

SUMMARY OF POLICY REVIEW

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

Provincial Planning Statement (2024)		
Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Management of Land Use, Settlement Area, Employment, Transportation Systems, Long-Term Economic Prosperity, Energy Conservation and Climate Change</p> <p>Policies: 2.3.1.1, 2.3.1.2, 2.8.1.1, 2.8.2.1, 2.8.2.2, 2.8.2.3 and 3.5.1</p>	<p>Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</p> <p>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate; and e) are freight supportive. <p>Planning authorities shall promote economic development and competitiveness by providing an appropriate mix and range of employment, providing a diversified economic base, identifying strategic sites for investment, providing compatible employment to support liveable and resilient communities, and ensuring infrastructure is provided.</p> <p>Planning authorities shall plan for, protect and preserve employment areas for current and future uses.</p>	<p>The proposed development is within a Settlement area. The subject site is within an “Employment Area” as identified on Schedule E – Urban Structure of the Urban Hamilton Official Plan, which is intended to provide for a diverse range of employment opportunities in proximity to the City’s major infrastructure including the Hamilton International Airport and the highway and transit network.</p> <p>A Noise Impact Study, prepared by HGC Engineering and dated March 1, 2021, and a Noise Impact Study, prepared by J.E. Coulter Associates Ltd. and dated July 15, 2022, were submitted in support of the applications. The studies recommend a minimum setback of 20 metres from the residential uses to the east. The studies further recommend that Class II industries under provincial land use and compatibility guidelines should prepare a noise impact study to demonstrate compliance based on a 70 metre area in influence. Both a 20 metre setback from eastern property line for buildings and 70 metre setback from the eastern property line for loading facilities have been incorporated into the proposed amending Zoning By-law. The latter study also recommends further design mitigation measures such as a 4.0 metre high acoustical barrier between two loading bays on the northern building on the site and perimeter fences with a minimum 20kg/m² surface density. Specific design measures will be further addressed at the Site Plan Control stage.</p> <p>The proposed development of warehouse buildings will provide a greater range of employment uses and is in proximity to the airport and major highways and is in proximity to a transit stop at Airport Road West and Provident Way.</p>

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<p>Management of Land Use, Settlement Area, Employment, Transportation Systems, Long-Term Economic Prosperity, Energy Conservation and Climate Change</p> <p>Policies: 2.3.1.1, 2.3.1.2, 2.8.1.1, 2.8.2.1, 2.8.2.2, 2.8.2.3 and 3.5.1</p> <p>(continued)</p>	<p>Planning authorities shall protect employment areas that are located in proximity to major goods movement facilities and corridors.</p> <p>Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:</p> <ul style="list-style-type: none"> • prohibiting residential uses, commercial uses, public service facilities and other institutional uses. • prohibiting retail and office uses that are not associated with the primary employment use. <p>Major facilities and sensitive land uses shall be planned and developed to avoid or minimize and mitigate potential adverse effects.</p>	<p>The Provincial Planning Statement (2024) changed the definition of Employment Area to those areas designated in an official plan for clusters of business and economic activities including manufacturing, research, and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the <i>Planning Act</i>. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.</p> <p>The proposal to permit a warehouse use is consistent with the new definition in the Provincial Planning Statement.</p> <p>The proposal is consistent with these policies.</p>
<p>Natural Heritage, Water</p> <p>Policies: 4.1.1, 4.1.6, 4.1.8, 4.2.2</p>	<p>Natural features and areas shall be protected for the long term.</p> <p>Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.</p> <p>Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</p>	<p>An Environmental Impact Study, prepared by Savanta Inc, updated February 14, 2024, has been submitted. The study identified one Cattail Mineral Shallow Marsh community (a wetland) along the west side of the subject lands. The wetland occupies 0.68 ha on the subject lands, having an average width of 8 metres. The wetland will be retained and these lands along with additional enhancement areas and a 10 metre Vegetation Protection Zone will be zoned a Conservation/Hazard Land (P5, 920) Zone. The modified zone is intended to allow for a 0 metre setback for adjacent developments from the enhancement areas and the Vegetation Protection Zone.</p> <p>An indirect fish habitat has also been identified on the subject lands, this feature will be realigned and will be piped within a 9 metre wide easement.</p> <p>The proposal is consistent with these policies.</p>

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<p>Natural Heritage, Water</p> <p>Policies: 4.1.1, 4.1.6, 4.1.8, 4.2.2 (continued)</p>	<p>Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved, or restored, which may require mitigative measures and/or alternative development approaches.</p>	

