



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	May 30, 2023
SUBJECT/REPORT NO:	Application for Approval of a Draft Plan of Subdivision for Lands Located at 9236 and 9322 Dickenson Road West, Glanbrook (PED23111) (Ward 11)
WARD(S) AFFECTED:	Ward 11
PREPARED BY:	Aminu Bello (905) 546-2424 Ext. 5264
SUBMITTED BY:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

That **Draft Plan of Subdivision Application 25T-202002, by WEBB Planning Consultants Inc. (c/o James Webb), on behalf of GreyCan 11 Properties Limited Partnership by its General Partner GreyCan 11 Properties Inc., and North Hamilton Airport Lands Limited Partnership by its General Partner 11693387 Canada Inc., Owners**, on lands located at 9236 and 9322 Dickenson Road West (Glanbrook), as shown on Appendix “A” attached to Report PED23111, be **APPROVED**, subject to the following:

- (a) That this approval apply to the Draft Plan of Subdivision application 25T-202002 certified by Odan-Detech Consulting Engineers dated April 14, 2023, consisting of one block for industrial development (Block 1), one block for future development (Block 2), a Vegetation Protection Zone block (Block 3), a block for a right-of-way dedication (Block 4), a block for a temporary cul-de-sac (Block 5), and a public road (Street “A”) attached as Appendix “B” to Report PED23111;
- (b) That the Owner enter into a Standard Form Subdivision Agreement as approved by City Council and with the Special Conditions attached as Appendix “C” to Report PED23111;

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

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- (c) That payment of Cash-in-Lieu of Parkland will be required, pursuant to Section 51 of the *Planning Act*, prior to the issuance of each building permit. The calculation for the Cash-in-Lieu payment shall be based on the value of the lands on the day prior to the issuance of each building permit, all in accordance with the Financial Policies for Development and the City's Parkland Dedication By-law, as approved by Council;
- (d) Acknowledgement by the City of Hamilton of its responsibility for cost sharing with respect to this development shall be in accordance with the City's Financial Policies and will be determined at the time of development.

EXECUTIVE SUMMARY

The Applicant has submitted a Draft Plan of Subdivision application in order to create one block for industrial development, one block for future development, a Vegetation Protection Zone (VPZ) block, one block for a road right of way dedication (Dickenson Road West) and one block for a temporary cul-de-sac. A new municipal road (Street 'A') is proposed that is planned to provide access to the industrial block from Dickenson Road West.

The subject property is approximately 37.3 hectares and is located west of Upper James Street and north of the John C. Munro Hamilton International Airport (see Appendix "A" attached to Report PED23111). The site is proposed to be developed as an eco-industrial park as part of the Airport Employment Growth District (AEGD).

The proposal is intended to be developed in accordance with the existing Airport Light Industrial (M10, H37) Zone and Airport Prestige Business (M11, H37) Zone in Hamilton Zoning By-law No. 05-200. Holding Provision H37 applies to the subject property and only allows for site alterations on the subject lands and prohibits any building or structure to be built until time that the lands have access to adequate municipal servicing and transportation infrastructure in accordance with the master plans for the Airport Employment Growth District, to the satisfaction of the City. The Holding Provision must be lifted prior to issuance of a Building Permit.

The proposal has merit and can be supported as it is consistent with the PPS (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended), and complies with the general intent of the Urban Hamilton Official Plan (UHOP) and the AEGD Secondary Plan.

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Alternatives for Consideration – See Page 27

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A
 Staffing: N/A

Legal: Bill 23 amended the *Planning Act* to remove the mandatory requirement for a public meeting to consider a proposed Draft Plan of Subdivision. However, notice of the non-statutory Public Meeting was given to all property owners within 120 metres of the subject lands.

HISTORICAL BACKGROUND

Application Details	
Owners:	GreyCan 11 Properties Limited Partnership by its General Partner GreyCan 11 Properties Inc.; and, North Hamilton Airport Lands Limited Partnership by its General Partner 11693387 Canada Inc.
Applicant/Agent:	WEBB Planning Consultants Inc. (c/o James Webb)
File Number:	25T-202002
Type of Application:	Draft Plan of Subdivision
Proposal:	The Draft Plan of Subdivision proposes to create: <ul style="list-style-type: none"> • One block for industrial development (Block 1); • One block for future development (Block 2) • A Vegetation Protection Zone block (Block 3); • One block for a road right-of-way dedication (Block 4); • One block for temporary cul-de-sac (Block 5); and, • A public roadway (Street “A”) as shown on the Draft Plan of Subdivision attached as Appendix “B” to Report PED23111.
Property Details	
Municipal Address:	9236 and 9322 Dickenson Road West
Lot Area:	±37.3 ha
Servicing:	Municipal services are required to be extended for the proposed development.

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Property Details	
Existing Use:	Single detached dwelling, agriculture, woodlot, Provincially Significant Wetland (Upper Twenty Mile Creek) and watercourses.
Documents	
Provincial Policy Statement (PPS):	The proposal is consistent with the PPS (2020).
A Place to Grow:	The proposal conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended).
Official Plan Existing:	“Employment Areas” on Schedule E – Urban Structure and “Airport Employment Growth District” and “Open Space” on Schedule E-1 – Urban Land Use Designations.
Secondary Plan Existing:	“Airport Light Industrial”, “Airport Prestige Business”, and “Natural Open Space” Designations in the Airport Employment Growth District Secondary Plan.
Zoning Existing:	Airport Light Industrial (M10, H37) Zone; and, Airport Prestige Business (M11, H37) Zone
Processing Details	
Received:	March 13, 2020
Deemed Complete:	April 9, 2020
Notice of Complete Application:	Sent to 14 property owners within 120 m of the subject lands on April 24, 2020.
Public Notice Sign:	Posted May 1, 2020 and updated with Public Meeting date May 3, 2023.
Notice of Public Meeting:	Sent to 14 property owners within 120 m of the subject lands on May 12, 2023.
Public Comments:	Three emails from the public requesting to be notified of all Public Meetings and decision notices.
Revised Submissions Received:	<ul style="list-style-type: none"> • August 3, 2021; • December 24, 2021; • September 30, 2022; • November 15, 2022; and, • December 13, 2022.
Processing Time:	1,173 days from receipt of initial application and, 168 days from receipt of final revised submission.

