

Urban Hamilton Official Plan Policy Document

2.7 Employment Areas

Employment Areas are the primary employment generators in the City and the location of diverse areas of employment. These employment areas range from the historic, heavy industrial, and port employment areas to planned business parks.

2.7.1 Employment Areas are identified on Schedule E – Urban Structure.

Function

- 2.7.2 Employment Areas shall provide employment through a broad range of uses, including traditional industrial uses, research and *development* uses, and other uses. Uses which support the businesses and employees of the employment area shall be permitted. Major retail uses or residential uses shall not be permitted. The permitted uses shall be described in more detail in Section E.5.0 – Employment Area Designations.
- 2.7.3 Employment Areas shall provide for a diverse range of employment opportunities in proximity to the City’s major infrastructure including the Port, the Airport, and the highway and transit network. It is important to provide a range of opportunities in order to meet the varying locational and market requirements for businesses including regionally significant industries.
- 2.7.4 To meet the long-term market demands and locational requirements of the various industrial sectors, existing Employment Areas shall be retained.
- 2.7.6 Employment Areas shall be planned and designed to be easily accessible by a range of transportation modes including the automobile, transit, and *active transportation*.
- 2.7.7 Employment Areas shall be planned and designed to maximize access to goods movement corridors and the efficiency of goods movement within the Employment Areas. Goods movement includes maximizing access to the highway network, the port, and the airport.
- 2.7.8 Employment Areas shall be designed to improve the aesthetics from the public realm. Lands facing the QEW and service roads and at intersections of the QEW shall be designed such that the placement of buildings, accesses, and landscaping enhance the entrances and image of the City.

6.4.2 Objectives

- 6.4.2.1 The following objectives constitute the fundamental guidelines which shall direct the development of the West Hamilton Innovation District to:
- a) Encourage the *redevelopment* of brownfield lands to a prestige research district comprised mainly of uses related to research, science and technology which are remediated to a high standard to ensure public health and safety.
 - b) Encourage the development of the McMaster Innovation Park generally identified on Map B.6.4-2 - West Hamilton Innovation District – Design Elements, as an integrated and comprehensive research community and employment area in a campus-like setting.
 - c) Support and recognize the benefits of partnerships between McMaster University, various levels of government and the business community in the creation of synergies and economic development opportunities in the development of the Innovation District.
 - d) Enhance linkages and connections between West Hamilton Innovation District and McMaster University, the adjacent residential neighbourhoods and the Hamilton Trail System.
 - e) Recognize and encourage the transition of existing uses to research, science and technology uses over time.
 - f) Promote *compatible development* adjacent to existing residential uses.
 - g) Recognize the continued importance of the Canadian Pacific Railway to existing and future uses within the West Hamilton Innovation District as a provider of the regional transportation of goods and materials.
 - h) Promote supportive commercial, education and residential activities to serve the needs of the Innovation District.
 - i) Foster the economic growth of biosciences, advanced manufacturing and other research sectors consistent with the City’s Economic Development Strategy.

Research District Designation

6.4.3.3 I In addition to Section E.5.4 – Employment Area - Business Park Designation, lands designated Research District on Map B.6.4-1 - West Hamilton Innovation District - Land Use Plan, shall be oriented to activities associated with the research and development sector. The following uses shall be permitted:

- a) research, science and innovation facilities and knowledge intensive uses;
- b) computer, electronic, data processing and printing establishments;
- c) offices;
- d) pharmaceutical and medical industries;
- e) hotel and conference facilities;
- f) limited manufacturing and warehousing *accessory* to the uses described in a) through d), above;
- g) railway uses requiring direct railway access located immediately adjacent to railway lines; and,
- h) limited supportive commercial uses to serve the needs of the employment community.

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).

8.2.6 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.

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.

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.

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.