Urban Hamilton Official Plan		
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<p>Employment Areas</p> <p>Policies: E.2.8, E.2.8.2, E.2.8.3, E.2.8.6, E.2.8.7</p>	<p>Employment Areas shall provide employment through a broad range of uses, including traditional industrial uses, research and development uses, and other uses.</p> <p>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.</p> <p>Employment Areas shall be planned and designed to be easily accessible by a range of transportation modes including the automobile, transit, and active transportation.</p> <p>Employment Areas shall be planned and designed to maximize access to major goods movement facilities and corridors to ensure efficiency of goods movement within the Employment Areas. Goods movement includes maximizing access to the highway network, the port, and the airport.</p>	<p>The proposed development consists of three warehouse buildings with gross floor areas of 16,691 square metres, 26,531 square metres and 27,256 square metres, totalling 70,478 square metres. Adding the permission for warehouse uses will expand the range of employment opportunities in proximity to the airport and the highway and transit network.</p> <p>The subject lands are in proximity to active transportation routes and a transit stop at Airport Road West and Provident Way and will offer long term and short term parking for cyclists.</p> <p>The proposal complies with the policies.</p>

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<p>Employment Area Designations – General Policies, Provincially Significant Employment Zones</p> <p>Policies: E.5.2.7.1, and E.5.2.8</p>	<p>The following provisions apply to all lands designated Employment Area – Industrial Land, Employment Area – Business Park, Employment Area – Airport Employment Growth District, and Employment Area – Shipping and Navigation on Schedule E-1 – Urban Land Use Designations (OPA 35)</p> <ul style="list-style-type: none"> • New development shall enhance the quality of the public realm along all public roads; • Sensitive land uses shall be protected from potential adverse impacts; • Industrial uses including expansions, shall comply with all provincial standards respecting noise, vibration, air contaminants, water, wastewater, storm water and other environmental issues; • All development shall be designed and developed to be easily accessible by various types of transportation modes, such as roads, transit, active transportation, and goods movement vehicles. 	<p>An extension of Westward Drive is proposed (shown as Street ‘A’ on the Draft Plan of Subdivision in Appendix “F” attached to Report PED24195). As a condition of draft plan approval 1.5 metre sidewalks will be required on both sides of the street to promote walkability (Condition No. 38 of Appendix “G” attached to Report PED24195). Landscaping and planting strips will also be required along the properties adjacent to the street to enhance the public realm and provide screening to parking areas.</p> <p>As discussed on Page 1 of Appendix “H” attached to Report PED24195, a noise impact study was submitted in support of the application and mitigation measures are proposed to protect sensitive land uses from the proposed warehouses.</p> <p>The development is in proximity to an area well serviced by the airport and highway facilities and is easily accessible by public transit and offers cyclist parking thereby encouraging active transportation.</p> <p>The proposal complies with these policies.</p>
<p>Natural Heritage System</p> <p>Policies C.2.2.2, C.2.3.3, C.2.5.4, C.2.5.9, C.2.5.10, and C.2.5.11</p>	<p>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.</p>	<p>An additional Core Area (wetland) has been identified through field inventories associated with the Environmental Impact Study, prepared by Savanta Inc, updated February 14, 2024.</p> <p>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 as “Seasonal Habitat” and “Support/Indirect Fish Habitat” on Map B.8-2 – Airport Employment Growth District Secondary Plan – Natural Heritage System.</p>

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<p>Natural Heritage System</p> <p>Policies C.2.2.2, C.2.3.3, C.2.5.4, C.2.5.9, C.2.5.10, and C.2.5.11 (continued)</p>	<p>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.</p> <p>An Environmental Impact Statement shall propose a vegetation protection zone which:</p> <p>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,</p> <p>b) is established to achieve and be maintained as natural self-sustaining vegetation.</p> <p>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.</p>	<p>It is the intent of the Urban Hamilton Official Plan that Core Areas are protected, preserved, and enhanced in accordance with section C.2.3. The Airport Employment Growth District 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.</p> <p>The Draft Official Plan Amendment is intended to reflect the on site conditions that the Environmental Impact Study identified by amending the Natural Heritage System mapping found in both Volume 1 and 2.</p> <p>The western watercourse and wetland community are proposed to be retained on site. These areas are to be zoned Conservation/Hazard Lands (P5) Zone within Hamilton Zoning By-law No. 05-200. A 10 metre wide vegetation protection zone has been proposed to protect the western watercourse and wetland. The vegetation protection zone is to be of sufficient width to protect the feature and its functions before, during, and after the change in land use.</p> <p>Mitigation measures have been included as Condition Nos. 45 to 52 of Appendix “G” attached to Report PED24195 to ensure that the development does not negatively impact the environmental features or their ecological functions.</p> <p>The proposal complies with the policies.</p>