Site Plan Control Application DA-21-083

Site Plan Control application DA-21-083 received conditional approval on February 9, 2023 for the development of an industrial warehouse building containing 40,419 square metres of Gross Floor Area inclusive of 2,050 square metres of office space. The conditionally approved Site Plan is required to satisfy all conditions applicable to Block 1 (Phase 1) of Draft Plan of Subdivision 25T-202002 to the satisfaction of the City's Director of Development Engineering Approvals.

Existing Land Use and Zoning

	Existing Land Use	Existing Zoning
Subject Lands:	Single Detached Dwelling, Agriculture, Woodlot and Provincially Significant Wetland (Upper Twenty Mile Creek)	Airport Light Industrial (M10, H37) Zone, Airport Prestige Business (M11, H37) Zone, and Conservation / Hazard Land (P5) Zone

Surrounding Land Uses:

North	Agriculture and Woodlot	Airport Light Industrial (M10, H37) Zone and Conservation / Hazard Land (P5) Zone
South	Hamilton International Airport, Agriculture and Single Detached Dwelling	Airport (U1) Zone and Airside Industrial (M7, H37) Zone
East	Agriculture, Public Transportation Depot, Industrial (Landscape Contractor), Woodlot, Provincially Significant Wetland (Upper Twenty Mile Creek), and Single Detached Dwelling	Airport Light Industrial (M10, H37) Zone, Airport Prestige Business (M11, H37) Zone and Conservation / Hazard Land (P5) Zone.
West	Agriculture and Regulated Watercourse	Airport Light Industrial (M10, H37) Zone and Airport Prestige Business (M11, H37) Zone

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Provincial Policy Framework

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement PPS (2020). The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the PPS (2020).

The mechanism for the implementation of the Provincial plans and policies is through the Official Plan. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of the City of Hamilton Official Plans, the City of Hamilton has established the local policy framework for the implementation of the Provincial planning policy framework. Matters of provincial interest (e.g. efficiency of land use) are reviewed and discussed in the Official Plan analysis that follows.

As the application for a Draft Plan of Subdivision complies with the Official Plan, it is staff's opinion that the application is:

- Consistent with Section 3 of the *Planning Act*;
- Consistent with the Provincial Policy Statement (PPS, 2020); and,
- Conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended).

Urban Hamilton Official Plan (UHOP) and Airport Employment Growth District Secondary Plan

The subject lands are identified as "Employment Areas" on Schedule E – Urban Structure and designated "Airport Employment Growth District" and "Open Space" on Schedule E-1 – Urban Land Use Designations. The subject lands are further designated as "Airport Prestige Business", "Airport Light Industrial" and "Natural Open Space" on Land Use Plan Map B.8-1 of the Airport Employment Growth District Secondary Plan.

The following policies, amongst others, apply to the proposal.

Cultural Heritage

"Volume 1

B.3.4.2.1 The City of Hamilton shall, in partnership with others where appropriate:

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

Volume 2

- B.8.13.4 Prior to approval of development applications, a Stage 2 archaeological assessment shall be completed to the satisfaction of the City.
- B.8.13.5 Until such time as the Stage 2 archaeological assessment and any subsequent required archaeological assessment, has been cleared by the City, no grading or other disturbance shall take place on any site within the Airport Employment Growth District.”

The subject property meets four of the ten criteria used by the City of Hamilton and Ministry of Heritage, Sport, Tourism and Culture Industries for determining archaeological potential:

- 1) Within 300 metres of a primary watercourse or permanent waterbody, 200 metres of a secondary watercourse or seasonal waterbody, or 300 metres of a prehistoric watercourse or permanent waterbody;
- 2) Local knowledge associated areas with historic events/activities/occupations;
- 3) In areas of pioneer EuroCanadian settlement; and,
- 4) Along historic transportation routes.

These criteria define the property as having archaeological potential. Stage 1 and 2 Archaeological Assessments (P344-0295-2019) for the subject property were submitted to the City and the Ministry of Heritage, Sport, Tourism and Culture Industries. The Province signed off on the reports for compliance with licensing requirements in a letter dated July 30, 2019. Staff are of the opinion that municipal interest in archaeology are satisfied for the subject lands.

A Documentation and Salvage Report was completed by Megan Hobson dated March 27, 2020. This report identified salvageable building materials (i.e. exterior wood cladding, wood plank doors, framing timbers, etc.) in the remaining farmhouse located at 9263 Dickenson Road West. 9263 Dickenson Road West is an inventoried property in the City’s Inventory of Heritage Properties. Condition No. 43 of Appendix “C” attached to Report PED23111 requires that the Owner provide documentation of any salvaged materials and reuse, where feasible.

