or Packaging of
Animal Feed
Salvage Yard
Slaughtering, Eviscerating,
Rendering or Cleaning of Meat,
Poultry or Fish or by-products
thereof
Smelting of Ore or Metal
Tanning or Chemical Processing of
Pelts or Leather
Vulcanizing of Rubber or Rubber
Products
Explosives Manufacturing
Pulp and Paper Mills

- ii) Notwithstanding Section 9.10.1, the following uses are prohibited, even as accessory uses:

Day Nursery
Dwelling Unit
Elementary School
High School
Rock Crushing Plant

- iii) The following uses are be prohibited, except as an accessory use to another permitted use:

Commercial Recreation, restricted
to a fitness centre
Personal service

9.10.3 REGULATIONS

- a) Minimum Lot Area 4000.0 square metres;

- | | |
|---|---|
| b) Minimum Lot Width | 60.0 metres; |
| c) Minimum Yard Abutting a Street | 3.0 metres; |
| d) Maximum Building Height | In accordance with the regulations of Section 4.17 of this By-law. |
| e) Built Form Regulations for New Development | The minimum length of the ground floor façade shall be equal to 50% or more of the measurement of the front lot line. |
| f) Landscaped Area | Minimum 3.0 metre wide Landscaped Area shall be provided and maintained abutting a street, except for points of ingress and egress; |
| g) Location and Screening of Outdoor Storage and Outdoor Assembly | <p>Outdoor Storage and Outdoor Assembly of goods, materials or equipment shall be permitted only as an accessory use and the following regulations shall apply:</p> <ul style="list-style-type: none"> i) Outdoor Storage and Outdoor Assembly shall not be permitted in a Front Yard or a required Flankage Yard; ii) Outdoor Storage and Outdoor Assembly shall not exceed 85% of the total lot area; iii) Outdoor Storage and Outdoor Assembly shall be screened from view from any abutting street by a Visual Barrier in accordance with Section 4.19 of this By-law. |
| h) Location of Outdoor Display | Outdoor Display of goods, materials or equipment shall be permitted only as an accessory use and shall be permitted in a yard abutting a street, but shall be no closer than 3.0 metres to the lot line. |

- | | |
|---|---|
| i) Location Restriction of Airport Waste Processing Facility and Airport Waste Transfer Facility | <p>i) In addition to the Regulations of Section 9.10.3, any building, structure or land used for an Airport Waste Processing Facility or an Airport Waste Transfer Facility, shall be located a minimum of 300.0 metres from a Residentially Zoned or Institutionally Zoned property lot line.</p> <p>ii) In addition to i) above, an Airport Waste Processing Facility or an Airport Waste Transfer Facility shall only be permitted within wholly enclosed buildings.</p> |
| j) Maximum Gross Floor Area for Industrial Administrative Office or Surveying, Engineering, Planning or Design Business | An Industrial Administrative Office or a Surveying, Engineering, Planning or Design Business shall be limited to a gross floor area of less than 10,000 square metres on a lot. |
| k) Maximum Combined Gross Floor Area for Accessory Retail and Showroom Area | 25% of the gross floor area of the principal use or 500.0 square metres gross floor area, whichever is the lesser. |
| l) Maximum Gross Floor Area for personal services and fitness centre | 500 square metres |
| m) Parking | In accordance with the requirements of Section 5 of this By-law. |
| n) Accessory Buildings | In accordance with the requirements of Section 9.10.3 of this By-law. |

9.11 AIRPORT PRESTIGE BUSINESS (M11) ZONE

No person shall erect, or use any building in whole or in part, or use any land in whole or in part, within an Airport Prestige Business (M11) Zone for any purpose other than one or more of the following uses, or uses accessory thereto. Such erection or use shall also comply with the prescribed regulations:

9.11.1 PERMITTED USES

- Building and Lumber Supply Establishment
- Building or Contracting Supply Establishment
- Commercial Motor Vehicle Sales, Rental and Service Establishment
- Commercial School
- Communications Establishment
- Conference or Convention Centre
- Courier Establishment
- Educational Establishment
- Equipment and Machinery Sales, Rental and Service Establishment
- Hotel
- Industrial Administrative Office
- Laboratory
- Labour Association Hall
- Manufacturing
- Motor Vehicle Collision Repair Establishment
- Motor Vehicle Service Station
- Office
- Private Power Generation Facility
- Repair Service
- Research and Development Establishment
- Surveying, Engineering, Planning or Design Business
- Trade School
- Tradesperson's Shop
- Transport Terminal
- Transportation Depot
- Warehouse

9.11.2 PROHIBITED USES

- i) Notwithstanding Section 9.11.1, the following types of manufacturing uses are prohibited, even as an accessory use:

Beverage Distillation
Breweries
Explosives Manufacturing
Manufacturing of Asbestos,
Phosphate or Sulphur Products
Outdoor Storage
Primary Production of Chemicals,
Synthetic Rubber, Plastic, Asphalt
or Cement, not including mixing,
blending, treatment or similar
process
Processing or Refining of Petroleum
or Coal
Processing, Milling or Packaging of
Animal Feed
Pulp and Paper Mills
Salvage Yard
Slaughtering, Eviscerating, Rendering
or Cleaning of Meat, Poultry or Fish
or by-products thereof
Smelting of Ore or Metal
Tanning or Chemical Processing of
Pelts or Leather
Vulcanizing of Rubber or Rubber
Products
Waste Processing Facility
Waste Transfer Facility

- ii) Notwithstanding Section 9.11.1, the following uses are prohibited, even as accessory uses:

Day Nursery
Dwelling Unit
Elementary School
High School
Outdoor Storage
Place of Worship
Rock Crushing Plant
Waste Processing Facility
Waste Transfer Facility

- iii) Notwithstanding, Section 9.11.1, an Agricultural Greenhouse shall only be permitted as an accessory use to another permitted use.

- iv) The following uses are be prohibited, except as an accessory use to another permitted use:

Commercial Recreation, restricted
to a fitness centre
Personal service

REGULATIONS

9.11.3

- a) Minimum Lot Area 4000.0 square metres;
- b) Minimum Lot Width 60.0 metres, where a lot has frontage on Garner Road or Glancaster Road.
- c) Yard Abutting a Street
 - i) Minimum 6.0 metres;
 - ii) Maximum 25.0 metres.
- d) Minimum Side Yard 6.0 metres from any portion of a property lot line abutting a property lot line within a Residential Zone or an Institutional Zone.
- e) Minimum Rear Yard 6.0 metres from any portion of a property lot line abutting a property lot line within a Residential Zone or an Institutional Zone.
- f) Maximum Building Height
 - i) In accordance with the regulations of Section 4.17 of this By-law.
 - ii) 15.0 metres, abutting a Residential Zone or an Institutional Zone, or has frontage on Garner Road or Glancaster Road, or Twenty Road, but shall not exceed the maximum building height established by i) above.
 - iii) In addition to ii) above, maximum building height may be equivalently increased as yard increases beyond minimum yard requirement established in 9.11.3 d) above, but shall not exceed the maximum building height established by i) above.

- | | |
|---|---|
| g) Location Restriction of Manufacturing Uses | Any building or structure or part thereof, excluding accessory office space, used for Manufacturing shall be setback a minimum 20.0 metres from any portion of a property lot line abutting a Residential Zone or an Institutional Zone property lot line. |
| h) Additional Regulations for Outdoor Training Facilities associated with a Trade School | Any outdoor training facilities shall be prohibited. |
| i) Maximum Gross Floor Area for Office Use within an Individual Building | 3,000 square metres; |
| j) Additional Regulations for Industrial Administrative Office or Surveying, Engineering, Planning or Design Business | An Industrial Administrative Office or a Surveying, Engineering, Planning or Design Business shall be limited to a gross floor area of less than 10,000 square metres on a lot. |
| k) Minimum Landscaped Area | <ul style="list-style-type: none"> i) 15% of total Lot Area; ii) 6.0 metre wide Landscaped Area shall be provided and maintained abutting a street, except for points of ingress and egress; ii) Where a property lot line abuts a property lot line within a Residential Zone or an Institutional Zone, a minimum 3.0 metre wide Planting Strip shall be provided and maintained. |
| l) Visual Barrier | Shall be provided along that portion of a property lot line abutting a Residential Zone or an Institutional Zone property line, in accordance with Section 4.19 of this By-law; |
| m) Location and Size of Outdoor Display | Outdoor Display of goods, materials or equipment shall be permitted only as an accessory use and the following |

regulations shall apply:

- i) Outdoor Display shall be permitted in a yard abutting a street, but shall be no closer than 3.0 metres to the lot line;
 - ii) In addition to i) above, the area devoted to Outdoor Display shall be limited to a combined maximum of 25% of the Landscaped Area.
 - n) Maximum Gross Floor Area for Accessory Retail and Showroom Area 25% of the gross floor area of the principal use or 500.0 square metres gross floor area, whichever is the lesser.
 - o) Maximum Gross Floor Area for personal services and fitness centre 500 square metres
 - p) Parking
 - i) In accordance with the requirements of Section 5 of this By-law.
 - ii) Notwithstanding i) above, any parking structure must be located in the rear yard.
 - iii) Notwithstanding i) above, where a lot has frontage on Garner Road or Glanaster Road or Twenty Road, no parking shall be permitted within the front yard or side yard.
 - q) Accessory Buildings
 - i) In accordance with the requirements of Section 9.11.3 of this By-law.
 - ii) Notwithstanding i) above, Section 9.11.3 c) ii) shall not apply.
6. That Schedule "A" – Zoning Maps of By-law 05-200 is hereby amended as follows:
- a) by including the Industrial Zone boundaries, as shown on the Maps numbered 1339, 1387-1391, 1438-1443, 1487-1494, 1535 -1541, 1580-1585, 1627-1629, 1670-1671, 1710-1711, 1747-1748 and 1784, attached in Schedule "1" of this By-law;

- b) by including the Open Space and Park Zone boundaries, as shown on the Maps numbered 1391, 1439, 1441-1443, 1488, 1490-1494, 1536-1541, 1581, 1585, and 1629, attached in Schedule "1" of this By-law; and,
 - c) by including the Institutional Zone boundaries, as shown on Maps 1337, 1339, 1386-1391, 1437-1438 and 1440, attached in Schedule "1" of this By-law.
7. That Schedule "C" – Special Exceptions of By-law 05-200 is hereby amended by adding additional Special Exceptions as follows:
- 25. In addition to Section 9.11.1, on those lands zoned Airport Prestige Business (M11) Zone, identified on Maps 1388 and 1389 of Schedule "A" – Zoning Maps and described as 618 Garner Road East, a golf driving range and accessory uses and structures shall also be permitted."
 - 26. In addition to Section 9.11.1, on those lands zoned Airport Prestige Business (M11) Zone, identified on Maps 1387, 1388, 1438, 1439 and 1487 of Schedule "A" – Zoning Maps and described as the south west corner of Garner Road East and Highway No.6, a banquet facility and conference or convention centre may also be permitted.
 - 27. Notwithstanding Section 8.3.1, on those lands zoned Major Institutional (I3) Zone, identified on Maps 1337, 1389, 1390 and 1440, of Schedule "A" – Zoning Maps, and described as lands located at the south-east corner of Smith Road and Garner Road East, be amended to provide for the following special requirements.
 - a) all residential uses shall be prohibited;
 - b) Notwithstanding clause a), a multiple dwelling or lodging home may be permitted on the same lot as and in conjunction with an educational establishment in accordance with Section 8.3.2.2 c) and provided the multiple dwelling or lodging home is used for students from the educational establishment
 - 28. Notwithstanding Section 9.11.3 c) ii) and e), on those lands zoned Airport Prestige Business (M11) Zone, identified on Maps 1493 and 1494 of Schedule "A" – Zoning Maps, any building or structure used for Manufacturing shall be setback a minimum 20.0 metres from Twenty Road West.
 - 34. In addition to Section 9.11.1, on those lands zoned Airport Prestige Business (M11) Zone, identified on Map 1388 of Schedule "A" –

Zoning Maps and described as 534 Garner Road East, a restaurant shall also be permitted.

35. In addition to Section 9.11.1 and 9.11.2 i) and ii), on those lands zoned Airport Prestige Business (M11) Zone, identified on Maps 1493, 1494, 1540 and 1541 of Schedule "A" – Zoning Maps a garden centre, and outdoor display and outdoor storage shall also be permitted.

36. Notwithstanding Section 9.11.1, on those lands zoned Airport Prestige Business (M11) Zone, identified on Map 1443 and 1492 of Schedule "A" – Zoning Maps and described as lands located on the future Garth Street extension between Twenty Road West south to the future collector road, the following uses shall not be permitted:

- a) warehousing;
- b) transportation terminal;
- c) private power generation; and,
- d) utility activities.

37. Notwithstanding Section 9.11.2 i) and ii), on those lands zoned Airport Prestige Business (M11) Zone, identified on Map 1629 of Schedule "A" – Zoning Maps, the following provisions shall apply:

a. Outdoor display and/or storage shall be permitted in accordance with the following regulations:

- i) Location of Outdoor Display and Outdoor Storage Shall not be permitted in any front yard or minimum side yard.
- ii) Yard Abutting a Street 15 metres;
- iii) Minimum Yard Abutting a Residential or an Institutional Zone 15 metres;
- iv) Visual Barrier Shall be provided along that portion of a property lot line abutting a property lot line within a Residential Zone or an Institutional Zone, in accordance with Section 4.19 of this By-law.

39. Notwithstanding Section 8.3.1 of this By-law, on those lands zoned Major Institutional (I3) Zone, identified on Maps 1386, 1387, 1437 and 1438 of Schedule "A" – Zoning Maps and described as, 70 Garner Road East, only the following uses shall be permitted only in conjunction with the place of worship:

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

45. In addition to Section 7.5.1, on those lands zoned Conservation/Hazard Lands (P5) Zone, identified on Maps 1441, 1442, 1490 and 1491 of Schedule A- Zoning Maps and described as 550 Glancaster Road, the existing single detached dwelling, including any additions thereto, shall also be permitted.
(OMB Settlement December 11, 2011)

46. In addition to Sections 9.9.1 and 9.9.2 of Zoning By-law 05-200, on those lands zoned Airport Reserve (M9) Zone, as identified on Map 1671 of Schedule "A" - Zoning Maps, and described as 2826 Upper James Street, be amended to provide for the following special requirements:

a. The following uses shall also be permitted:

- i) Existing single detached dwelling;
- ii) personal services;
- iii) landscape contracting establishment;
- iv) transportation depot; and,
- v) repair service

b. The following regulations shall also apply:

- | | |
|--|---|
| i) Additional Requirements for the Existing Single Detached Dwelling | 1. The existing single detached dwelling may be increased in size to a maximum gross floor area of 240 square metres. |
| | 2. Maximum Height – 10.7 metres |
| | 3. Minimum front yard – 7.5 metres |
| | 4. Minimum side yards – 3.0 metres |
| | 5. Minimum rear yard – 10.7 |

metres

- ii) Additional Requirements for Personal Services, Landscape Contracting Establishment, Transportation Depot and Repair Service

 - 1. No new buildings shall be constructed to accommodate the Personal Services, Landscape Contracting Establishment, Transportation Depot and Repair Service.
 - 2. Notwithstanding b)ii) 1. above, Repair Service shall be permitted within a building accessory to a residential dwelling.

- iii) Additional Requirements for Accessory Buildings

 - 1. Shall not be permitted within the front yard.
 - 2. A building accessory to a Single Detached Dwelling shall be limited to a maximum gross floor area of size of 36 square metres and a maximum height of 4.5 metres.

- iv) Home Business Regulations

 - 1. In accordance with the requirements of Section 4.21.

(OMB Settlement December 11, 2011)

47. In addition to Sections 9.11.1 of Zoning By-law 05-200, on those lands zoned Airport Prestige Business (M11) Zone, as identified on Map 1585 and 1629 of Schedule "A" - Zoning Maps, and lands on the east side of Upper James Street south of Dickenson Road, be amended to provide for the following special requirements:

a. The following uses shall also be permitted:

- i) financial Establishment;
- ii) motor Vehicle Rental Establishment;
- iii) motor Vehicle Washing Establishment;
- iv) personal Services;
- v) restaurant; and,
- vi) retail.

b. The following regulations shall also apply:

i)	Additional Requirements for Personal Services and Retail	1.	Personal Services and Retail uses shall be limited to a maximum gross floor area of 500
----	--	----	---

(OMB Settlement December 11, 2011)

463. Notwithstanding Section 8.2.1, on those lands zoned Community Institutional (I2) Zone, identified on Maps 1339, 1388 and 1391 of Schedule "A" – Zoning Maps and described as No. 582 Southcote Road, and Nos. 92-116 Glancaster Road, only the uses existing at the date of the passing of this by-law shall be permitted.