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<p>Natural Heritage System</p> <p>Policies C.2.2.2, C.2.3.3, C.2.5.4, C.2.5.9, C.2.5.10, and C.2.5.11 (continued)</p>	<ul style="list-style-type: none"> • Warmwater Watercourse and Important and Marginal Habitat – 15 metre VPZ; • Unevaluated wetlands – 15 metre VPZ; <p>Vegetation protection zone widths greater or less than those specified 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.</p>	
<p>Tree Management</p> <p>Policy: C.2.11.1</p>	<p>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.</p>	<p>A Tree Management Plan, prepared by Adesso Design Inc. updated February 22, 2024, was submitted in support of the development. A total of 60 individual trees were inventoried and will mostly be integrated into the development. Only one tree is proposed to be removed due to conflict with a sidewalk proposed.</p> <p>To ensure existing tree cover is maintained, 1 for 1 compensation is required for any tree (10 cm DBH or greater) that is proposed to be removed. This meets the intent of principles within the Airport Employment Growth District Secondary Plan. As a result, the Tree Protection Plan has been approved.</p> <p>A Verification of Tree Protection Letter is included as Condition No. 45 of Appendix “G” attached to Report PED24195.</p> <p>The proposal complies with the policy.</p>

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<p>Transportation</p> <p>Policies: C.4.5.2 and C.4.5.12</p>	<p>The road network shall be planned and implemented according to the following functional classifications and right-of-way-widths:</p> <ul style="list-style-type: none"> • The basic maximum right-of-way widths for minor arterial roads shall be 36.576 metres. • The basic maximum right-of-way widths for local roads shall be 26.213 metres in designated Employment Areas. <p>A Transportation Impact Study shall be required for an Official Plan Amendment, subdivision approvals, and/or a major Zoning By-law Amendment.</p>	<p>The existing right-of-way at the subject property along Airport Road West varies from approximately ±21 metres to 39 metres. Approximately ±3 metres are to be dedicated to the right-of-way on Airport Road West for a portion of property to achieve a minimum overall right-of-way width of 36.576 metres. Street ‘A’ being a local road in designated Employment Areas is proposed at 26 metres.</p> <p>A Transportation Impact Study, prepared by Paradigm Transportation Solutions Limited, updated February 2024, has been submitted in support of this application. Transportation Planning staff have approved the Transportation Impact Study and support the proposed development, subject to right-of-way dedications being provided, and require upgrades to intersections due to increased heavy vehicle volume. Condition Nos. 55, 56, 57, and 58 of Appendix “G” attached to Report PED24195 are included to ensure dedications are provided and intersection improvements will be made.</p> <p>The proposal complies with this policy.</p>
<p>Infrastructure</p> <p>Policy: C.5.3.6</p>	<p>All redevelopment within the urban area shall be connected to the City’s water and wastewater system.</p>	<p>A Functional Servicing and Stormwater Management Report, prepared by A.J. Clarke and Associates, updated March 1, 2024, has identified the water, sanitary, and storm service upgrades required to support this development.</p> <p>Condition Nos. 3, 23, 24, 25, 29, 35, 37, 39, and 40 of Appendix “G” attached to Report PED24195 address the servicing for the lands.</p> <p>The proposal complies with this policy.</p>