Natural Heritage System

- “C.2.3.3 The natural features and ecological functions of Core Areas shall be protected and where possible and deemed feasible to the satisfaction of the City enhanced. To accomplish this protection and enhancement, vegetation removal and encroachment into Core Areas shall generally not be permitted, and appropriate vegetation protection zones shall be applied to all Core Areas.
- C.2.5.4 New development and site alteration shall not be permitted within significant woodlands, significant valleylands, significant wildlife habitat and significant areas of natural and scientific interest unless it has been demonstrated that there shall be no negative impacts on the natural features or on their ecological functions.
- C.2.5.9 An Environmental Impact Statement shall propose a vegetation protection zone which:
- a) Has sufficient width to protect the Core Area and its ecological functions from impacts of the proposed land use or site alteration occurring during and after construction, and where possible and deemed feasible to the satisfaction of the City, restores or enhances the Core Area and/or its ecological functions; and,
 - b) Is established to achieve and be maintained as natural self-sustaining vegetation.
- C.2.5.10 Where vegetation protection zone widths have not been specified by watershed and sub-watershed plans, secondary, Environmental assessments and other studies, the following vegetation protection zone widths shall be evaluated and addressed by Environmental Impact Statements. Other agencies, such as Conservation Authorities, may have different vegetation protection zone requirements.
- a) Provincially Significant Wetlands – 30-metre vegetation protection zone, measured from the boundary of the wetland, as approved by the Conservation Authority or Ministry of Natural Resources;
 - b) Unevaluated wetlands – Unevaluated wetlands and locally significant wetlands require a 15 metre vegetation protection zone, measured from the boundary of the wetland, as approved by the Conservation Authority or Ministry of Natural Resources, unless an

Environmental Impact Statement recommends a more appropriate vegetation protection zone;

- c) Woodlands – 10-metre vegetation protection zone, measured from the edge (drip line) of the woodland; and,
- d) Significant woodlands – 15-metre vegetation protection zone, measured from the edge (drip line) of the significant woodland.

C.2.5.11 Vegetation protection zone widths greater or less than those specified in a) to i) above may be required if ecological features and functions warrant it, as determined through an approved Environmental Impact Statement. Widths shall be determined on a site-specific basis, by considering factors such as the sensitivity of the habitat, the potential impacts of the proposed land use, the intended function of the vegetation protection zone, and the physiography of the site.

C.2.7.2 The boundaries of *Core Areas* and *Linkages*, shown on Schedule B - Natural Heritage System, are general in nature. Minor refinements to such boundaries may occur through Environmental Impact Statements, *watershed* studies or other appropriate studies accepted by the City without an amendment to this Plan. Major changes to boundaries, the removal or addition of *Core Areas* and *Linkages* identified on Schedule B - Natural Heritage System and Schedules B-1-8 – Detailed Natural Heritage Features require an amendment to this Plan.

C.2.7.3 The City shall require the incorporation of Linkages into a design of new development requiring approval by this Plan to retain and enhance the cultural, aesthetic, and environmental qualities of the landscape, wherever possible and deemed feasible to the satisfaction of the City.

C.2.11.1 The City recognizes the importance of trees and woodlands to the health and quality of life in our community. The City shall encourage sustainable forestry practices and the protection and restoration of trees and forests.”

Schedule B – Natural Heritage System of the UHOP identifies Linkages, Key Hydrologic Features and Core Areas within the subject lands. Detailed features are identified in Schedules B-4 – Detailed Natural Heritage Features Key Natural Heritage Feature and Key Hydrologic Feature Wetlands and B-8 – Detailed Natural Heritage Features Key Hydrologic Feature Streams and are further refined on Map B.8-2 of the Airport Employment Growth District Secondary Plan.

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It is the intent of the UHOP that Core Areas and Linkages are protected, preserved, and enhanced in accordance with UHOP policies C.2.3 and C.2.7. The AEGD Secondary Plan also supports a “design with nature” approach with respect to protecting streams, mature trees, wetlands, significant habitat, and integrating topography into the grading plans and servicing plans.

A revised Environment Impact Study (EIS) prepared by Dougan and Associates dated December 12, 2022 was submitted in support of this Draft Plan of Subdivision. The revised EIS applied a comprehensive approach that inventoried all Core Areas within 9236 and 9322 Dickenson Road West in their entirety. Staff note that the intent is to implement mitigation measure for Core Areas within Block 1, Street “A” and right-of-way Block 4, as shown Appendix “B” attached to Report PED23111 but includes the balance of the subject lands (Block 2). As the specific development details of Block 2 in terms of building location, location of parking areas or outdoor storage, etc, are not known at this time, a separate EIS and/or an addendum will be required for any future development proposed within Block 2. (i.e. at site plan stage)

Natural Heritage staff and Niagara Peninsula Conservation Authority (NPCA) staff are satisfied with the revised EIS for Block 1 subject to implementation of several mitigation measures on the identified Core Areas such as the Provincially Significance Wetland (Upper Twenty Mile Creek Wetland), watercourses, significant woodlands, cultural woodlands and wildlife habitats. Mitigation measures have been recommended under the revised EIS for Block 1 that include, but not limited to, a Tree Protection Plan, Native Species Transplant Plan, Invasive Species Management Plan, Habitat Enhancement Restoration Plan and Monitoring Plan required through Conditions Nos. 35 to 42 as shown on Appendix “C” attached to Report PED23111. A separate EIS and/or an addendum will be required for any future development within Block 2, and at that time additional mitigation measures to Core Areas will be required.

The revised EIS states the existing linkage features will not be impacted by the proposed development of Block 1, which comprises of a linear hedgerow along the north property limits and a 1.39 hectare deciduous forest located at the south westerly portion of the subject lands. Staff are satisfied the intent of the UHOP is met.

The proposal intends to incorporate appropriate development setbacks into the site design through the use of a 30 metre wide Vegetation Protection Zone (VPZ) from the Provincially Significant Wetlands to protect features and their functions from the impacts of the proposed change and associated with pre-construction and post-construction activities. In accordance with UHOP policy B.2.5.10, Block 2 is planned to contain a variable VPZ of 10 to 15 metres wide from the limits of the Significant Woodlands and will be addressed in further detail under the scope of a future development application for Block 2.