8. That Schedule "D" – Holding Provisions of By-law 05-200 is hereby amended by adding additional Holding Provisions as follows:

37. Notwithstanding Section 9.7, 9.8, 9.9, 9.10, 9.11, 9.12 of this By-law, on those lands zoned Community Institutional (I2) Zone, Major Institutional (I3) Zone, Airside Industrial (M7) Zone, Airport Related Business (M8), Airport Light Industrial (M10) Zone, Airport Prestige Business (M11) Zone, identified on Maps 1337, 1339, 1386, 1387-1391, 1437-1443, 1488-1494, 1535-1541, 1580-1585, 1627-1629, 1670-1671, 1710-1711, 1747-1748 and 1784 of Schedule "A" – Zoning Maps, site alteration shall be conditional upon the following special requirements:

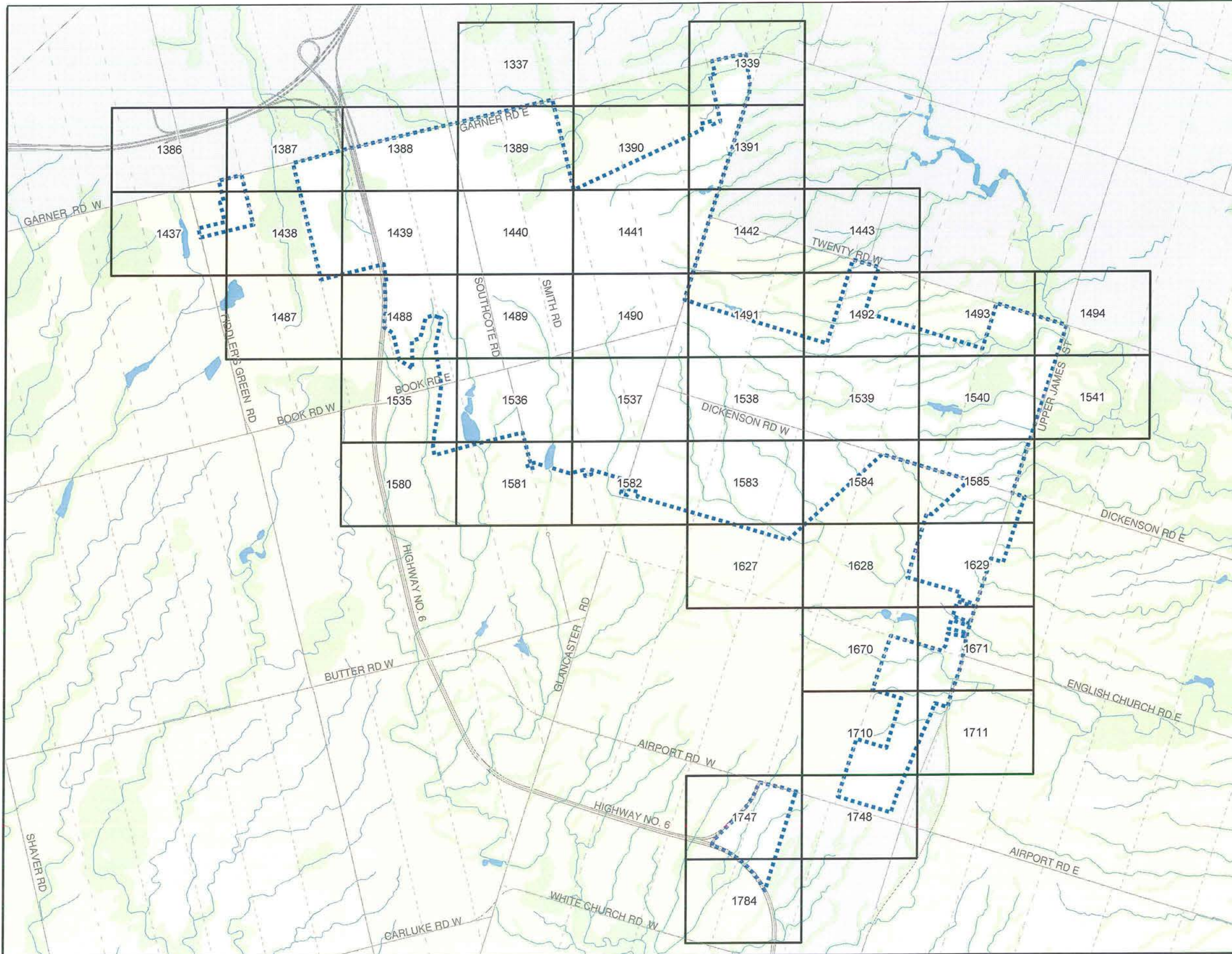
- a. that lands have access to servicing, the provision of adequate municipal water, municipal wastewater, and transportation infrastructure in accordance with the respective master plans for the Airport Employment Growth District to the Satisfaction of the Director of Development Engineering;
57. Notwithstanding Section 9.11 this By-law, on those lands zoned Airport Prestige Business (M11) Zone, identified on Maps 1387, 1388, 1438, 1439 and 1487 of Schedule "A" – Zoning Maps and described as the south west corner of Garner Road East and Highway No.6, shall be conditional upon the following special requirements:
- a.) A sanitary, water, stormwater and transportation Servicing Report for the Gateway Lands together with and an Update to the *City of Hamilton Airport Employment Growth District Water and Wastewater Servicing Master Plan* have been completed to the satisfaction of the City of Hamilton



Hamilton
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Zoning By-Law

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Map Reference Number	By-Law Number	Effective Date of By-Law



- Legend
- AEGD Grid
 - Stream
 - Lots and Concessions
 - C.A. Regulated Area
 - Urban Area
 - Rural Area



MAP INDEX of Schedule 'A'



Hamilton
City of Hamilton
Zoning By-Law

DRAFT

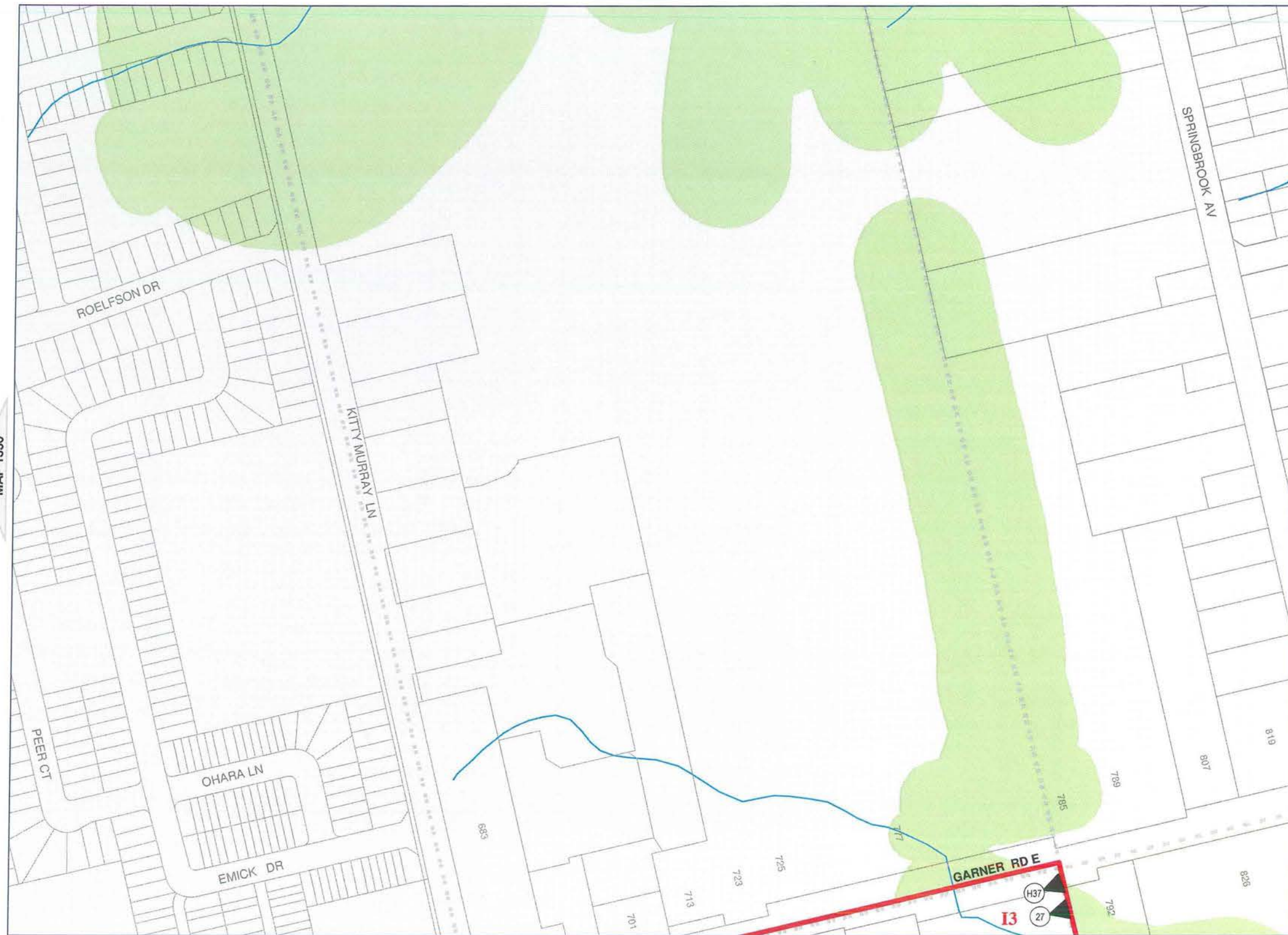
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1337 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

DRAFT

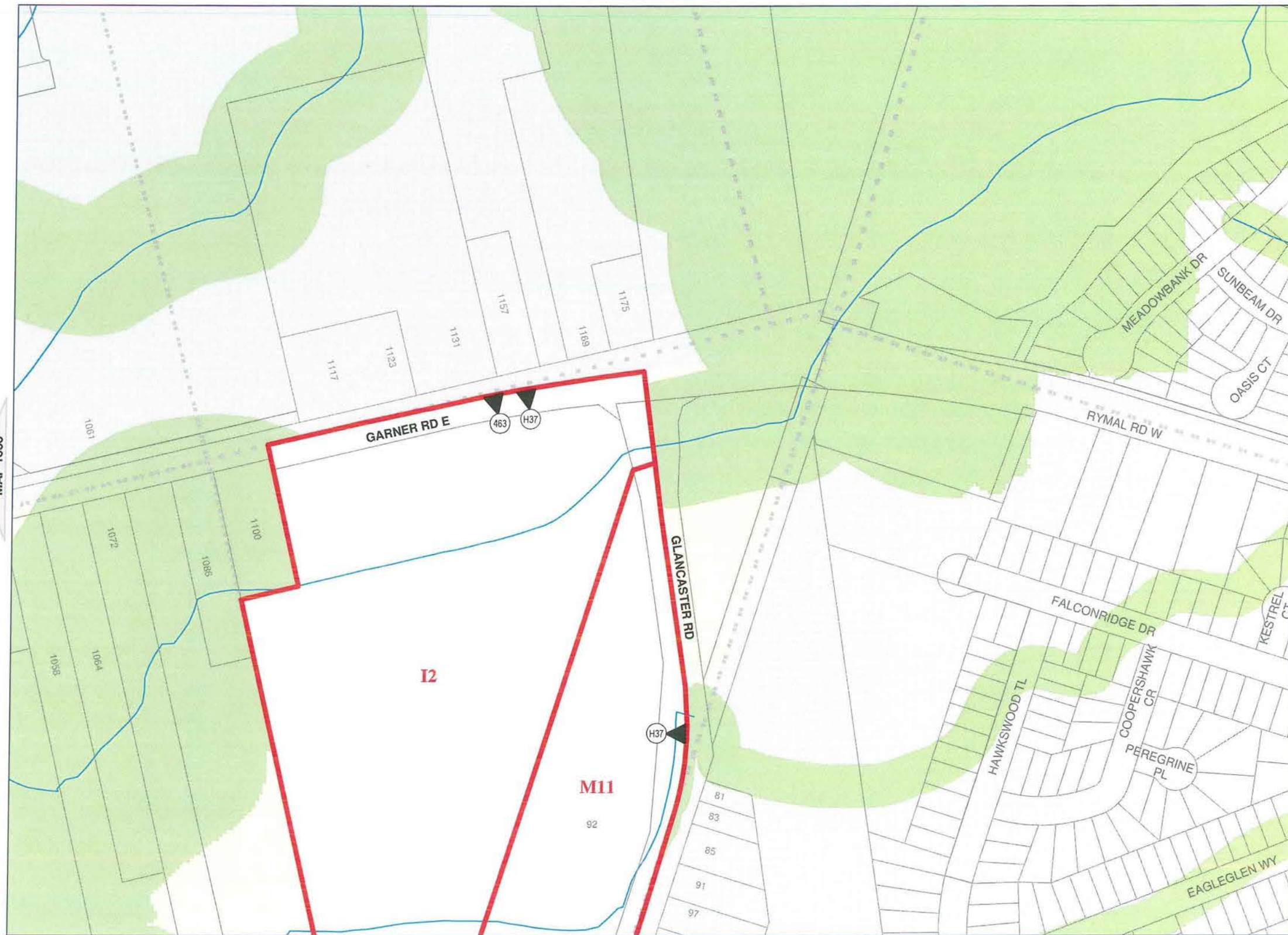
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1339 of Schedule 'A'



MAP 1286

MAP 1338

MAP 1340

MAP 1391



Hamilton
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Zoning By-Law

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Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1386 of Schedule 'A'



MAP 1334

MAP 1437

MAP 1385

MAP 1387



Hamilton
City of Hamilton
Zoning By-Law

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Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1387 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

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Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1388 of Schedule 'A'





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Zoning By-Law

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Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



SCALE 1 : 3,000

MAP 1389 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

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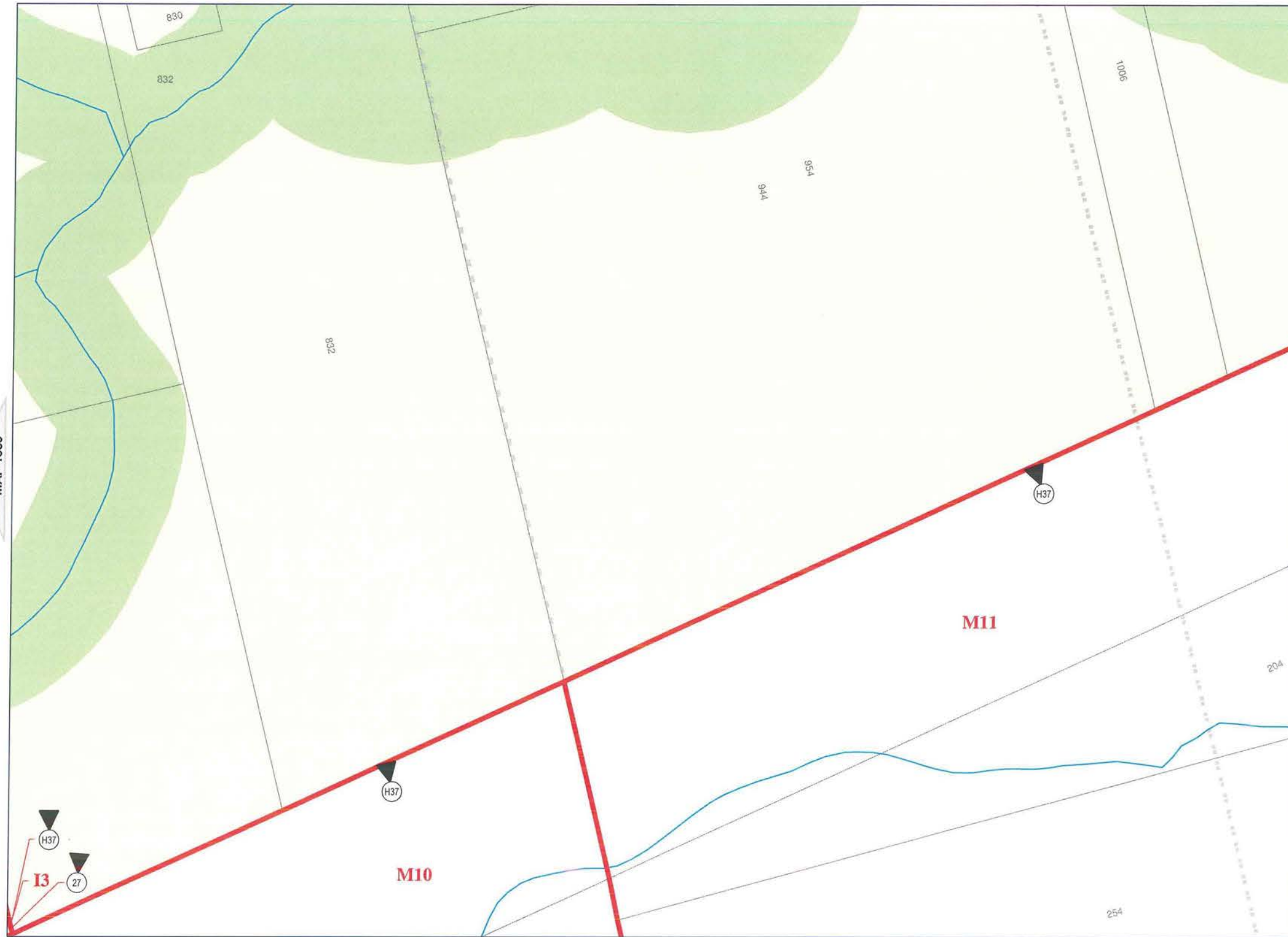
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1390 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

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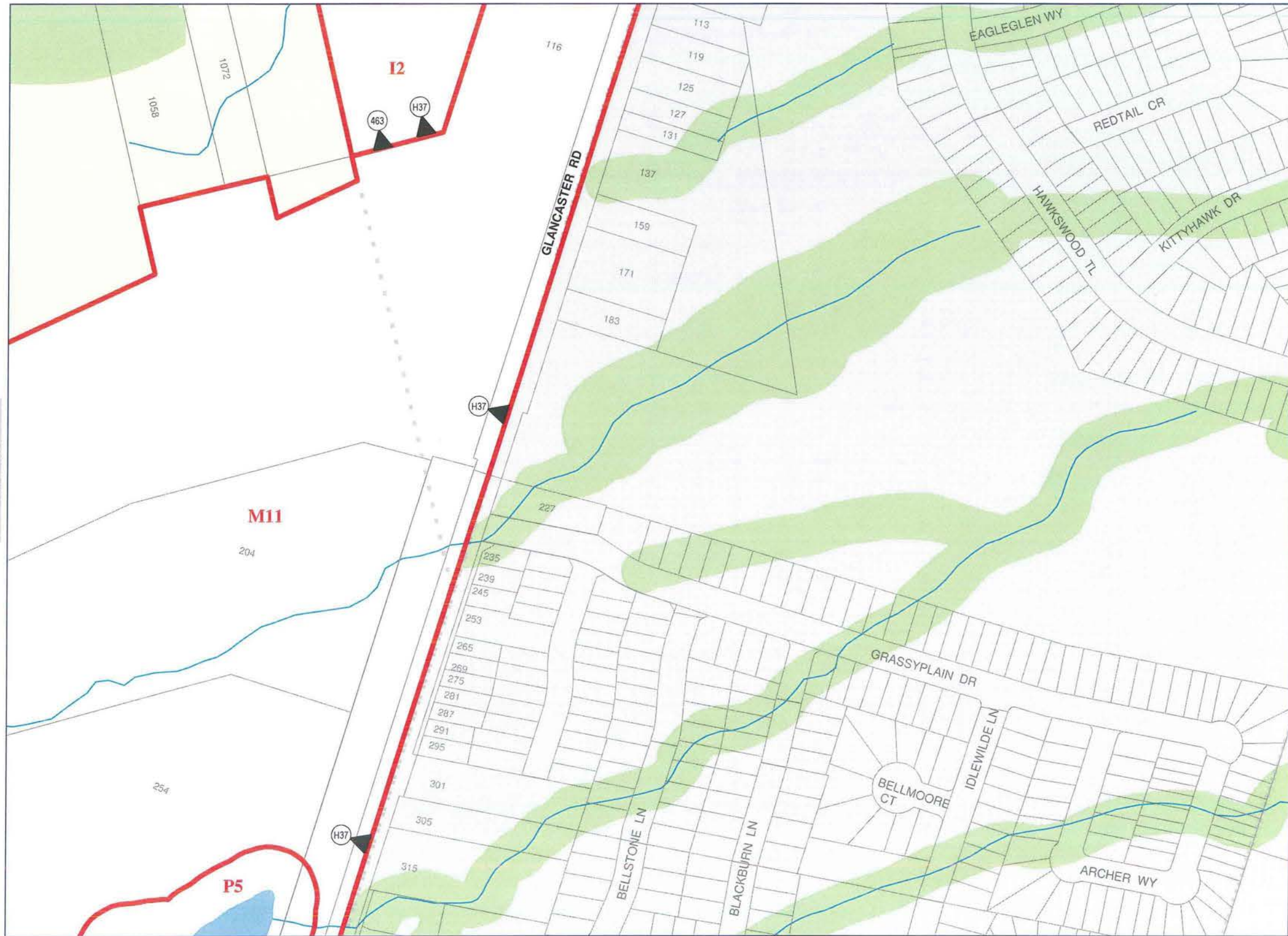
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1391 of Schedule 'A'