The proposal plans to implement a 0.06 hectare VPZ, shown as Block 3 on Appendix “B” attached to Report PED23111. The balance of the Provincially Significant Wetlands within the subject lands will be protected with a 30 metre wide VPZ in addition to the provision of the Conservation/Hazard Land (P5) Zone. Condition Nos. 38 and 39 of Appendix “B” attached to Report PED23111 requires that any grade changes must be accommodated outside of the VPZ and implementation of a Vegetation Protection Zone Planting Plan prior to the subdivision registration.

The proposal will result in the removal of a primarily young 0.35 hectare hedgerow located along the east portion of the subject lands. A Tree Transplant Plan is required to identify native plant species suitable to be transplanted to nearby woodland areas on the subject lands to enhance the ecological value of the natural landscape. Condition No. 37 of Appendix “C” attached to Report PED23111 requires a Native Species Transplant Plan for Block 1 prior to preliminary grading or servicing of the subject lands.

A Tree Protection Plan has been included in the EIS, which proposes to remove 236 trees of the total 1,289 trees within Block 1 of the Draft of Subdivision, as shown on Appendix “B” attached to Report PED23111. Condition Nos. 35 and 36 of Appendix “C” attached to Report PED23111 requires a Tree Protection Plan, prior to preliminary grading or servicing occurring on the subject lands, which shall include notations relating to breeding birds and bat roosting habitats in accordance with the *Migratory Birds Convention Act* and the *Endangered Species Act*. To date, staff have not approved the submitted Tree Protection Plan as technical requirements must be addressed in order to meet standards outlined in the Council adopted Tree Protection Guidelines (revised October 2010).

As per UHOP policy C.2.5.13, all plantings within Vegetation Protection Zones shall use only non-invasive plant species that are native to Hamilton. Condition Nos. 39, 40 and 41 require an Invasive Species Management Plan and Habitat Enhancement Restoration Plan in addition to associated monitoring prior to subdivision registration.

Right-of-Way Dedications

- “C.4.5.2 The road network shall be planned and implemented according to the following functional classifications and right-of-way-widths:
- d) Minor arterial roads, subject to the following policies:
 - iii) The basic maximum right-of-way widths for minor arterial roads shall be 36.576 metres unless otherwise specifically

described in Schedule C-2 – Future Right-of-Way Dedications.

- e) Collector roads, subject to the following policies:
 - ii) The basic maximum right-of-way widths for urban collector roads shall be 30.480 metres in designated Employment Areas and 26.213 metres in all other areas, unless specifically described otherwise in Schedule C2 – Future Right-of-Way Dedications.

C.4.5.7 The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped, as a condition of site plan approval, consent, or plan of subdivision approval, in accordance with City standards based on the intersecting roadways of the functional road classification detailed in Section C.4.5.2. Daylighting triangles at intersections shall generally be as follows:

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

The existing right-of-way along Dickenson Road West is approximately 20.0 metres. As per UHOP Schedule C-2 - Future Right-of-Way Dedications, approximately ±8.5 metres was initially planned to be dedicated to the right-of-way on Dickenson Road West from Nebo Road to Trinity Church Road. The City is currently undertaking a review and update of the 2011 Airport Employment Growth District (AEGD) Transportation Master Plan (TMP).

Map B.8-3 – Road Classification of the AEDG Secondary Plan identifies a 26 metre wide Minor Collector Road connection through the subject lands. A new municipal road (Street “A”) is proposed to provide a north-south road connection from Dickenson Road West through the subject lands and ultimately the surrounding properties to the north. The requirement for a right-of-way dedication and a 12.19 metre by 12.19 metre daylight triangle for Street ‘A’ has been included as Condition Nos. 32 and 33 of Appendix “C” attached to Report PED23111.

The AEGD Transportation Master Plan update requires an additional 4 metres of right-of-way dedication along Dickenson Road West to incorporate Low Impact Development (LID) features in the cross sectional design. Approximately ±12.5 metres is to be dedicated to the right-of-way on Dickenson Road West to achieve an ultimate right-of-way of 45 metres shown as Block 4 in Appendix “B” attached to Report PED23111. The requirement for a right-of-way widening along Dickenson Road West has been included

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as Condition No. 31 of Appendix “C” attached to Report PED23111 and a condition of Site Plan Control application DA-21-083.

Infrastructure and Servicing

“C.5.3.11 The City shall ensure that any change in density can be accommodated within the municipal water and wastewater system; and,

C.5.4.2 Any new *development* that occurs shall be responsible for submitting a detailed storm water management plan prior to *development* to properly address on site drainage and to ensure that new *development* has no negative impact on off site drainage.”

There is no sanitary sewer infrastructure fronting the subject lands. The long-term servicing strategy for the AEGD lands are set out in the Water and Wastewater Master Plans, which requires a future Sanitary Sewer Trunk Main on Dickenson Road. Wastewater servicing from the subject lands are planned to be directed to the existing sanitary pumping station at Twenty Road West through an interim sanitary sewer connection.

Servicing capacity at the Twenty Road Wastewater Pumping Station is limited until such time that the Sanitary Sewer Trunk Main extension is completed to facilitate full servicing for the build-out of the AEGD lands. In the interim, the Owner is required to construct a sanitary sewer from the existing service on Upper James Street until such time that the ultimate design and infrastructure budget has been approved by the City. Condition No. 16 of Appendix “C” attached to Report PED23111 requires the installation of a sanitary sewer along Dickenson Road West from Upper James Street to the intersection of the proposed arterial road located to the west of the subject lands (9511 Twenty Road West, subdivision file 25T-201807).

Dickenson Road is currently a two lane rural cross section with an approximate right-of-way width of 20 metres. The Owner is required to compensate the City for the future urbanization of Dickenson Road West. Any road improvements (i.e. pavement widening sidewalk traffic signals, etc.) within Dickenson Road West adjacent to the subject lands are considered temporary works at full cost to the Owner. The above-mentioned road improvements required under Condition Nos. 26, 27 and 29 of Appendix “C” attached to Report PED23111 may be considered temporary works due to the future urbanization of Dickenson Road West.

Future urbanization of Dickenson Road West has been addressed through the Class Environmental Assessment (EA) study undertaken by the City that is scheduled to be completed in 2023.

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The proposed Draft Plan of Subdivision applies to Block 1, Street “A”, a Vegetation Protection Zones and the road widening block (Block 4), where Block 2 and the connecting roadways shall be established through a separate application and development phasing. Block 2 shall remain in a Holding Zone until the Class EA study for the east west collector road (Street “B”) is approved. In the event that the City decides to proceed with the construction of the future collector road (Street “B”) and extension of Street “A”, the Owner shall compensate the City to complete the road infrastructure works.

To ensure orderly and comprehensive development of the subject lands, and in accordance with the Master Servicing Strategy for the AEGD Secondary Plan, the Owner shall coordinate the installation of a sanitary trunk sewer on Dickenson Road West with the adjacent Owners property at 9511 Twenty Road West (file 25T-202002). The infrastructure and servicing requirements are further discussed in the Relevant Consultation Table below.

- “B.3.6.6 Development within the vicinity of John C. Munro International Airport shall be in accordance with Section C.4.8 – Airport.
- C.4.8.7 All development and redevelopment shall comply with all provincial and municipal standards, criteria and guidelines regarding noise and vibration from air traffic sources, including Section B.3.6.3 – Noise, Vibration and Other Emissions.
- C.4.8.10 Any permitted development, redevelopment or infill development at or above 25 NEF or within the Airport Influence Area shall be required to submit a detailed noise study, implement noise mitigative measures in accordance with provincial and federal guidelines/standards or municipal approaches that achieve the same objective, and include appropriate warning clauses in lease or rental agreements, agreements of purchase and sale, and within development agreements.”

The proposal is considered a stationary noise source that has the potential to create conflicts between the adjacent residential properties to the east. The subject lands are also located between the 35-40 Noise Exposure Forecast (NEF) on Appendix D – Noise Exposure Forecast Contours in the Urban Hamilton Official Plan. A Noise Impact Study is required prior to subdivision registration as per Condition No. 34 of Appendix “C” attached to Report PED23111.

Airport

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- “C.4.8.5 The City shall minimize future conflicts between operation of the Airport and surrounding land uses to ensure:
- a) there shall be no negative impact on the long-term operations of the Airport;
 - b) the opportunities for expansion of airport operations shall not be limited;
 - c) there are no land uses in the vicinity which may cause a potential aviation hazard; and,
 - d) development that is noise or land use sensitive to airport operations or will limit the opportunities for expansion of airport operations shall be restricted.”

The subject lands are located within the Primary Airport Zoning Regulation Area and located between the 35-40 Noise Exposure Forecast (NEF) on Appendix D – Noise Exposure Forecast Contours in the Urban Hamilton Official Plan. The Hamilton International Airport advised that the proposal falls within the Approach Surface Runway 06-24. Therefore, the proposed building location and building height (including any antennas/towers) cannot exceed the Airport Zoning Regulations (AZR) elevations. Section 4.17 of Zoning By-law No. 05-200 requires that all development must comply with the Hamilton Airport Zoning (Height) Regulations established by Transport Canada and no projections shall be permitted beyond the maximum limits.

The conditionally approved Site Plan Control application DA-21-083 has imposed a special condition to require compliance with the Hamilton Airport Zoning Regulations (AZR) SOR/2017-200, which shall include, but not be limited to execution of a Crane Operating Procedures Agreement between the proponent and the Hamilton International Airport.

The proposal intends to be developed in a manner that is compatible with the John C. Munro Hamilton International Airport to ensure aviation safety and continued operation of existing and future airport facilities. Detailed building design and compliance with the AZR will be addressed under Site Plan Control application DA-21-083.

Airport Employment Growth District

“Volume 1

E.5.5.6 The Airport Employment Growth District shall be developed in a coordinated and comprehensive manner. Wherever possible, development shall have regard to reducing the number of access points to the major boundary and major internal roadways, and to providing efficient internal traffic circulation, adequate off-street parking and loading facilities, adequate restrictions and screening of outside storage, and adequate landscaping and buffering requirements.”

To establish a coordinated and comprehensive development of the lands, the proposal will implement road and infrastructure improvements in order to provide efficient internal traffic circulation of various transport modes that includes, but not limited to, a temporary cul-de-sac to allow adequate manoeuvring space for municipal waste collection vehicles, snow removal areas, loading facilities and emergency vehicle routes integrated within the public road and internal private road system.

“Volume 2

B.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.

B.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.”

The City of Hamilton’s Eco-Industrial Design Guidelines, 2010 (EIG) sets out sustainable design principles to inform the evaluation of planning applications by staff to be used in conjunction with the Airport Employment Growth District Urban Design Guidelines (2010).

An Urban Design, Energy, and Environmental Assessment was prepared by JRI Architects dated March 5, 2020, in support of the Draft Plan of Subdivision. The Assessment identifies opportunities for energy conservation, efficient and green building materials, low impact development (LID) stormwater management and protection of natural features that may be implemented in the site design.

The proposal plans to implement Low Impact Development (LID) measures to enhance stormwater quality such as, permeable pavers, enhanced swales and infiltration galleries that are intended to improve water runoff collection from the industrial building rooftops for conveyance into stormwater management facilities. Condition Nos. 2 (b), 2 (c) and 6 of Appendix “C” attached to Report PED23111 outline requirements for maintenance and monitoring of the planned LID systems prior to preliminary grading and prior to servicing the subject lands.

The Airport Employment Growth District is intended to be developed into a high quality eco-industrial area planned to attract a range of airport related businesses. The proposed development integrates and protects significant natural areas and provides a landscape buffer between the existing residence (9206 Dickenson Road) and promotes a comprehensively planned eco-industrial development through the integrated road network, screened loading facilities and building orientation.