MAP 1339

MAP 1442

MAP 190

MAP 1392



Hamilton
City of Hamilton
Zoning By-Law

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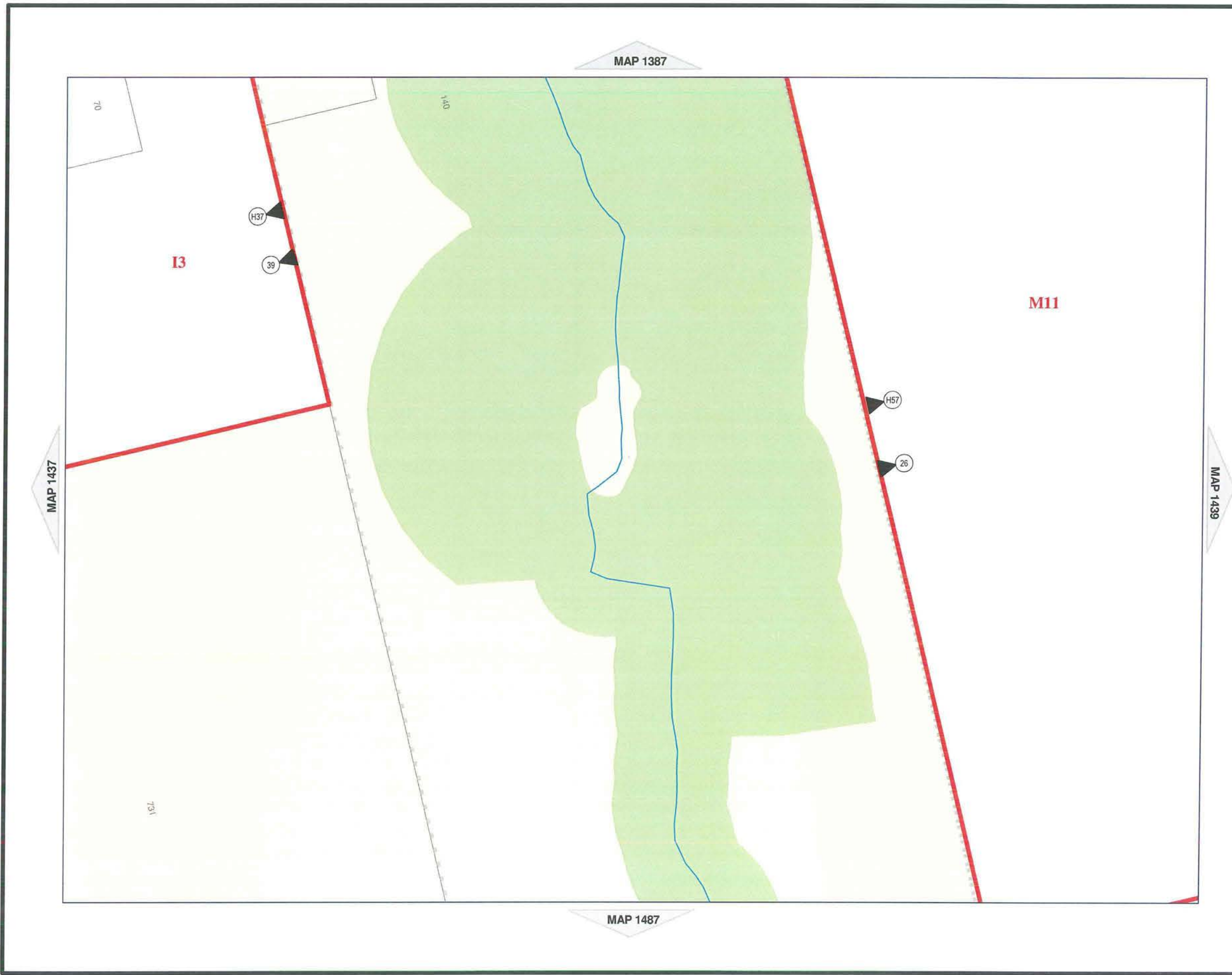
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1438 of Schedule 'A'















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Zoning By-Law

DRAFT

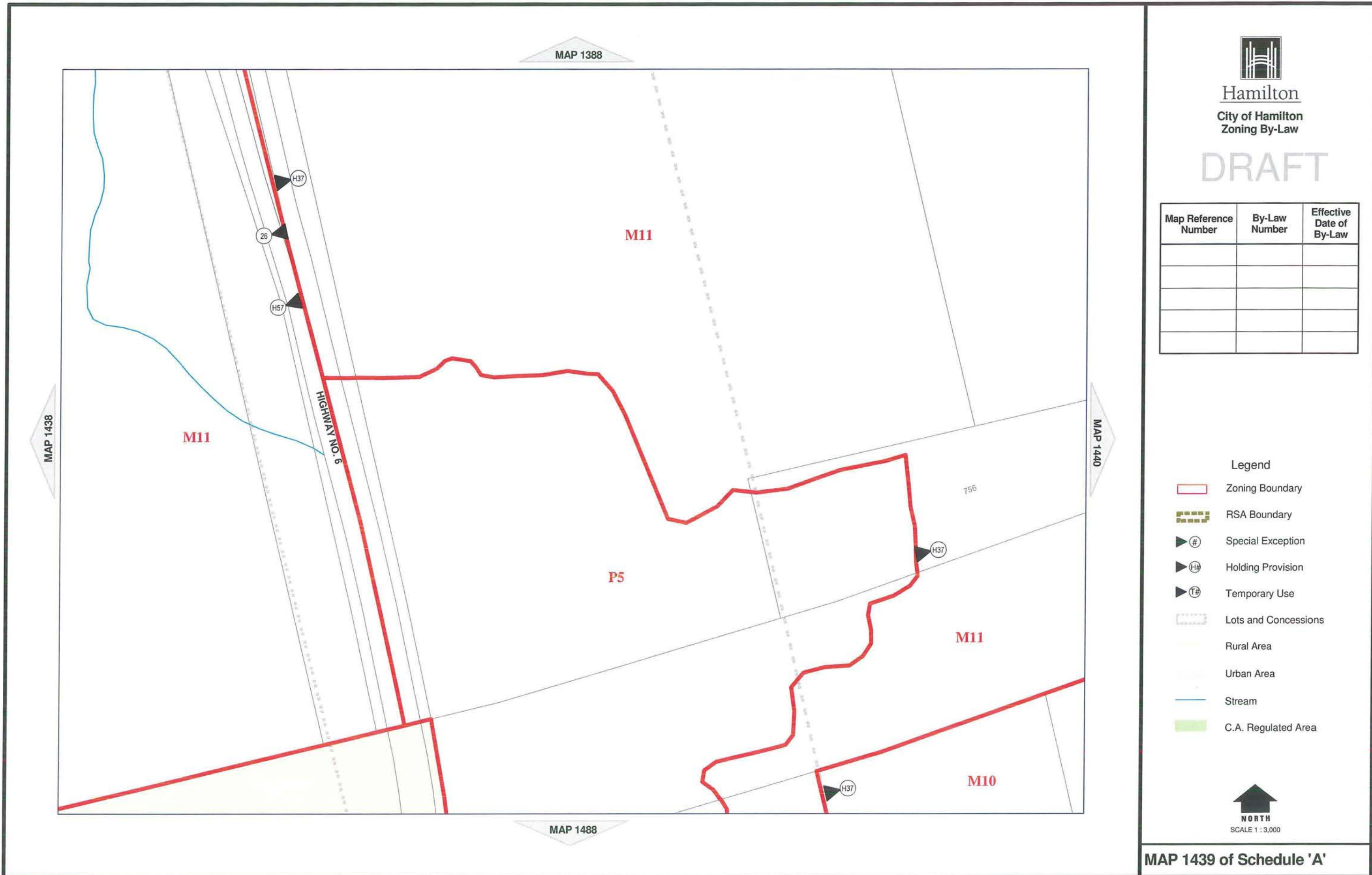
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

-  Zoning Boundary
-  RSA Boundary
-  Special Exception
-  Holding Provision
-  Temporary Use
-  Lots and Concessions
-  Rural Area
-  Urban Area
-  Stream
-  C.A. Regulated Area



MAP 1439 of Schedule 'A'





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Map Reference Number	By-Law Number	Effective Date of By-Law

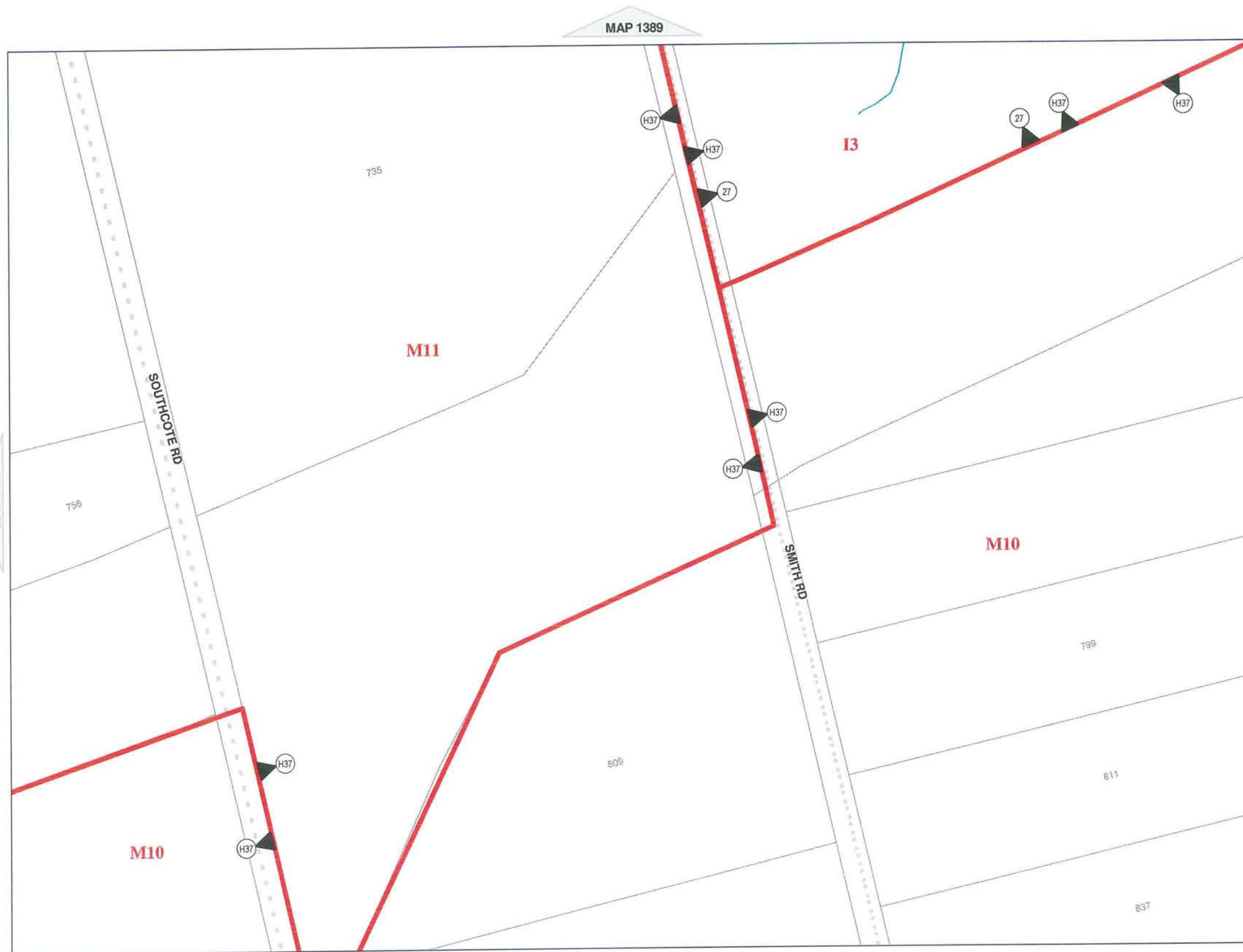
Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



SCALE 1 : 3,000

MAP 1440 of Schedule 'A'





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City of Hamilton
Zoning By-Law

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Map Reference Number	By-Law Number	Effective Date of By-Law

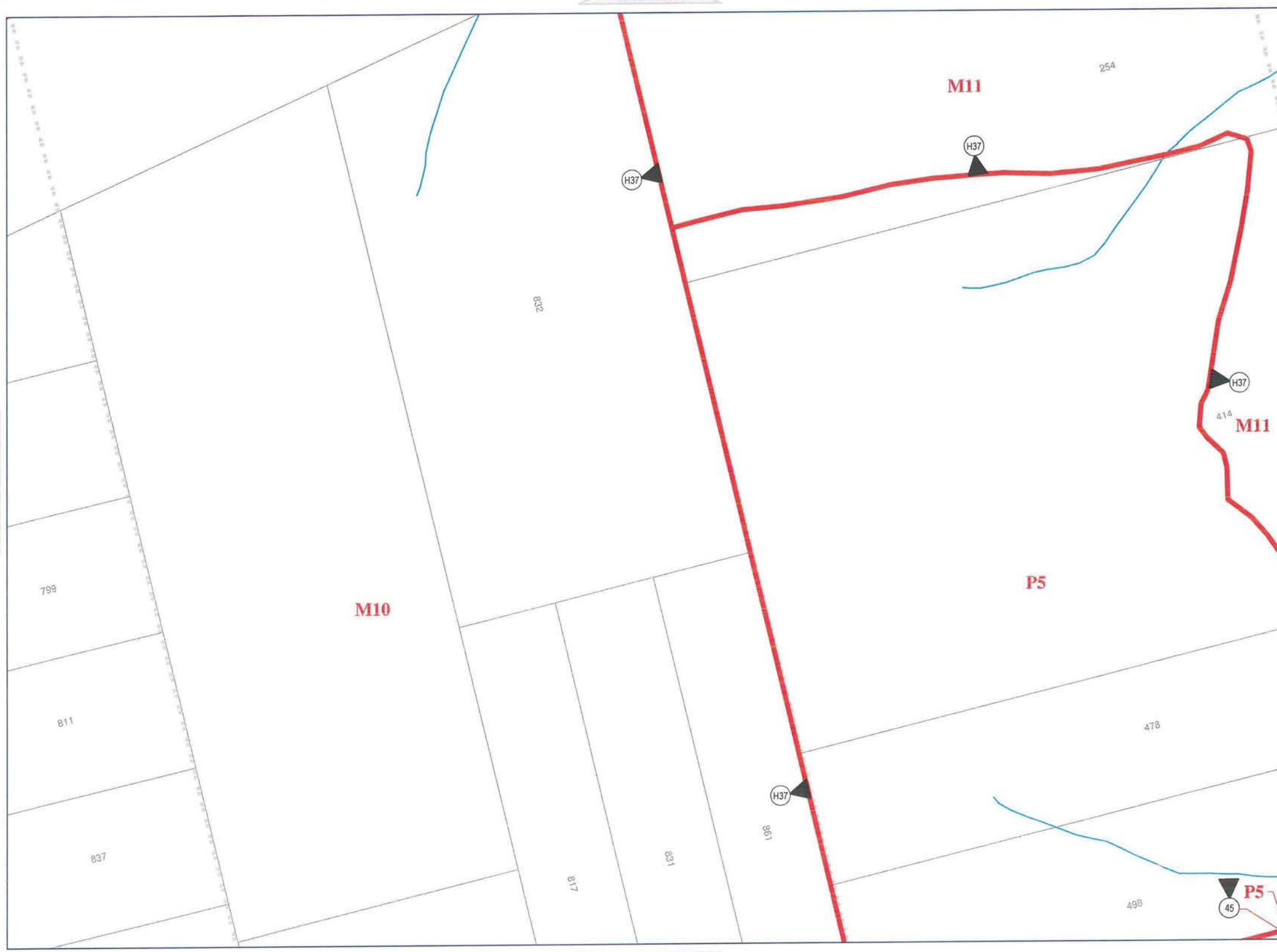
Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



SCALE 1 : 3,000

MAP 1441 of Schedule 'A'





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Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1442 of Schedule 'A'