The Draft Plan of Subdivision has been phased to facilitate orderly development of the subject lands. The detailed design of Block 1 (industrial development) as shown on Appendix “B” attached to Report PED23111 has been reviewed by staff through Site Plan Control application DA-21-083.

Based on the above analysis, staff are of the opinion that the proposed development complies with the policies of the UHOP and the Airport Employment Growth District Secondary Plan.

Plan of Subdivision

“F.1.14.1.2 Council shall approve only those plans of subdivision that meet the following criteria:

- a) The plan of subdivision conforms to the policies and land use designations of this Plan.
- b) The plan of subdivision implements the City’s staging of development program;
- c) The plan of subdivision can be supplied with adequate services and community facilities;
- d) The plan of subdivision shall not adversely impact upon the transportation system and the natural environment;

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- e) The plan of subdivision can be integrated with adjacent lands and roadways;
- f) The plan of subdivision shall not adversely impact municipal finances; and,
- g) The plan of subdivision meets all requirements of the Planning Act, R.S.O., 1990 c. P.13.”

The proposed Draft Plan of Subdivision complies with the Urban Hamilton Official Plan and the Airport Employment Growth District Secondary Plan and meets all the requirements of the *Planning Act*. It is consistent with the Criteria for Staging of Development as the subject lands can be adequately serviced using existing infrastructure, subject to the proposed Draft Plan conditions. This proposal will not adversely impact the natural environment or transportation system and will be integrated with the adjacent lands and roads and does not impact municipal finances. Based on the above, the proposed Draft Plan of Subdivision complies with the UHOP.

City of Hamilton Zoning By-law No. 05-200

The subject property is zoned Airport Prestige Business (M11, H37) Zone and Airport Light Industrial (M10, H37) Zone, which permit a range of airport-related, business industrial and warehouse uses. The proposed Draft Plan of Subdivision intends to be developed in accordance with the range of permitted uses under the current zoning.

Holding Provision ‘H37’ only permits limited types of site alterations to legal non-conforming residential dwellings, until such time that the subject lands have access to adequate municipal servicing and transportation infrastructure. The lifting of Holding Provision H37 is required to facilitate development of the subject lands and is addressed as a special condition of Site Plan Control application DA-21-083.

RELEVANT CONSULTATION

Departments and Agencies		
Recreation, Healthy and Safe Communities		No Comment.
	Comment	Staff Response
Bell Canada	Requires the Owner to provide any easements that may be necessary for communication/telecommunication infrastructure.	This is included as Condition No. 53 of Appendix “C” attached to Report PED23111.
Canada Post	Identified that the site will be serviced by a centralized mailbox. The	The requirements have been included as Condition Nos. 51

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	Applicant will need to locate the mailbox on site per Canada Post standard requirements.	and 52 of Appendix “C” attached to Report PED23111.
Development Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department	<p>Servicing Infrastructure</p> <ul style="list-style-type: none"> • There is an existing 300mm watermain on Dickenson Road West adjacent to the eastern frontage of the subject lands which the Owner will be required to extend the existing 300mm watermain along Dickenson Road West to the west limit of the subject lands; • The subject lands are located within the catchment area to be serviced by the existing sanitary pumping station on Twenty Road West on an interim basis until the future sanitary trunk sewer on Dickenson Road East is completed. A geo-technical assessment is required for the sanitary sewer design. <p>Stormwater Management</p> <ul style="list-style-type: none"> • The stormwater management design for Block 1 shall control post-development flows lesser of the pre-development flow or unitary flow rates for all ranges of storm events including a 100-year storm through an appropriate stormwater management system for each outlet on the subject lands; and, • Block 1 shall achieve a level 1 water quality control in accordance with the AEGD Sub-watershed Master Plan in order to mitigate any potential downstream erosion. 	<p>Future municipal servicing connections will be addressed at the Site Plan Control stage. The conditionally approved Site Plan DA-21-083 imposed a special condition to require an External Works Agreement to address the trunk sanitary sewer extension for Block 1 on Dickenson Road West.</p> <p>The design and costing of the future sanitary trunk sewer installation has been addressed through Condition Nos. 16 and 23 of Appendix “C” to Report PED23111.</p> <p>Stormwater management requirements have been addressed through Condition Nos. 2 a), 2 b), 4, 5 and 10 of Appendix “C” attached to Report PED23111.</p>

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	Comment	Staff Response
Development Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department (Continued)	<ul style="list-style-type: none"> Map B.8-4 of the Airport Employment and Growth District Secondary Plan identifies a dry pond location planned on the north central portion of the subject lands. A centralized stormwater management facility (dry pond) will be required on Block 2 to accommodate flood control for development of the remainder of the subject lands; and, Stormwater infiltration/retention on site should meet water quality targets outlined in the AEGD sub-watershed study Master Plan. Revisions to the Functional Servicing Report is required. <p>Grading and Drainage</p> <ul style="list-style-type: none"> The functional grading design indicates that there are proposed grading encroachments onto lands not owned by the Developer. The Owner shall notify the downstream owners and demonstrate riparian rights to drain through private lands and the airport lands south of Dickenson Road. <p>Roadways</p> <ul style="list-style-type: none"> The Owner is responsible for future urbanization of Dickenson Road West, and construction of Street 'A' to City guidelines and standards that includes, but not limited to, road dedication traffic improvement works, sidewalks/bike lanes, traffic signals, utility relocates, etc. 	<p>Staff have advised on requirement for the centralized stormwater management facility (dry pond) through Note No. 2 of Appendix "C" attached to Report PED23111.</p> <p>The requirement for an updated Functional Servicing Report has been addressed through Condition No. 1 of Appendix "C" attached to Report PED23111</p> <p>Site grading and drainage requirements have been addressed through Condition Nos. 3, 4, and 13 of Appendix "C" to Report PED23111.</p> <p>Road infrastructure requirements and improvements have been addressed through Condition Nos. 7, 8, 9, 11, 14, 17, 19, 20, 22, 31, 32 and 33 of Appendix "C" to Report PED23111.</p>

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	Comment	Staff Response
Development Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department (Continued)	<p>Maintenance</p> <ul style="list-style-type: none"> The Owner shall provide and fund a watermain flushing program and implement a monitoring plan for Low Impact Development (LID) within Street "A" for a minimum of 5 years. The City will require a \$50,000 security from the Owner for the operation and maintenance of the LID systems. <p>Fencing</p> <ul style="list-style-type: none"> The Owner is required to install heavy duty chain link fencing along the north limit and east limit of Block 1. <p>Development Phasing</p> <ul style="list-style-type: none"> The Applicant is required to receive approval of comprehensive engineering reports in accordance with the Airport Employment Growth District sub-watershed Master Plan recommendations. Block 2 of the Draft Plan of Subdivision 25T-202002 shall remain under Holding Provision H37 until such time that a Class Environmental Assessment (EA) Study is approved by the City. 	<p>Maintenance requirements have been addressed through Condition Nos. 2 (b), 2 (c), 6 and 20 of Appendix "C" to Report PED23111.</p> <p>Fencing has been addressed under Condition No. 15 of Appendix "C" to Report PED23111.</p> <p>Future development of Block 2 shall proceed as outlined in Note No. 2 of Appendix "C" attached to PED23111.</p> <p>The Applicant is required to receive a final and binding Zoning By-law Amendment (Holding Removal) for Block 1 that demonstrates adequate municipal servicing in order to permit site alterations on the subject lands. Staff note the City has undertaken a Class EA study for the urbanization of Dickenson Road West, which is scheduled to be completed in 2023.</p>

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	Comment	Staff Response
Development Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department (Continued)	<p>Water Servicing</p> <ul style="list-style-type: none"> The 400 mm watermain proposed along Street 'A' from Dickenson Road West to the north limit of the proposed temporary cul-de-sac circle is acceptable to staff subject to a Watermain Hydraulic Analysis acceptable to the City. Staff's review of the Hydrogeological Report prepared by Terraprobe dated March 27, 2020 determined that the risk of groundwater level interference due to dewatering is low, however staff require additional information on the risks of potential impacts to nearby private well as a result of construction activities. <p>Construction Management</p> <ul style="list-style-type: none"> Details heavy truck routes, stockpiling locations, timing of sidewalk/lane closures, dust control/street cleaning and construction activity planned to encroach into the municipal road allowance shall be described in a Construction Management Plan. 	<p>The conditionally approved Site Plan DA-21-083 imposed a special condition to require a Watermain Hydraulic Analysis to demonstrate acceptable system pressure modelling and water demand scenarios, and therefore not a condition of this recommendation for Draft Plan of Subdivision approval.</p> <p>The requirement for a local well water survey and Hydrogeological Study have been addressed through Condition Nos. 18 and 24 of Appendix "C" attached to Report PED23111. The requirement for a Construction Management Plan has been addressed through Condition Nos. 21 and 25 of Appendix "C" attached to Report PED23111 and through a condition of Site Plan Control application DA-21-083.</p>
Forestry and Horticulture Section, Environmental Services Division, Public Works Department	<p>The City is not incurring any existing tree assets as all trees within the proposed right of way widening on Dickenson Road West are proposed to be removed. Street trees will be required along Street "A".</p>	<p>The allocation of street trees shall be addressed through Site Plan Control application DA-21-083. Street tree allocation for subsequent development phases will be addressed under separate Site Plan Control applications.</p>

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	Comment	Staff Response
Hamilton International Airport	Development in proximity to airport facilities shall comply with the John C. Munro Hamilton International Airport Zoning Regulations (AZR) SOR/2017-200 height restrictions.	The airport height restrictions shall be addressed through a special condition under Site Plan Control application DA-21-083.
Legislative Approvals / Staging of Development Section, Growth Management Division, Planning and Economic Development, Department	<p>The Owner is required to coordinate the finalization of municipal addressing for the proposed lots and blocks.</p> <p>Requested that a note be included in the draft plan conditions indicating that draft approval shall lapse if the plan is not given final approval within three years. However, extensions will be considered if a written request is received two months before the draft approval lapses.</p>	<p>Condition No. 44 of Appendix “C” to Report PED23111 addresses the requirement for coordinating the finalization of municipal addressing of the lots and blocks.</p> <p>Note No. 1 in the conditions of Draft Plan of Subdivision approval (see Appendix “C” attached to Report PED23111) addresses the requirement for a note with respect to lapsing within three years.</p>
Niagara Peninsula Conservation Authority	<p>All post development peak stormwater flows must be attenuated to pre-development levels for up to and including the 100-year storm event.</p> <p>No grading shall occur beyond the 30 metre wide Vegetation Protection Zone for the Provincially Significant Upper Twenty Mile Creek Wetland Complex. Limited encroachment is allowed to facilitate construction of stormwater management outfalls.</p> <p>An Enhancement/Restoration Plan is required to provide enhancements to the wetland buffer areas, including any disturbed wetland areas.</p>	These requirements have been addressed under Condition Nos. 45 through 50 and Note #4 of Appendix “C” attached to Report PED23111.