Hamilton
City of Hamilton
Zoning By-Law

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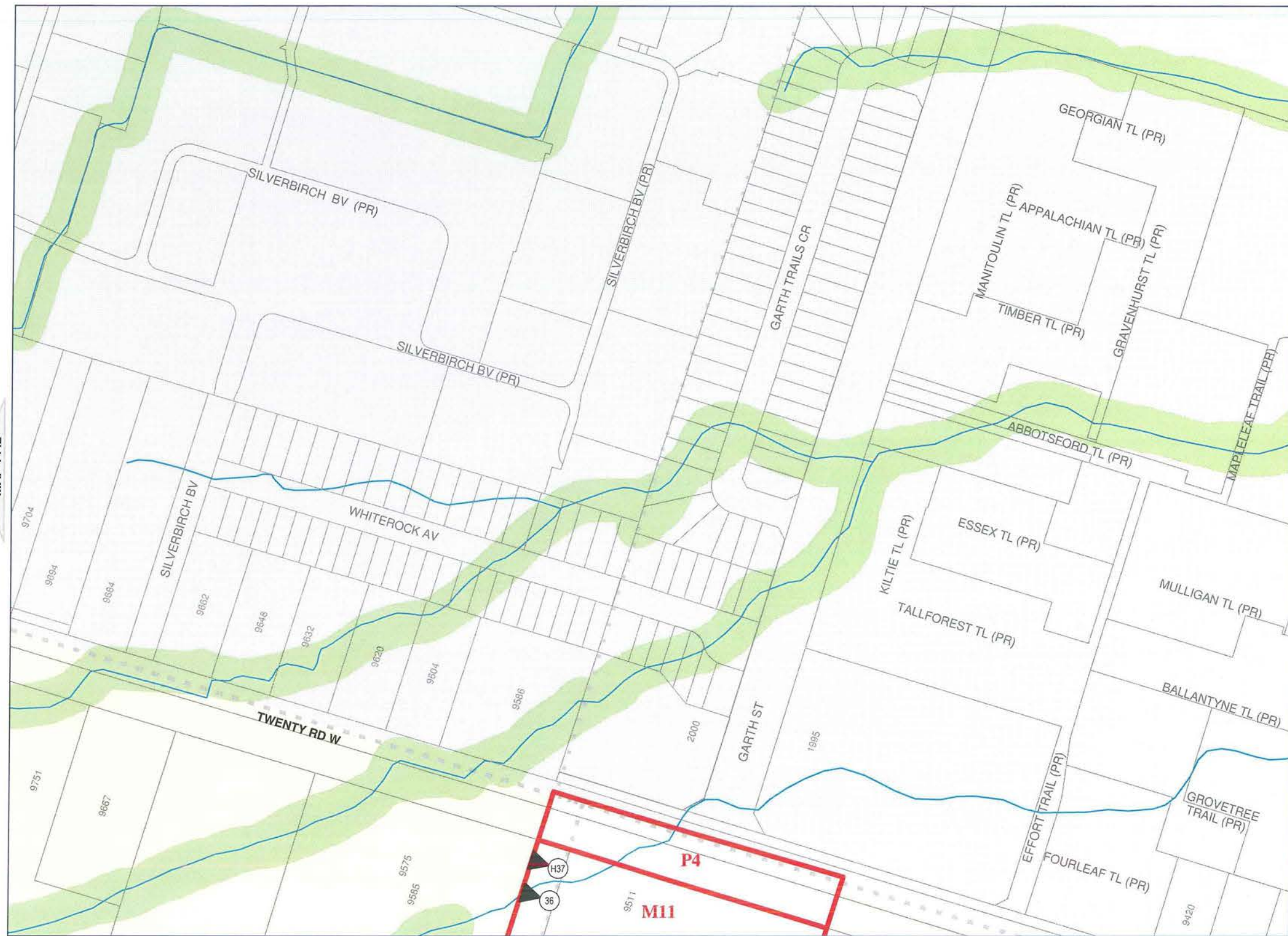
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

-  Zoning Boundary
-  RSA Boundary
-  Special Exception
-  Holding Provision
-  Temporary Use
-  Lots and Concessions
-  Rural Area
-  Urban Area
-  Stream
-  C.A. Regulated Area



MAP 1443 of Schedule 'A'



MAP 1392

MAP 1444

MAP 1492













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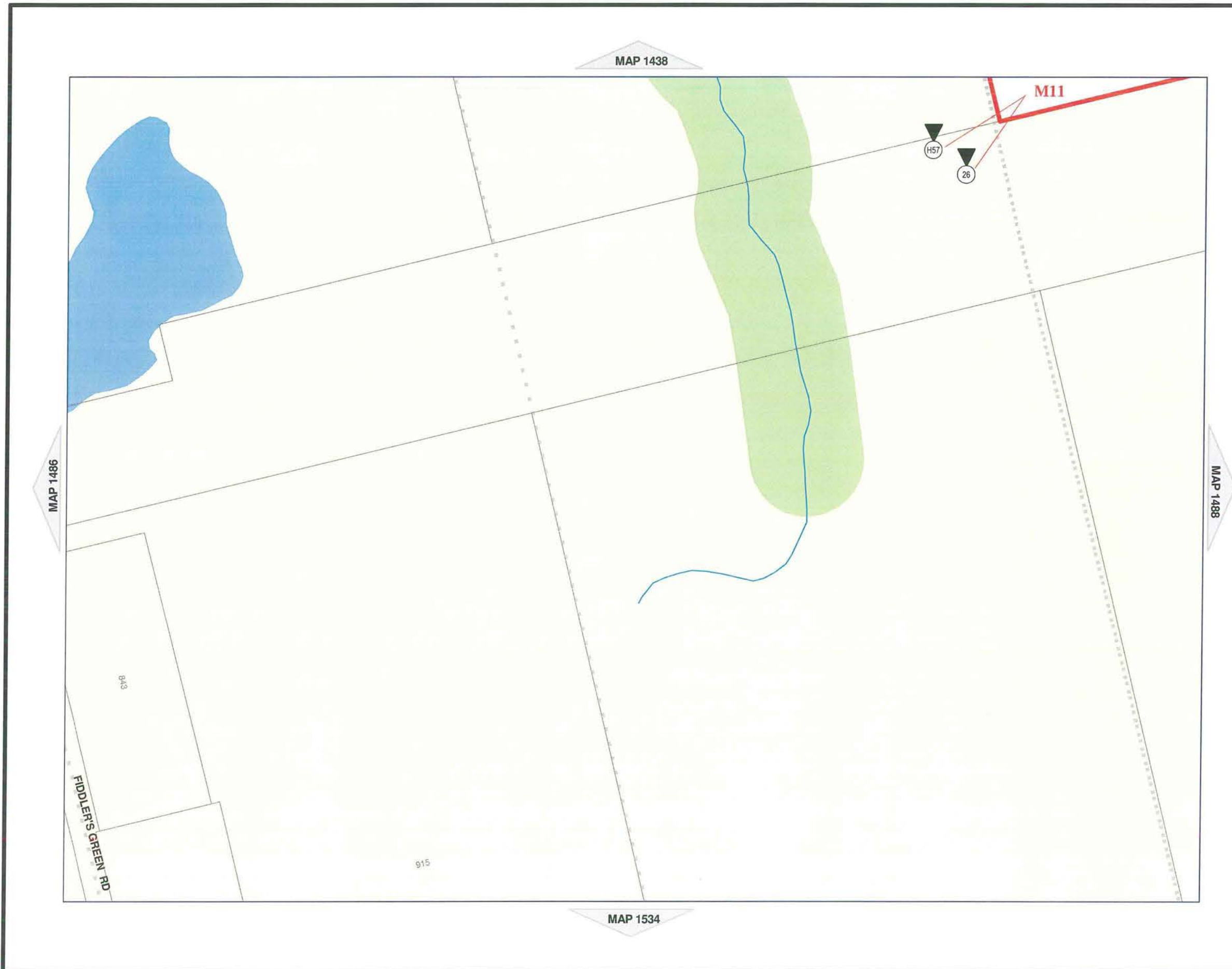
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

-  Zoning Boundary
-  RSA Boundary
-  Special Exception
-  Holding Provision
-  Temporary Use
-  Lots and Concessions
-  Rural Area
-  Urban Area
-  Stream
-  C.A. Regulated Area



MAP 1487 of Schedule 'A'





Hamilton
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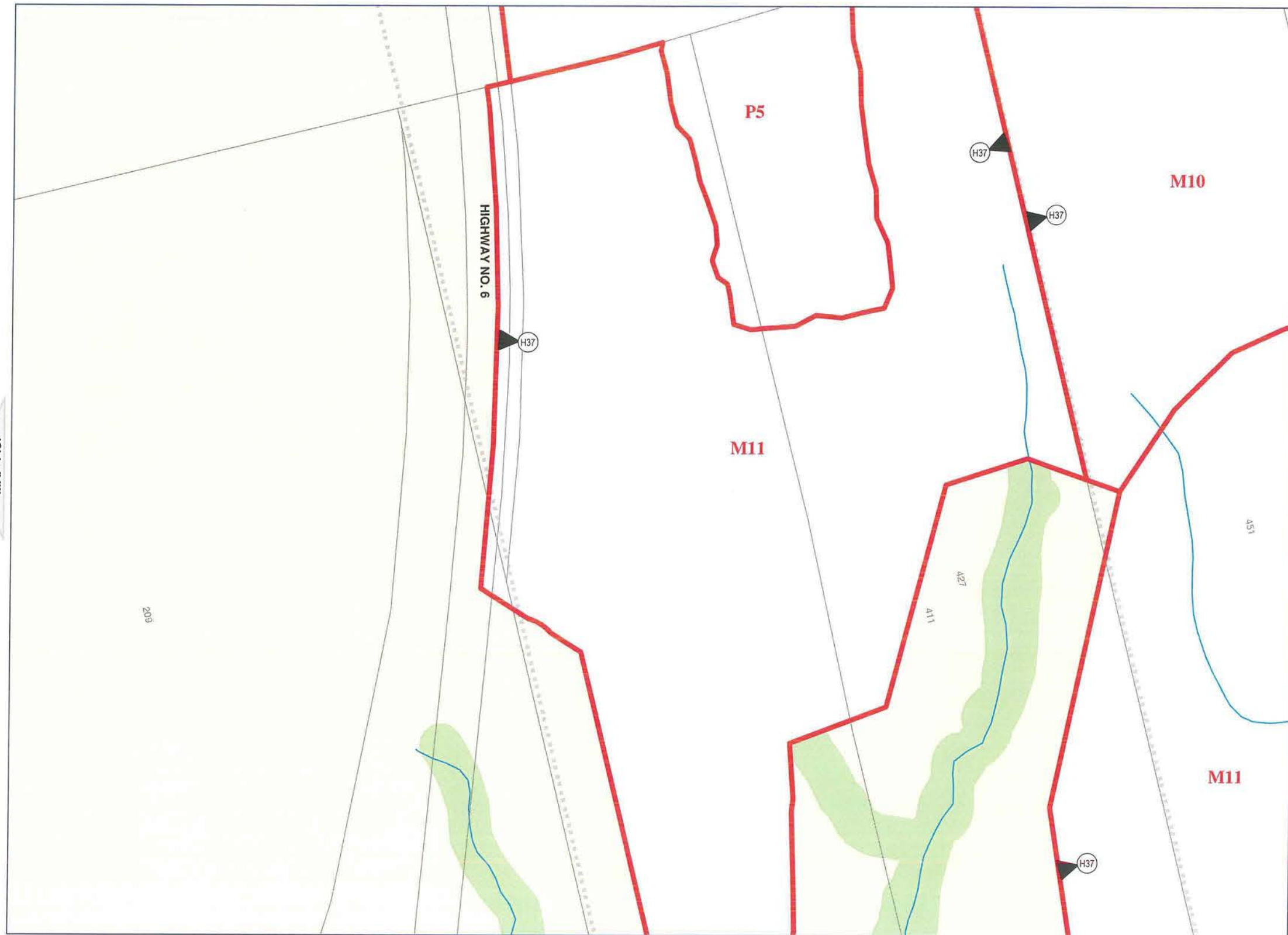
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1488 of Schedule 'A'



MAP 1439

HIGHWAY NO. 6

P5

M10

M11

MAP 1489

M11

MAP 1535

MAP 1487

209



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City of Hamilton
Zoning By-Law

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Map Reference Number	By-Law Number	Effective Date of By-Law

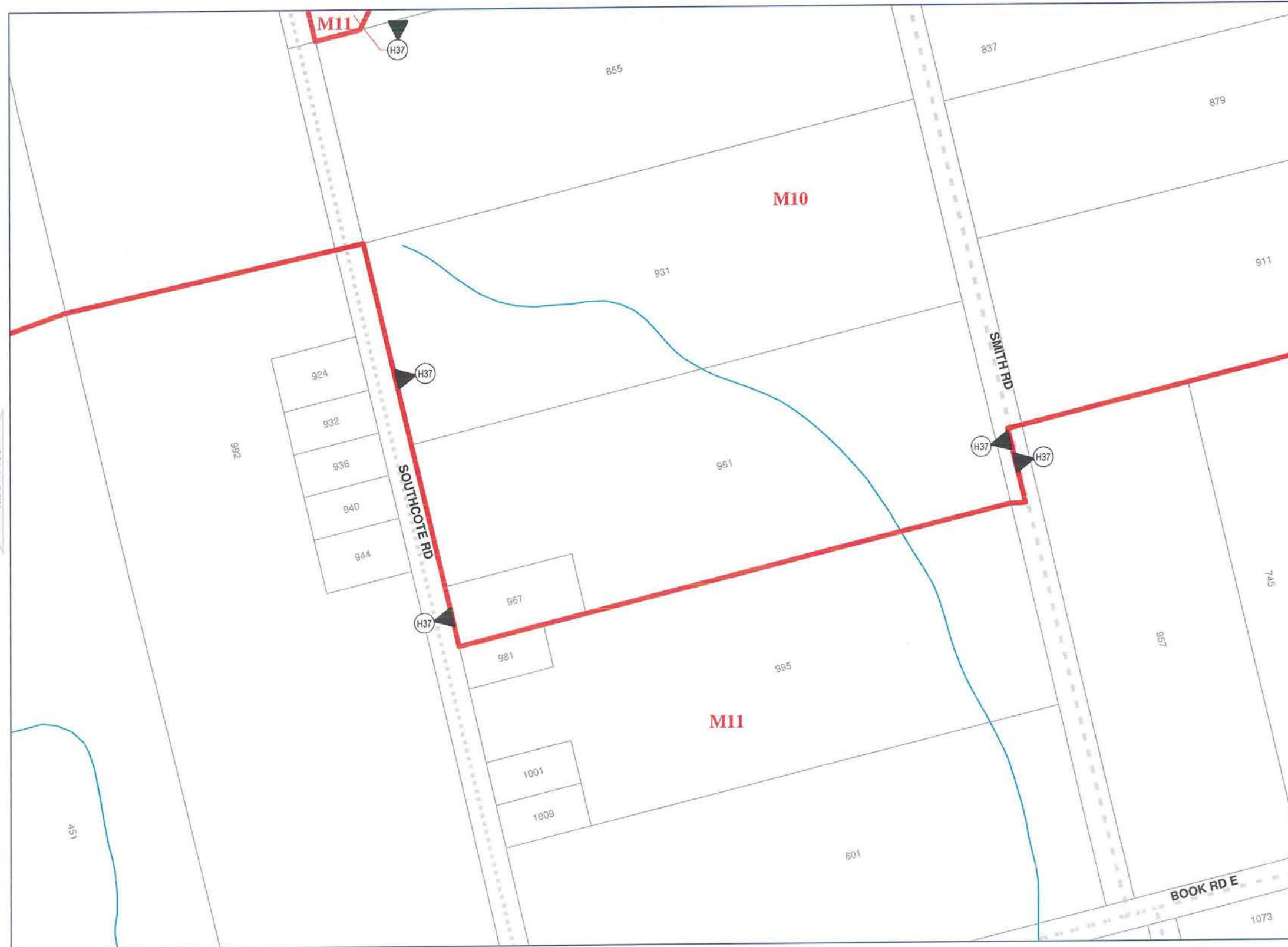
Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



SCALE 1 : 3,000

MAP 1489 of Schedule 'A'



MAP 1440

MAP 1488

MAP 1490

MAP 1536



Hamilton
City of Hamilton
Zoning By-Law

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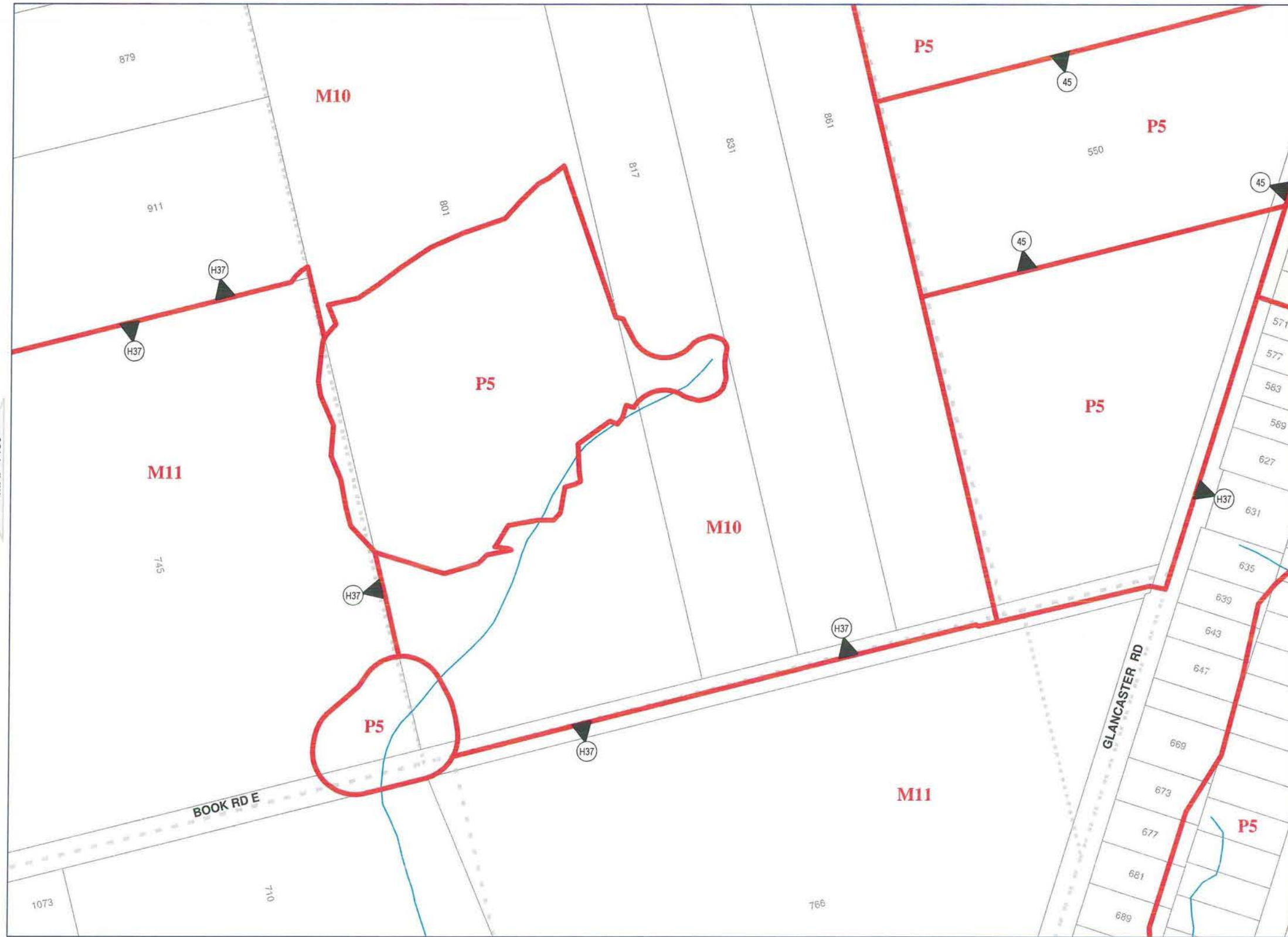
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1490 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

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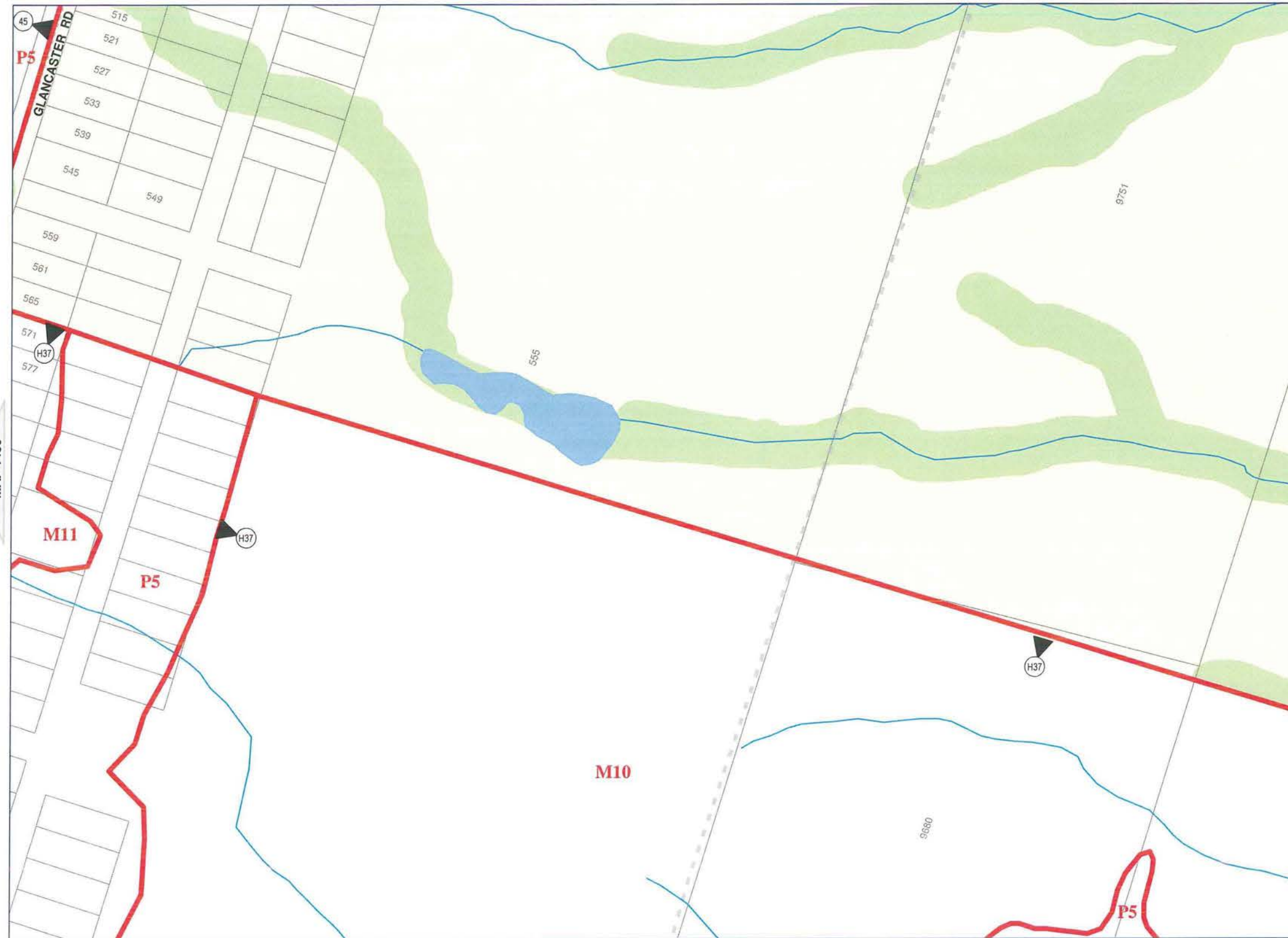
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1491 of Schedule 'A'





Hamilton
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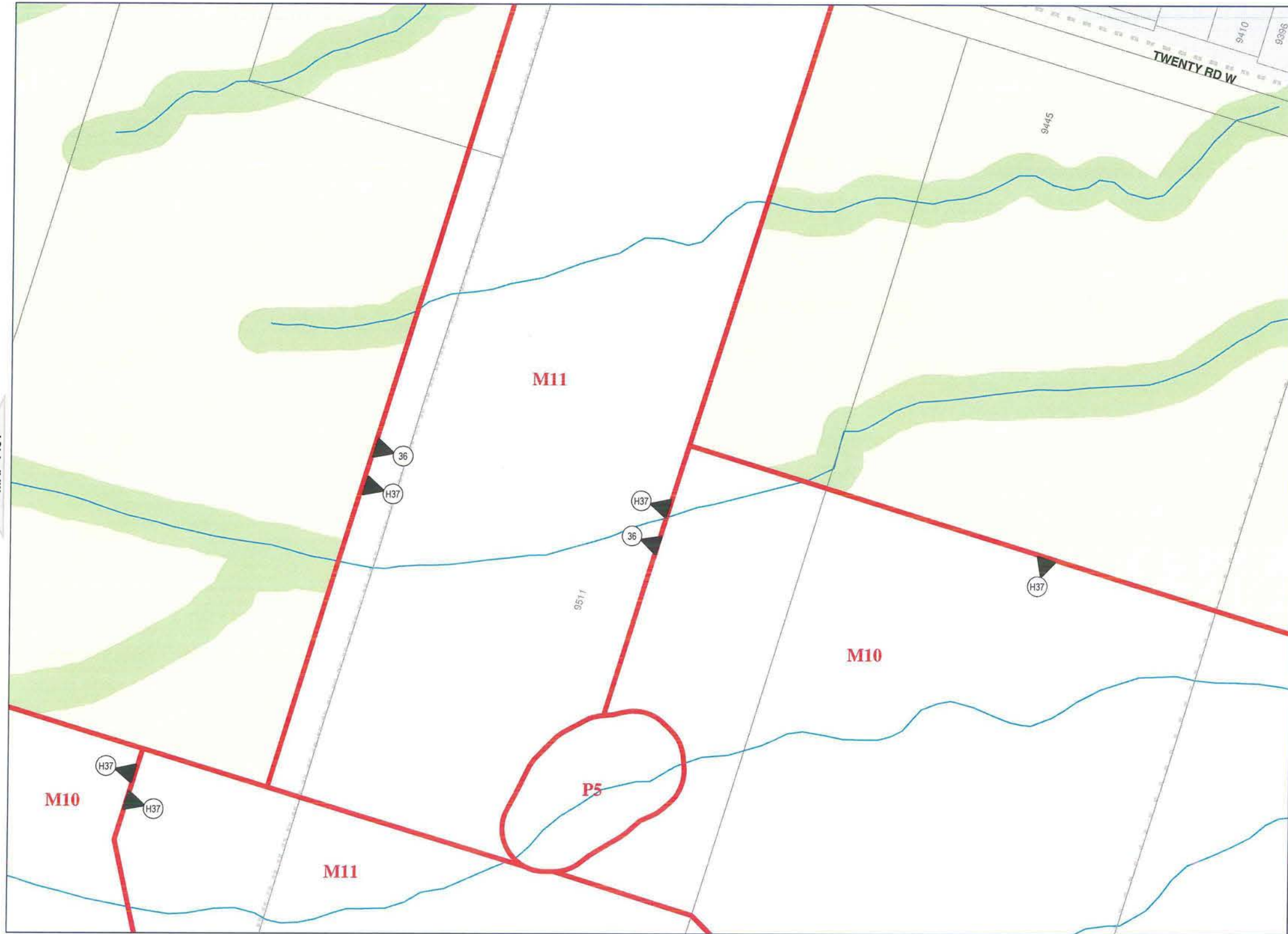
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1492 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

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Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area
- OMB Order Withheld- PL09011A, PL110331, PL101300



MAP 1494 of Schedule 'A'















Hamilton
City of Hamilton
Zoning By-Law

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Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

-  Zoning Boundary
-  RSA Boundary
-  Special Exception
-  Holding Provision
-  Temporary Use
-  Lots and Concessions
-  Rural Area
-  Urban Area
-  Stream
-  C.A. Regulated Area



NORTH
SCALE 1 : 3,000

MAP 1535 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

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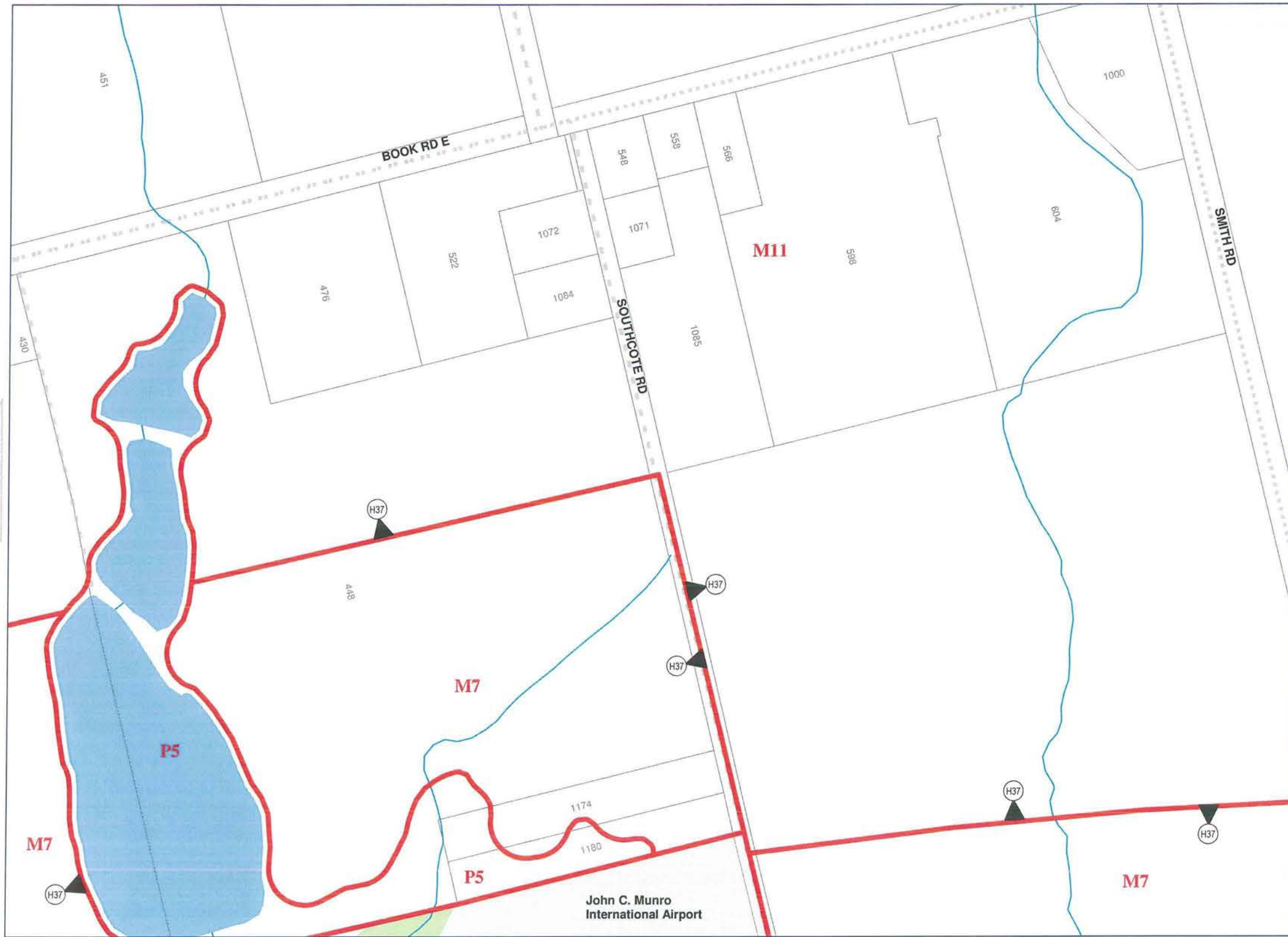
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1536 of Schedule 'A'



MAP 1489

MAP 1535

MAP 1537

MAP 1581



Hamilton
City of Hamilton
Zoning By-Law

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Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



SCALE 1 : 3,000

MAP 1537 of Schedule 'A'














Hamilton
City of Hamilton
Zoning By-Law

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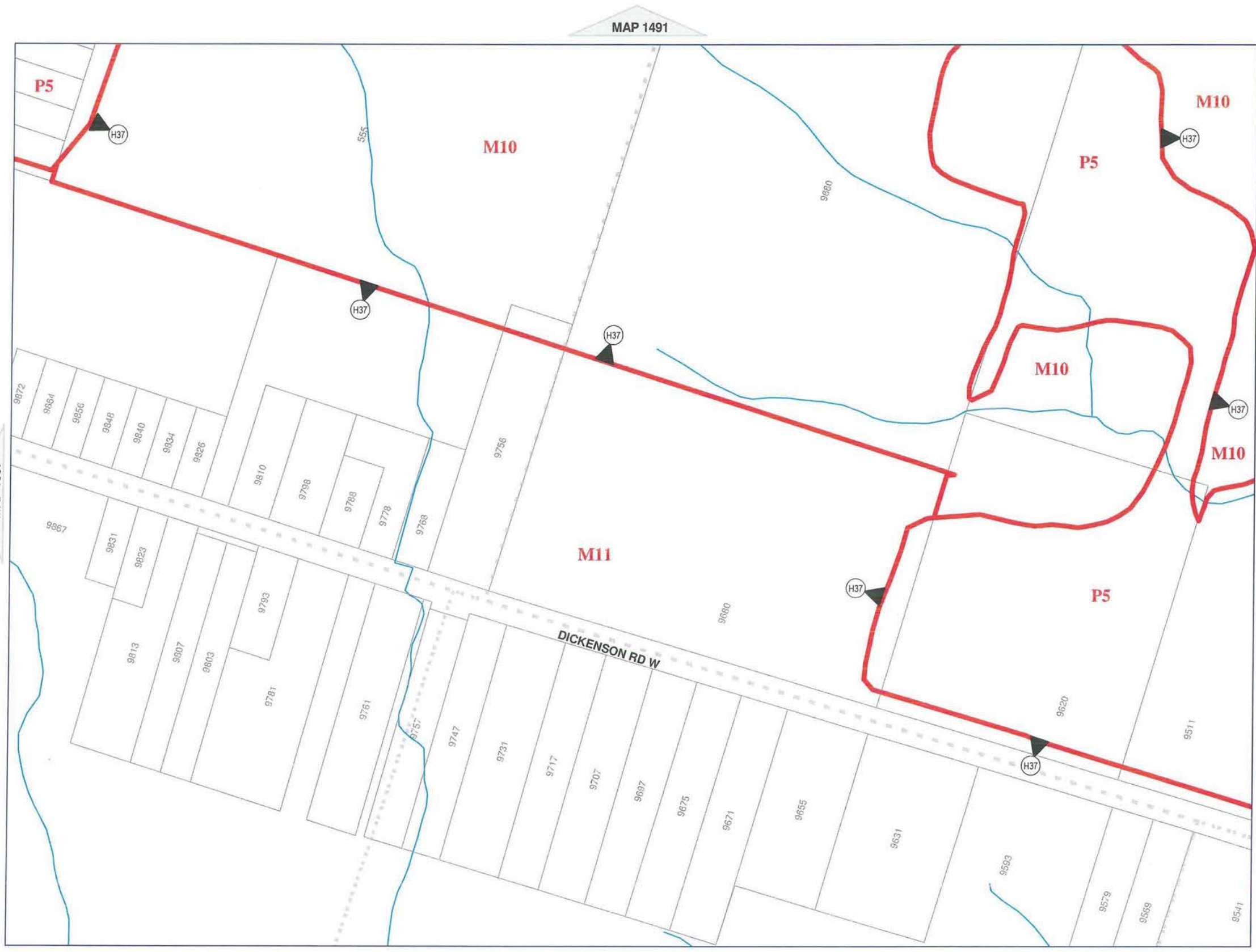
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

-  Zoning Boundary
-  RSA Boundary
-  Special Exception
-  Holding Provision
-  Temporary Use
-  Lots and Concessions
-  Rural Area
-  Urban Area
-  Stream
-  C.A. Regulated Area



MAP 1538 of Schedule 'A'