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	Comment	Staff Response
Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department	<p>Transportation Planning have reviewed the submitted Transportation Impact Study document, which was approved on September 27, 2021.</p> <p>A temporary cul-de-sac is required at the terminus of Street 'A', in addition to a 3.0 metre wide multi-use trail along one side of Street 'A'. Other road improvements include a temporary westbound right-turn lane at the intersection of Dickenson Road West and Street 'A' as an interim traffic improvement until such time the future road widening is complete to expand to Dickenson Road West to a four laned arterial road.</p> <p>A 12.5 metre wide right-of-way dedication (Block 4) is required along Dickenson Road West frontage of the subject property to facilitate an ultimate 45 metre right-of-way width along Dickenson Road West. Further, a 12 metre by 12 metre daylighting triangle is required at the proposed intersection of Street "A".</p> <p>Transportation Planning staff advise that road improvements to the intersection of Dickenson Road West/Dickenson Road East and Upper James Street are not feasible at this time due to ongoing drainage concerns on the east leg, among other preclusions. Transportation Planning recommends that future improvements to the intersection are implemented through a cost sharing agreement by the Applicant/Owner.</p>	<p>Road improvements for Street 'A' and Dickenson Road West and have been addressed through Condition Nos. 26 to 33 of Appendix "C" attached to Report PED23111.</p> <p>Staff advise that the ultimate road intersection improvement shall be reviewed following completion of the ongoing Dickenson Road Environmental Assessment (EA) Class study. Future improvements to the road intersections are to be implemented through a Cost Sharing Agreement by the Applicant/Owner.</p> <p>Road ROW dedications and daylighting triangles have been addressed through Condition Nos 32 and 33 of Appendix "C" attached to Report PED23111.</p>

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	Comment	Staff Response
Waste Management Division, Public Works Department	The proposed industrial development is ineligible for municipal waste collection. The Owner must arrange for a private waste hauler.	This advisement is addressed in the conditions of Draft Plan of Subdivision approval as Note No. 3 of Appendix "C" attached to Report PED23111.

PUBLIC CONSULTATION

In accordance with the provisions of the *Planning Act* and the Council Approved Public Participation Policy, Notice of Complete Applications and Preliminary Circulation was sent to residents within 120 metres of the subject lands on April 24, 2020. A Public Notice sign was posted on the property on May 23, 2020 and updated with the Public Meeting date on May 23, 2023. A Notice of a non-statutory Public Meeting was sent to property owners within 120 metres of the subject lands on May 23, 2023, including the residents who requested to be notified of the non-statutory Public Meeting.

Public Consultation Strategy

In addition to the requirements of the *Planning Act*, and as part of the Planning Justification Report, the Applicant offered to contact members of the public to address and concerns related to the application if notified. No feedback was received from the public on this application.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

1. The proposal has merit and can be supported for the following reasons:
 - (i) It is consistent with the PPS (2020) and conforms to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
 - (ii) It complies with the policies of the Urban Hamilton Official Plan and the Airport Employment Growth District Secondary Plan; and,
 - (iii) It provides for industrial uses in an area where full municipal services are available subject to the proposed conditions of draft plan approval, making efficient use of the land and infrastructure.
2. The proposed Draft Plan of Subdivision will consist of one block for industrial development (Block 1), one block for future development (Block 2), a Vegetation Protection Zone block (Block 3), a block for road right-of-way dedication (Block 4), a block for a temporary cul-de-sac (Block 5), and a public road (Street "A").

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In review of Sub-section 51(24) of the *Planning Act*, to assess the appropriateness of the proposed subdivision, staff advise that:

- (a) It is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended), and complies with the Urban Hamilton Official Plan and the Airport Employment Growth District Secondary Plan;
 - (b) The proposal represents a logical and timely extension of existing development and services and is in the public interest;
 - (c) It complies with the applicable policies of the Urban Hamilton Official Plan and the Airport Employment Growth District Secondary Plan;
 - (d) The subject lands can be appropriately used for the purposes for which it is to be subdivided and will not negatively impact natural heritage features;
 - (e) The proposed subdivision will be compatible with the existing road network and block pattern of the surrounding area;
 - (f) The proposed subdivision can be adequately serviced by the current road network;
 - (g) The dimensions and shapes of the proposed industrial block is sufficient to accommodate the proposed industrial development;
 - (h) Restrictions and regulations for the development of the subdivision are included in the conditions of draft plan approval and Subdivision Agreement;
 - (i) Adequate utilities and municipal services will be available to service the proposed blocks within the subdivision, the particulars of which will be determined as part of the conditions of draft approval and Subdivision Agreement; and,
 - (j) The application will not have any negative impact on the City's finances.
3. Development of Block 1 of the Draft Plan of Subdivision will be implemented through the conditionally approved Site Plan Control application DA-21-083. However, conditions of draft approval have been included should the Site Plan Control application not proceed. Subsequent development phases will be implemented through separate Site Plan Control applications for the future

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development lands (Block 2) and additional technical studies will be required to support the future applications. Both Block 1 and 2 are subject to the Hamilton Airport Zoning (Height/Restrictions established by Transport Canada. Hamilton International Airport has advised that the proposed building violates the Airport Zoning Regulation by approximately 2.98m to 8.43m. As such, the proposed building on Block 1 must be redesigned from the proposed height of 14.3m to a building varying in height from approximately 5.8m to 11.3m to ensure safe aircraft movements. Based on the above, staff are supportive of the Draft Plan of Subdivision and recommend its approval.

ALTERNATIVES FOR CONSIDERATION

Should the proposed Draft Plan of Subdivision not be approved the lands could not be developed with the proposed subdivision of a block for industrial development fronting into a collector road. The lands could be developed in accordance with the Airport Prestige Business (M11, H37) Zone and Airport Light Industrial (M10, H37) Zone, which permits a variety of airport-related commercial uses, warehousing and business industrial uses.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Economic Prosperity and Growth

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

Clean and Green

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.

Built Environment and Infrastructure

Hamilton is supported by state-of-the-art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PED23111 – Location Map

Appendix “B” to Report PED23111 – Draft Plan of Subdivision

Appendix “C” to Report PED23111 – Special Conditions of Draft Plan of Subdivision

Appendix “D” to Report PED23111 – Public Submissions

AB:sd