MAP 1491

MAP 1537

MAP 1539

MAP 1583



Hamilton
City of Hamilton
Zoning By-Law

DRAFT

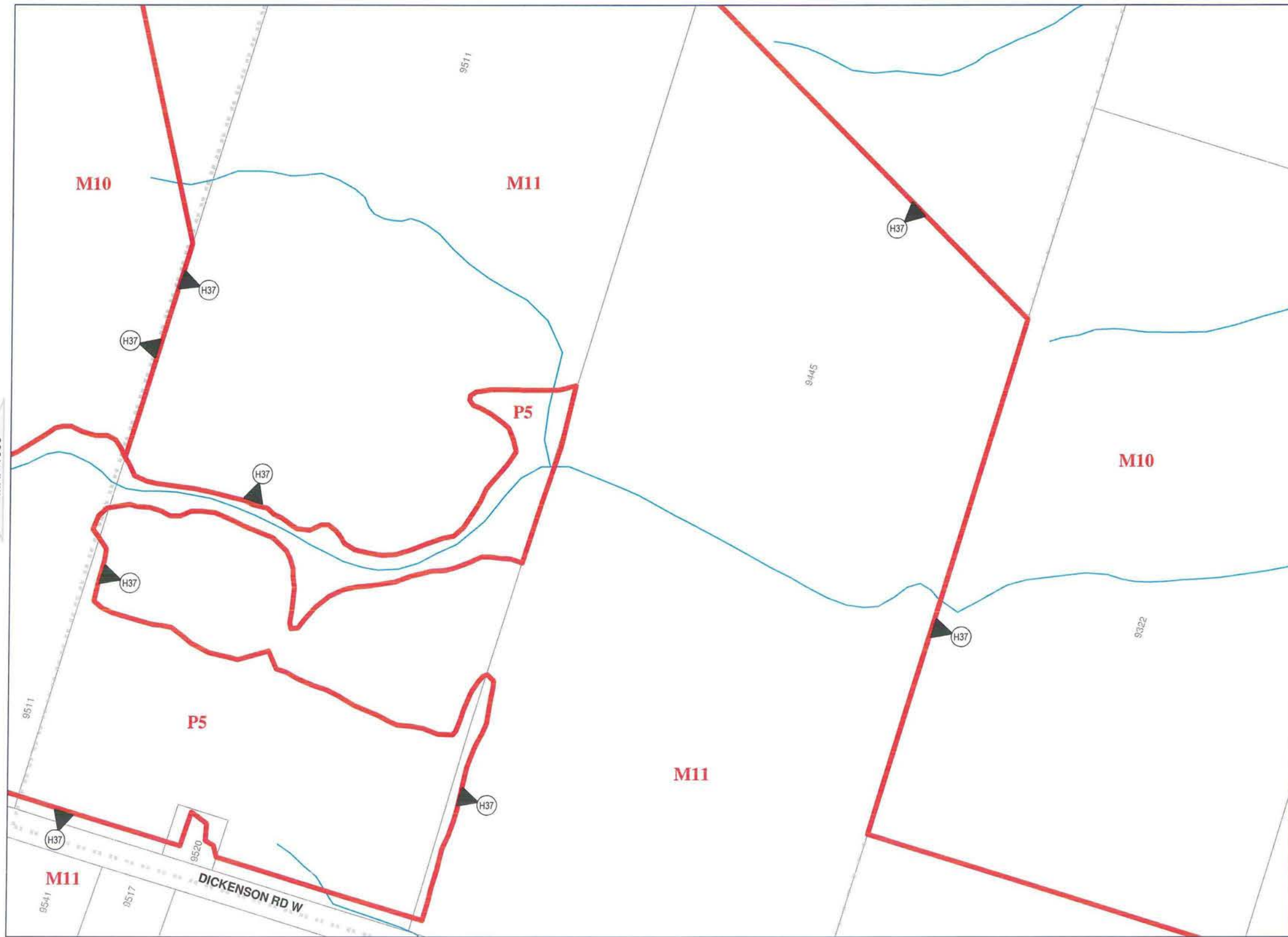
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1539 of Schedule 'A'



MAP 1492

MAP 1540

MAP 1584



Hamilton
City of Hamilton
Zoning By-Law

DRAFT

Map Reference Number	By-Law Number	Effective Date of By-Law

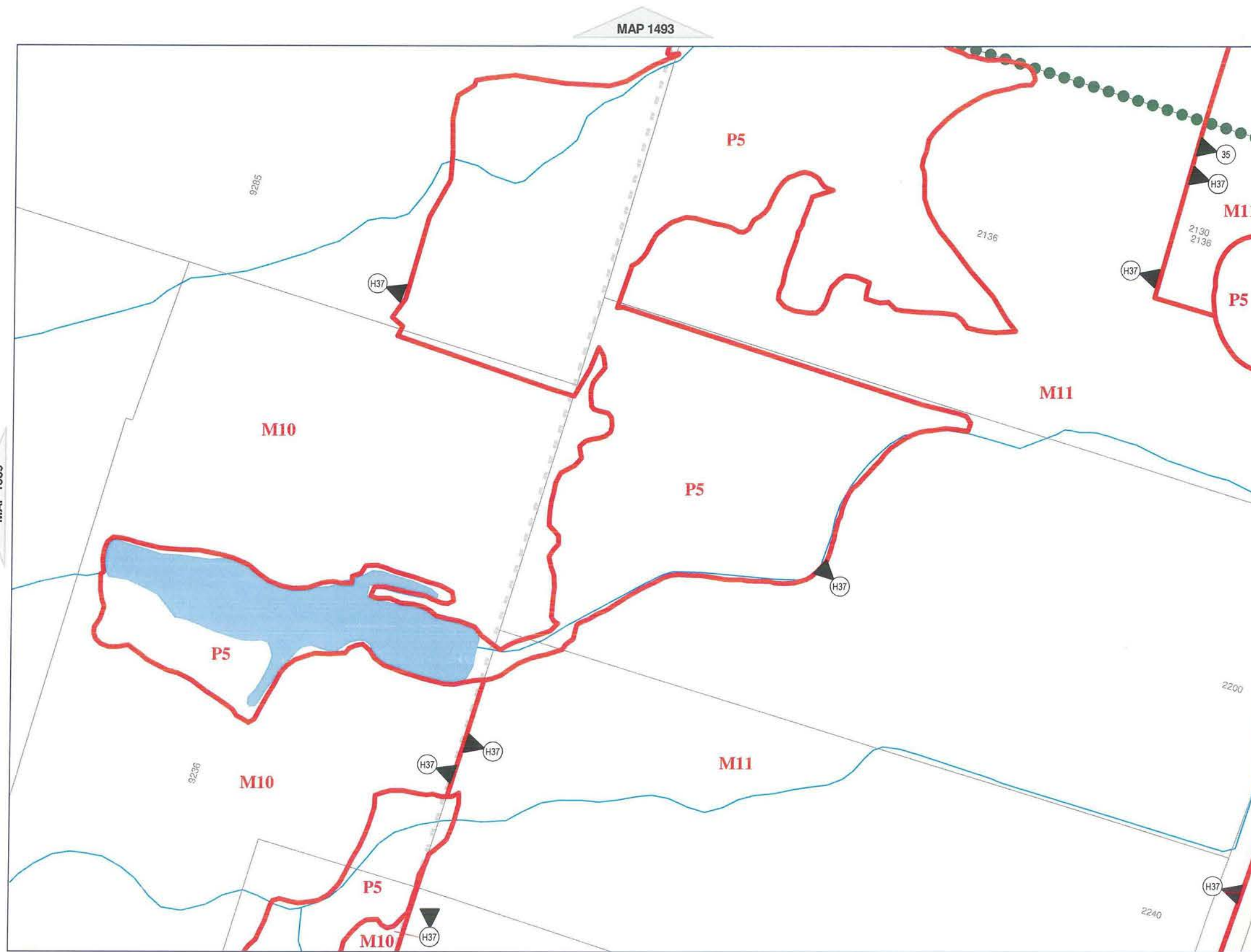
Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area
- OMB Order Withheld-PL09011A, PL110331, PL101300



SCALE 1 : 3,000

MAP 1540 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

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Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area
- OMB Order Withheld-
PL09011A, PL110331,
PL101300



MAP 1541 of Schedule 'A'















Hamilton
City of Hamilton
Zoning By-Law

DRAFT

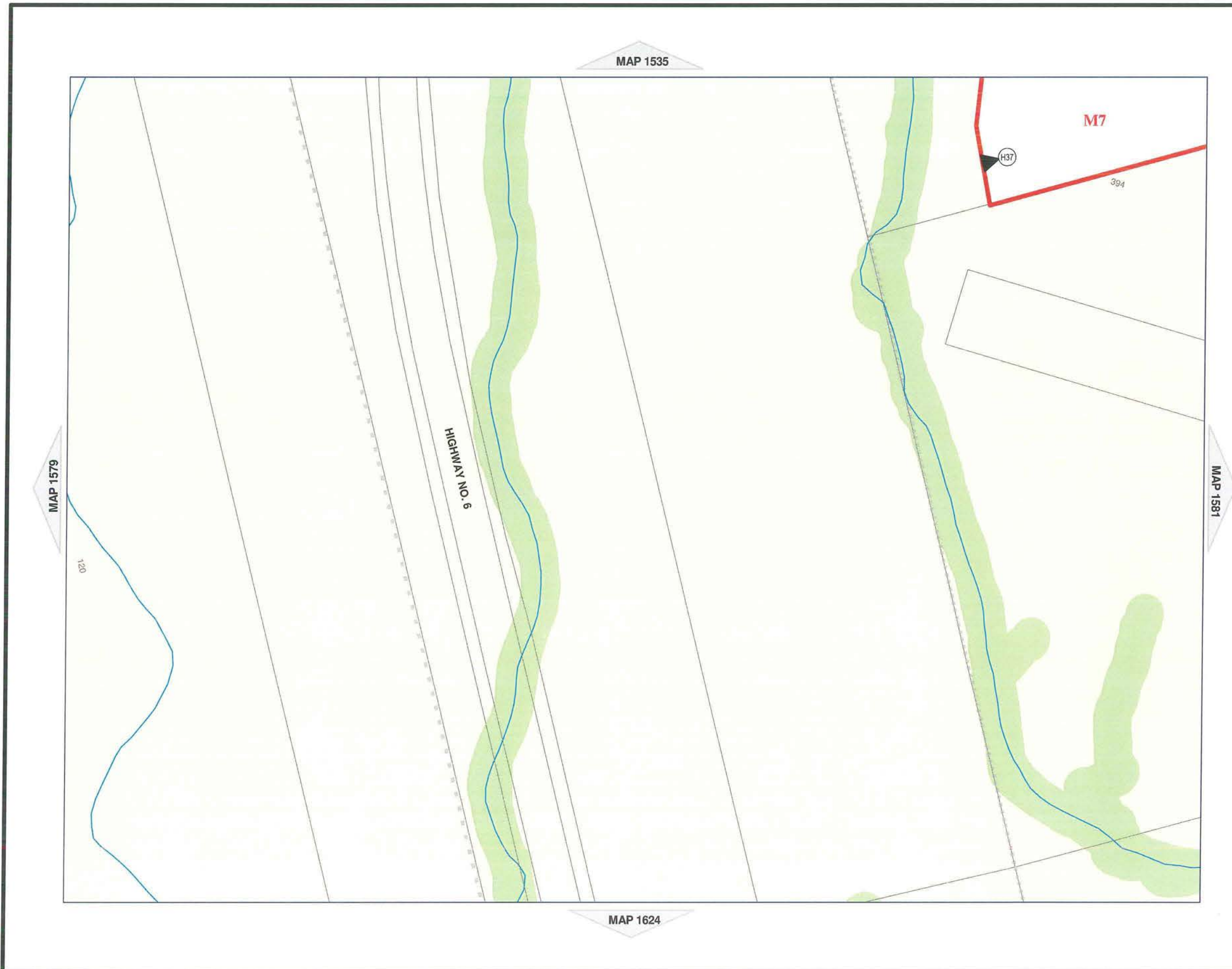
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

-  Zoning Boundary
-  RSA Boundary
-  Special Exception
-  Holding Provision
-  Temporary Use
-  Lots and Concessions
-  Rural Area
-  Urban Area
-  Stream
-  C.A. Regulated Area



MAP 1580 of Schedule 'A'















Hamilton
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Zoning By-Law

DRAFT

Map Reference Number	By-Law Number	Effective Date of By-Law

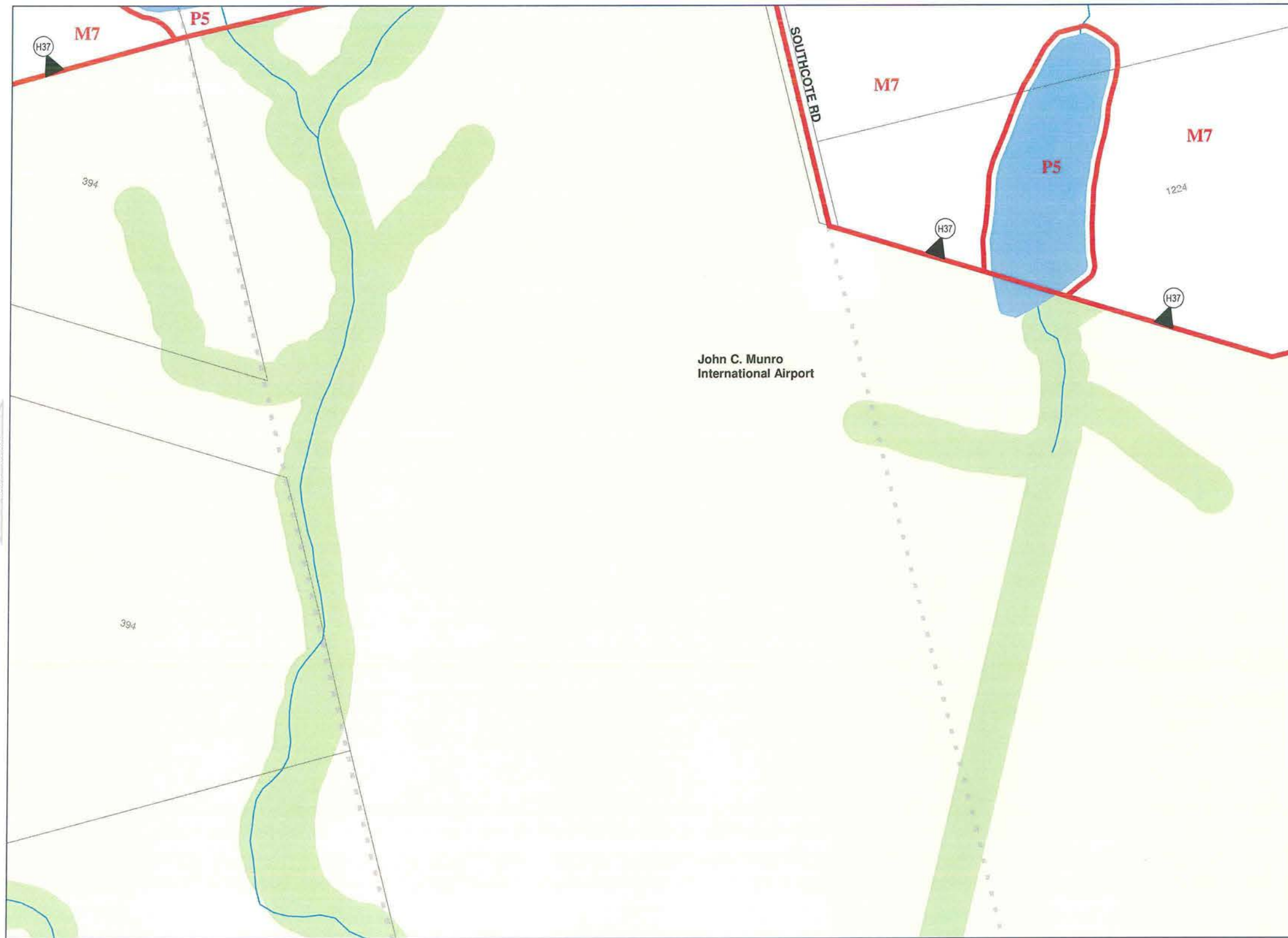
Legend

-  Zoning Boundary
-  RSA Boundary
-  Special Exception
-  Holding Provision
-  Temporary Use
-  Lots and Concessions
-  Rural Area
-  Urban Area
-  Stream
-  C.A. Regulated Area



NORTH
SCALE 1 : 3,000

MAP 1581 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

DRAFT

Map Reference Number	By-Law Number	Effective Date of By-Law

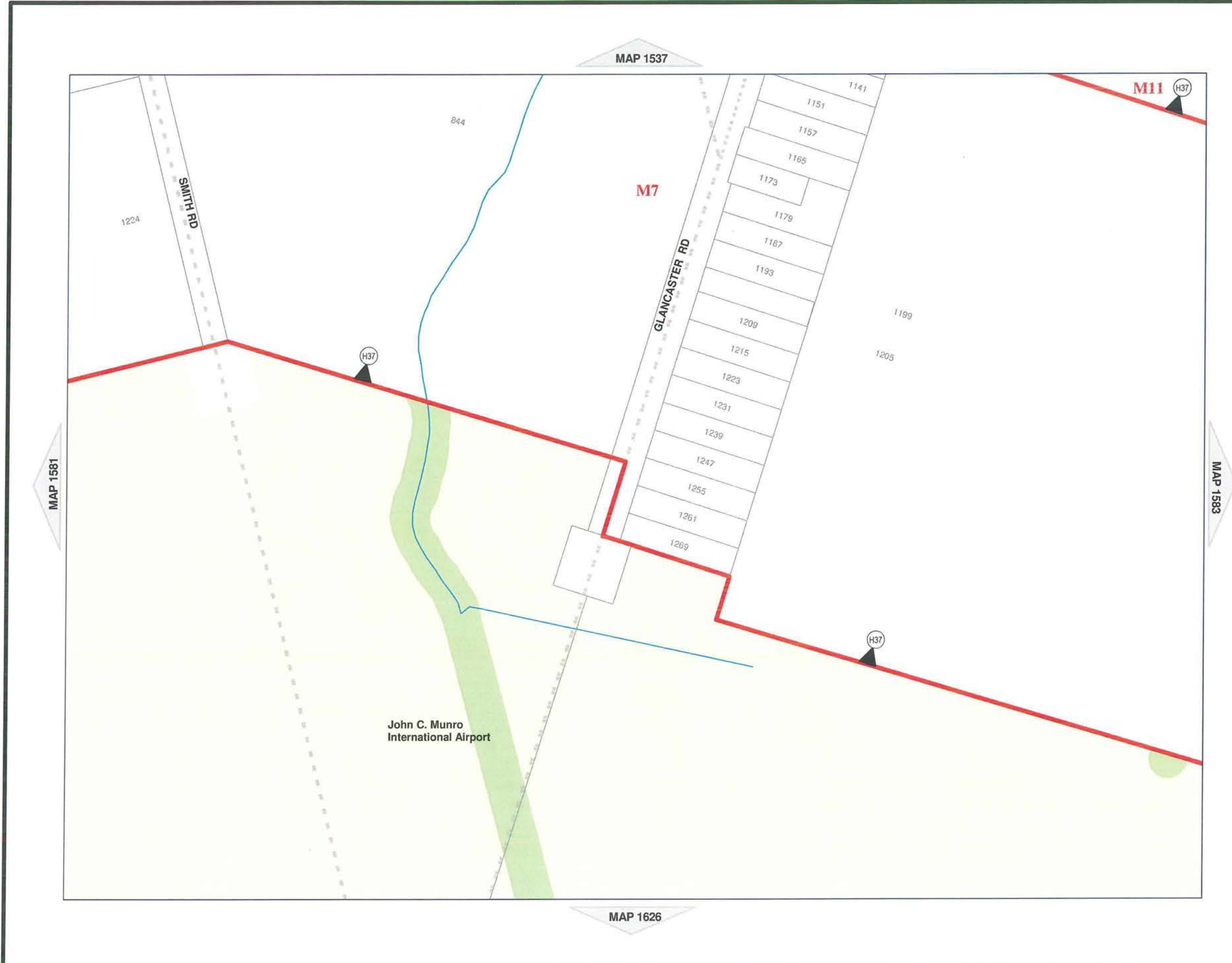
Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



NORTH
SCALE 1 : 3,000

MAP 1582 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

DRAFT

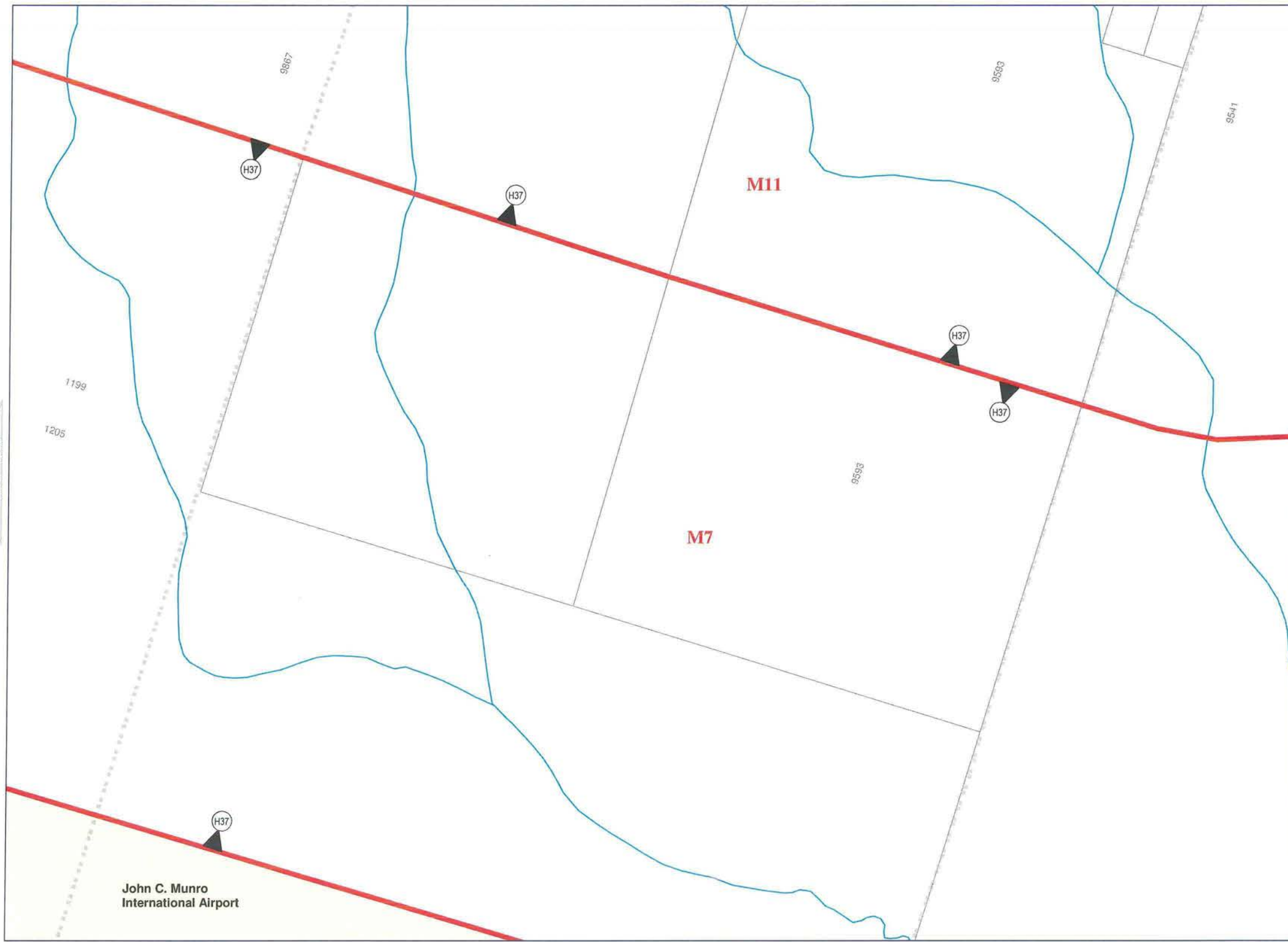
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1583 of Schedule 'A'















Hamilton
City of Hamilton
Zoning By-Law

DRAFT

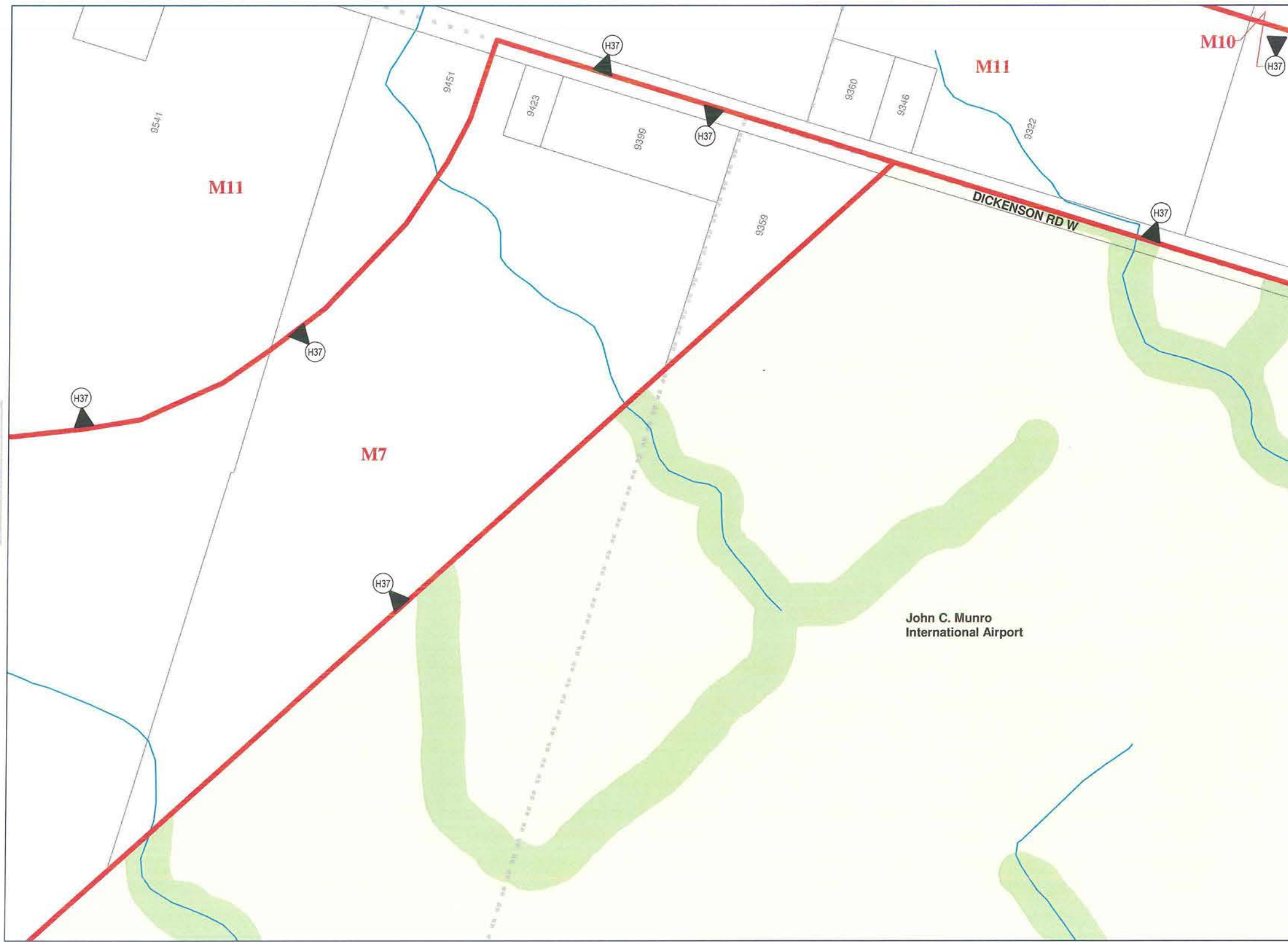
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

-  Zoning Boundary
-  RSA Boundary
-  Special Exception
-  Holding Provision
-  Temporary Use
-  Lots and Concessions
-  Rural Area
-  Urban Area
-  Stream
-  C.A. Regulated Area



MAP 1584 of Schedule 'A'















Hamilton
City of Hamilton
Zoning By-Law

DRAFT

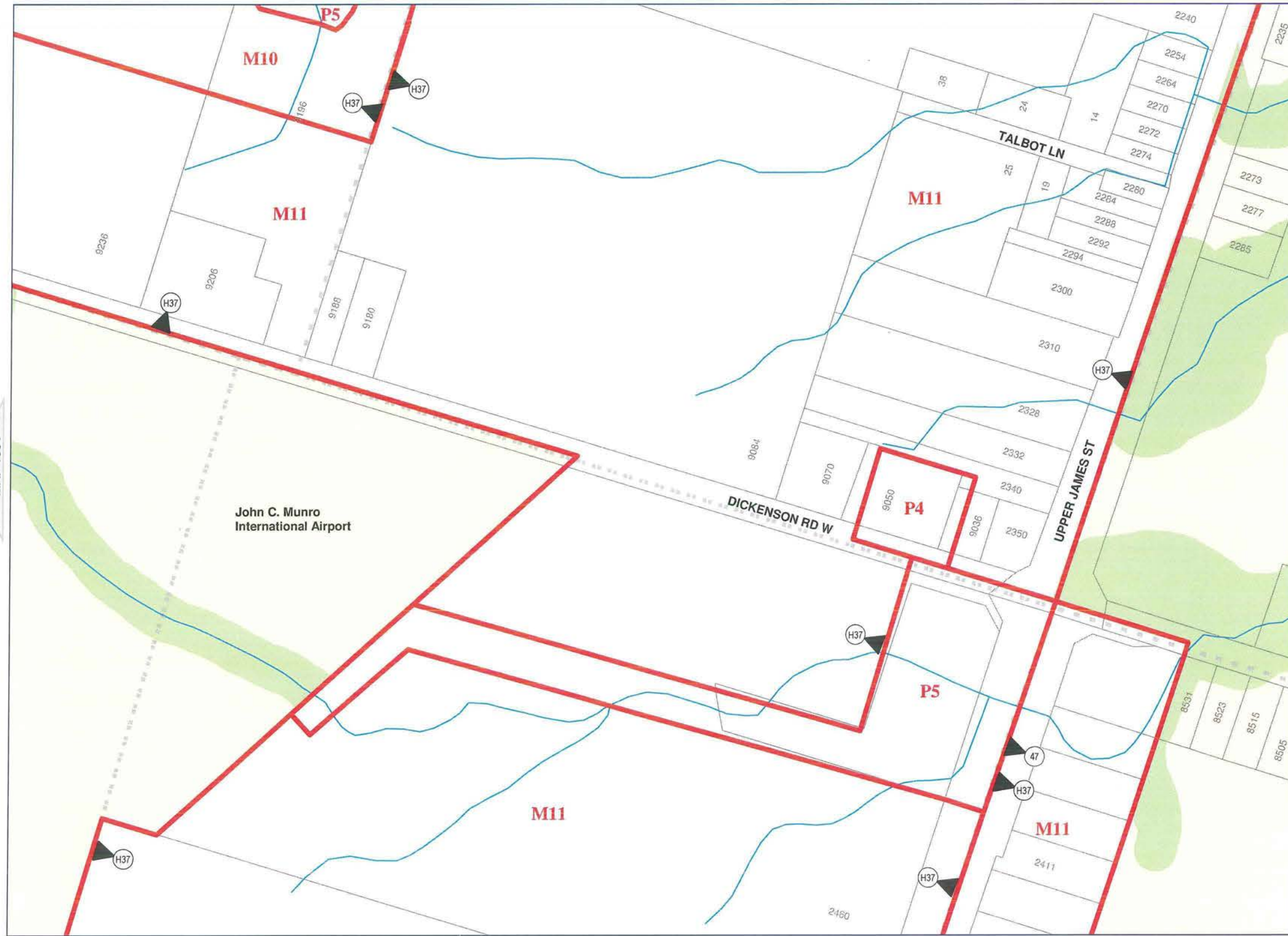
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

-  Zoning Boundary
-  RSA Boundary
-  Special Exception
-  Holding Provision
-  Temporary Use
-  Lots and Concessions
-  Rural Area
-  Urban Area
-  Stream
-  C.A. Regulated Area



MAP 1585 of Schedule 'A'



MAP 1540

MAP 1584

MAP 1586

MAP 1629













Hamilton
City of Hamilton
Zoning By-Law

DRAFT

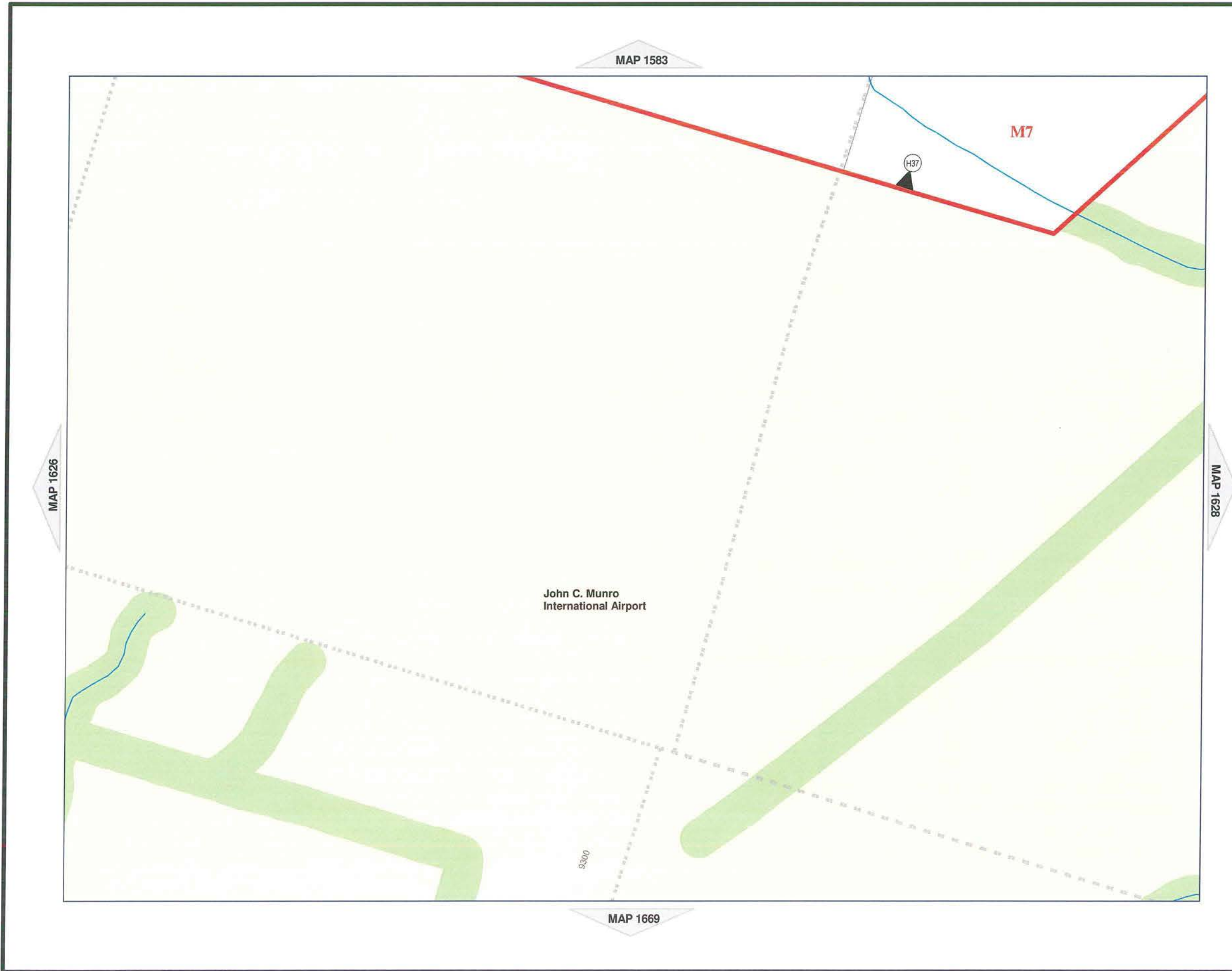
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

-  Zoning Boundary
-  RSA Boundary
-  Special Exception
-  Holding Provision
-  Temporary Use
-  Lots and Concessions
-  Rural Area
-  Urban Area
-  Stream
-  C.A. Regulated Area



MAP 1627 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

DRAFT

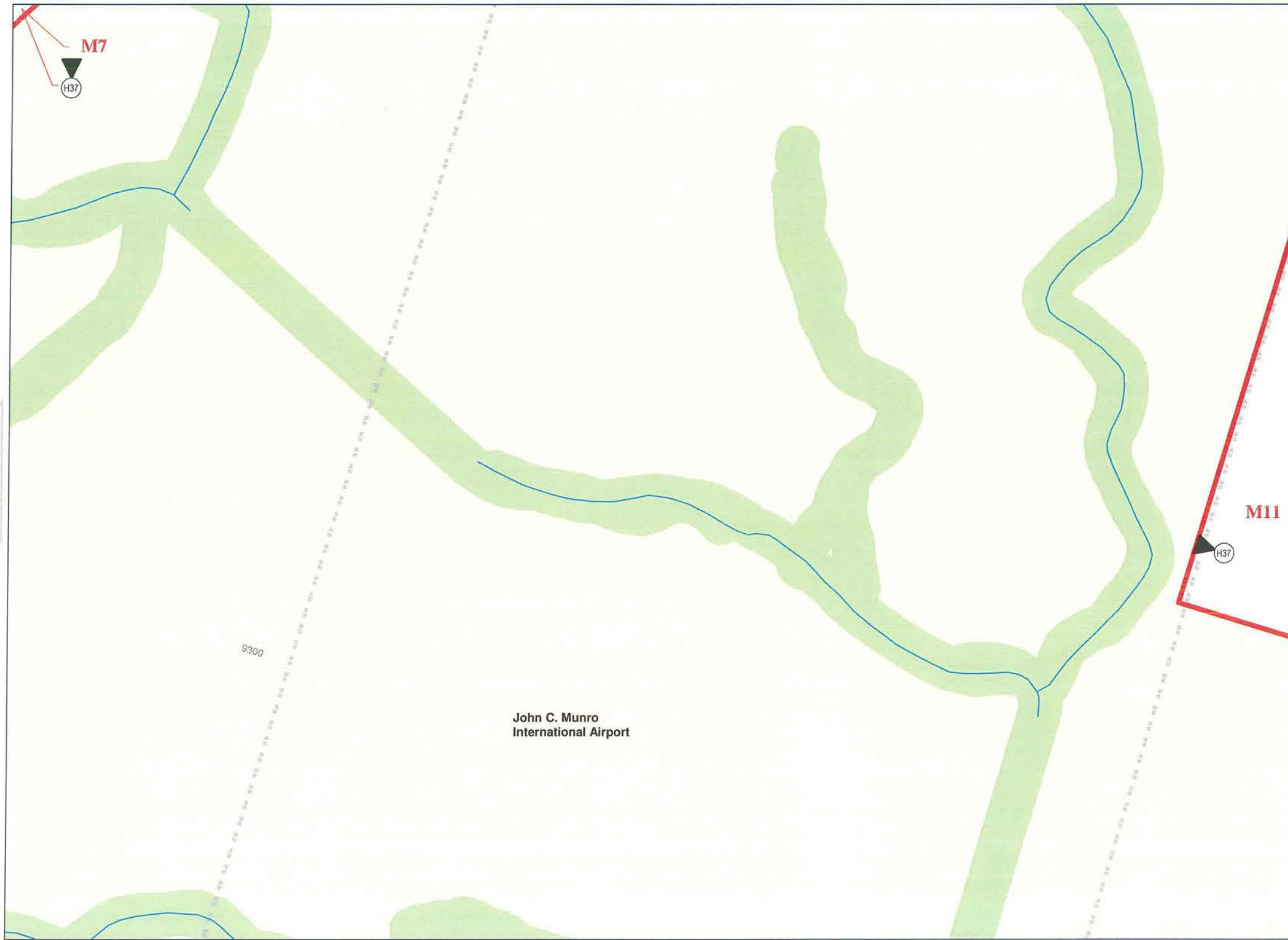
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1628 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

DRAFT

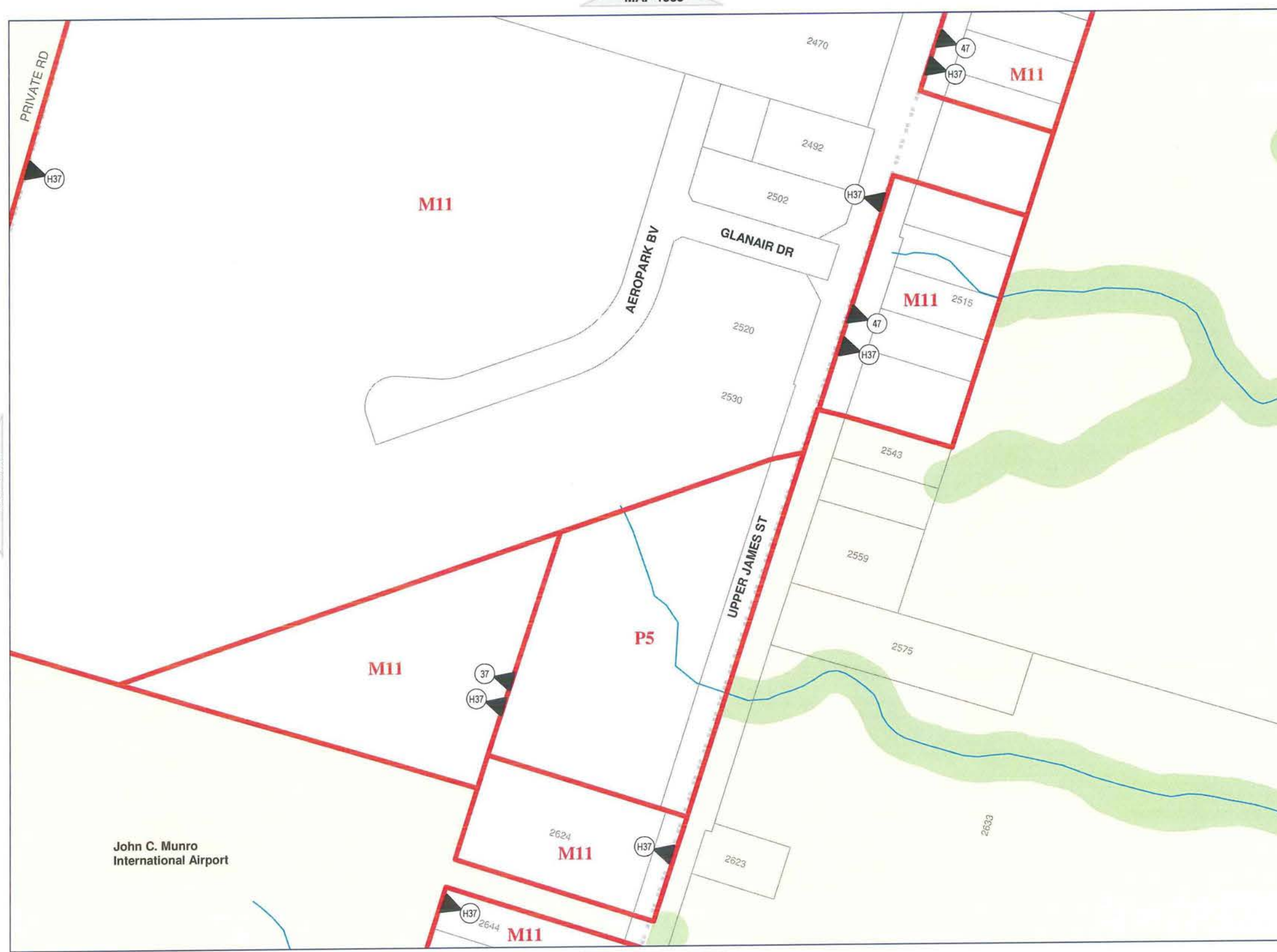
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1629 of Schedule 'A'















Hamilton
City of Hamilton
Zoning By-Law

DRAFT

Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

-  Zoning Boundary
-  RSA Boundary
-  Special Exception
-  Holding Provision
-  Temporary Use
-  Lots and Concessions
-  Rural Area
-  Urban Area
-  Stream
-  C.A. Regulated Area



MAP 1670 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

DRAFT

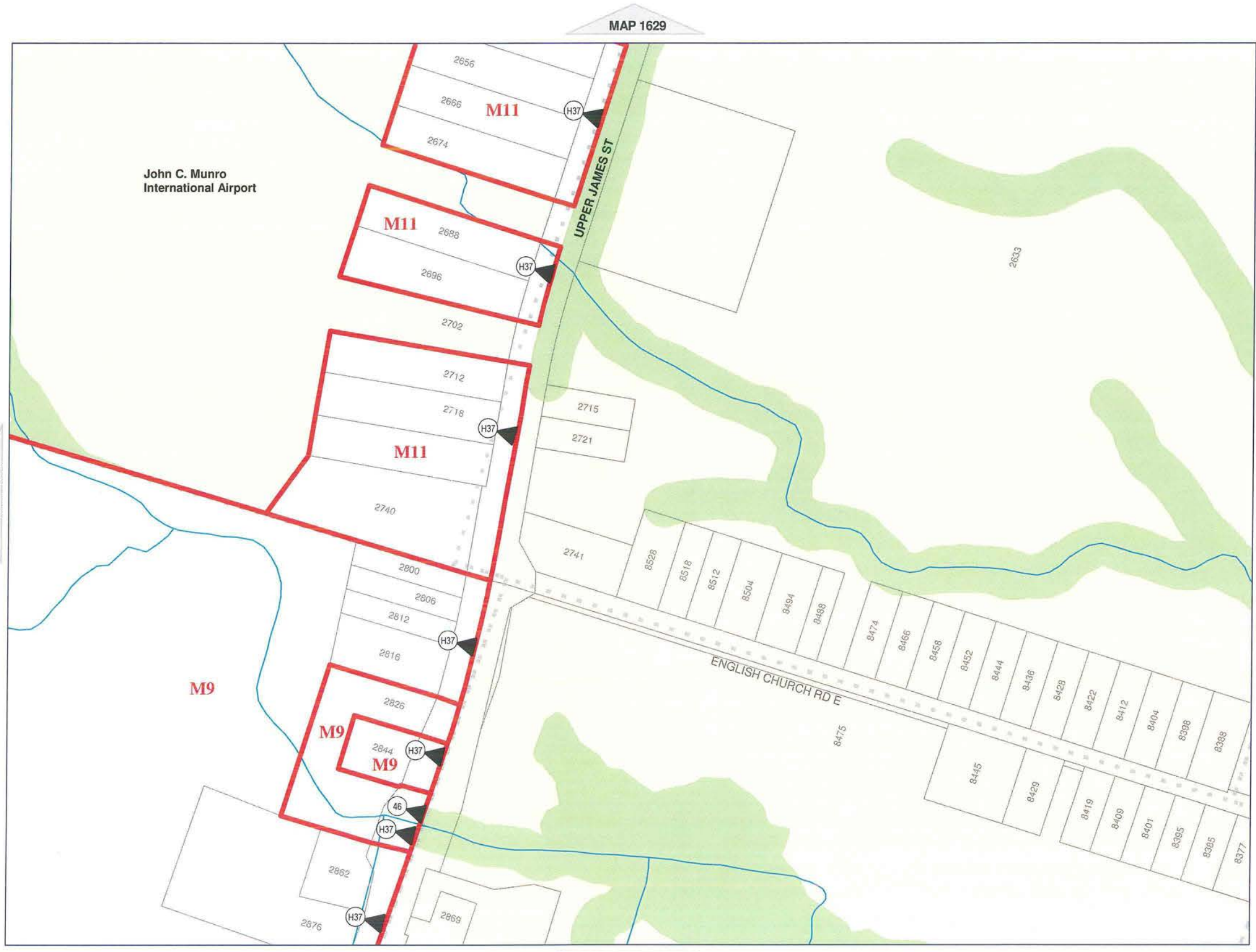
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1671 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

DRAFT

Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

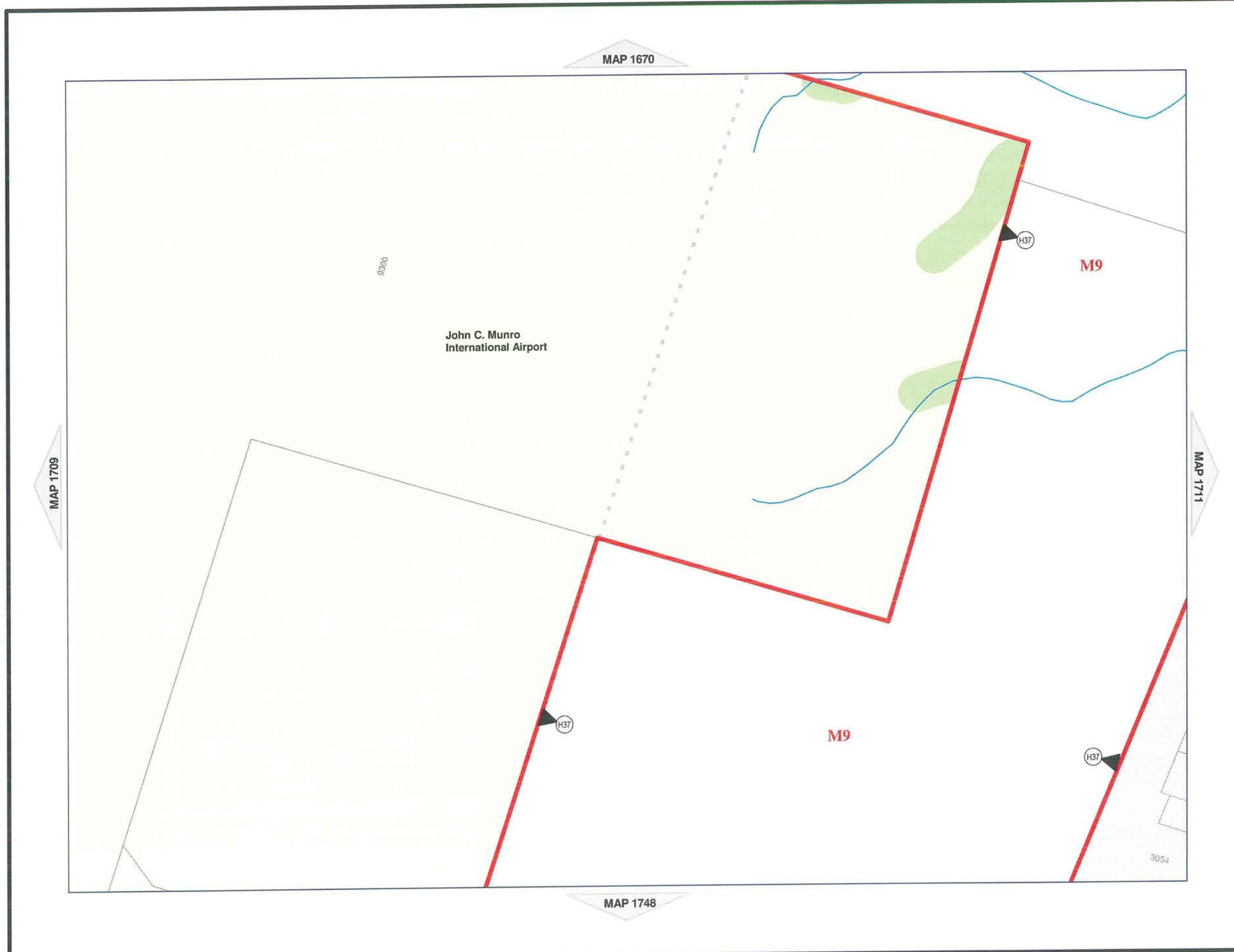
- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



NORTH
SCALE 1 : 3,000

MAP 1710 of Schedule 'A'

Plot Date 06/02/2015





Hamilton
City of Hamilton
Zoning By-Law

DRAFT

Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1711 of Schedule 'A'















Hamilton
City of Hamilton
Zoning By-Law

DRAFT

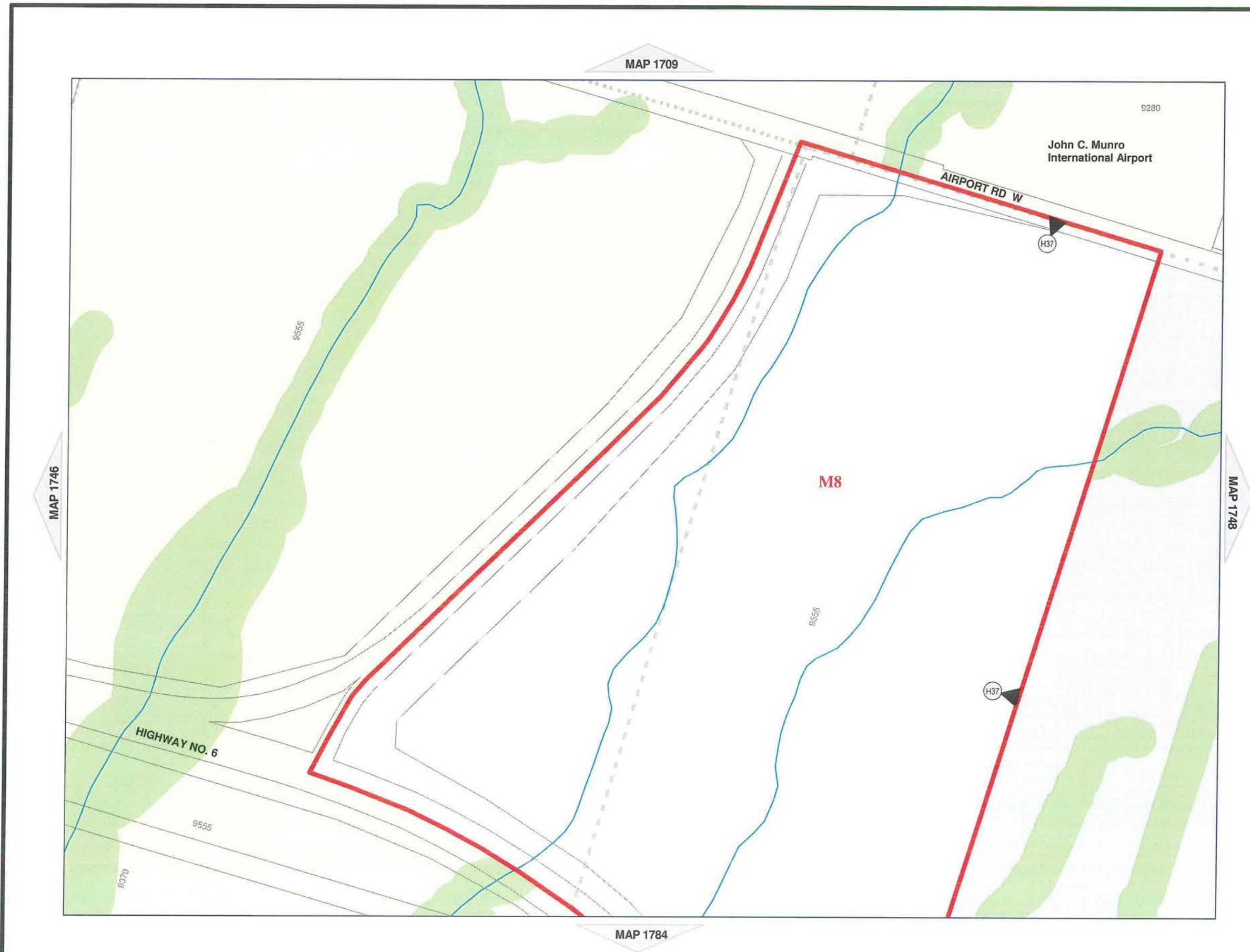
Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

-  Zoning Boundary
-  RSA Boundary
-  Special Exception
-  Holding Provision
-  Temporary Use
-  Lots and Concessions
-  Rural Area
-  Urban Area
-  Stream
-  C.A. Regulated Area



MAP 1747 of Schedule 'A'





Hamilton
City of Hamilton
Zoning By-Law

DRAFT

Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

- Zoning Boundary
- RSA Boundary
- Special Exception
- Holding Provision
- Temporary Use
- Lots and Concessions
- Rural Area
- Urban Area
- Stream
- C.A. Regulated Area



MAP 1748 of Schedule 'A'



MAP 1710

MAP 1785

MAP 1747

MAP 1749













Hamilton
City of Hamilton
Zoning By-Law

DRAFT

Map Reference Number	By-Law Number	Effective Date of By-Law

Legend

-  Zoning Boundary
-  RSA Boundary
-  Special Exception
-  Holding Provision
-  Temporary Use
-  Lots and Concessions
-  Rural Area
-  Urban Area
-  Stream
-  C.A. Regulated Area



SCALE 1 : 3,000

MAP 1784 of Schedule 'A'