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<p>Archaeology</p> <p>Policies B.3.4.2.1 a) and B.3.4.4.3</p>	<p>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.</p> <p>In areas of archaeological potential identified on Appendix F-4 – Archaeological Potential, an archaeological assessment shall be required and submitted prior to or at the time of application submission for the following planning matters under the <i>Planning Act</i>, R.S.O., 1990 c. P.13.</p>	<p>The subject property meets four of the 10 criteria used by the City for determining archaeological potential:</p> <ul style="list-style-type: none"> -Within 250 metres of known archaeological sites; -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 water body; -In areas of pioneer EuroCanadian settlement; -Along historic transportation routes. <p>A Stage 4 Archaeological Report P462-0027-2020 has been submitted to the City of Hamilton and the Ministry of Citizenship and Multiculturalism. While the Provincial interest has yet to be signed off by the Ministry, Staff concur with the recommendation made in the report. Staff request a copy of the letter from the Ministry when available.</p> <p>The proposal complies with the policies, provided no disturbances take place until the Stage 4 Archaeological Assessment is signed off by the Ministry. Condition No. 53 of Appendix “G” attached to PED24195 has been included to ensure the Ministry clearance letter is provided.</p> <p>The proposal complies with this policy.</p>
<p>Noise</p> <p>Policies: B.3.6.3.1, B.3.6.3.18, B.3.6.3.19 and B.3.6.3.20</p>	<p>Development of noise sensitive land uses, in the vicinity of provincial highways, parkways, minor or major arterial roads, collector roads, truck routes, railway lines, railway yards, airports, or other uses considered to be noise generators shall comply with all applicable provincial and municipal guidelines and standards.</p> <p>The City shall ensure that all development or</p>	<p>A Noise Impact Study, prepared by HGC Engineering and dated March 1, 2021, and a Noise Impact Study, prepared by J.E. Coulter Associates Ltd. and dated July 15, 2022, were submitted in support of the applications.</p> <p>The studies focus on the potential noise impacts from the proposed development onto the residential subdivision to the east. The results of the HGC Engineering Study noted that any particular warehouse use on the subject lands should be setback</p>

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<p>Noise</p> <p>Policies: B.3.6.3.1, B.3.6.3.18, B.3.6.3.19 and B.3.6.3.20 (continued)</p>	<p>redevelopment with the potential to create conflicts between sensitive land uses and point source or fugitive air emissions such as noise, vibration, odour, dust, and other emissions complies with all applicable provincial legislation, provincial and municipal standards, and provincial guidelines, and shall have regard to municipal guidelines. The City may require proponents of such proposals to submit studies prior to or at the time of application submission, including the following: noise feasibility study; detailed noise study; air quality study; odour, dust and light assessment; and any other information and materials identified in Section F.1.19 – Complete Application Requirements and Formal Consultation.</p> <p>Development or redevelopment with the potential to create conflicts between sensitive land uses and point source or fugitive air emission such as noise, vibration, odour, dust, and other emissions may include:</p> <ul style="list-style-type: none"> • development or redevelopment of new employment (industrial) facilities including railway yards in the vicinity of sensitive land uses; • Where noise attenuation measures are required to address noise from stationary sources, noise barriers shall only be used where other attenuation methods are not feasible or sufficient. If noise barriers must be used, the barrier shall be designed to complement the streetscape and community design. 	<p>at least 20 metres from the easterly lot line of the property to mitigate noise impacts. The study by J.E. Coulter Associates Ltd further recommends additional noise mitigation measures such as a 4 metre high noise wall 19 metres in length midway between the loading bays at the northern building. The studies further recommend that Class II industries under provincial land use and compatibility guidelines should prepare a noise impact study to demonstrate compliance based on a 70 metre area in influence. A revised noise study based on the final concept is required and is addressed as Condition No. 44 of Appendix “G” attached to PED24195. Further noise studies will be required at future Site Plan Control stage to further confirm if additional berms, noise walls or any further noise mitigation measures are required.</p> <p>The proposal complies with this policy.</p>

Airport Employment Growth District Secondary Plan		
Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Natural Heritage Principles</p> <p>Policy 8.2.11</p>	<p>Through sustainable design and appropriate development the employment district protects and enhances the natural environment. The intent is to:</p> <p>a) Develop in a manner that is sensitive to the natural environment;</p> <p>b) Use innovative, sustainable storm and wastewater infrastructure to protect water quality and source water;</p> <p>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;</p> <p>d) Use sustainable design to limit the emissions, water, and energy consumption of buildings within the employment district; and,</p> <p>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.</p>	<p>As discussed above, an Environmental Impact Study, prepared by Savanta Inc., updated February 14, 2024, has been submitted in support of the applications. According to the Environmental Impact Study, there are intermittent streams identified as Headwater Drainage Features on the subject lands.</p> <p>Neither of the streams serve as significant fish or amphibian habitat. The proposal seeks to preserve one of the streams that is also associated with a wetland community, while rerouting the other stream to a proposed dry Stormwater Management Pond, thereby preserving their existing function within the overall Airport Employment Growth District Secondary Plan. The Environmental Impact Study predicts that no negative impacts will occur as a result of the development. Further, in accordance with the vision of the Airport Employment Growth District Secondary Plan, water quality measures and erosion control will be implemented for the proposed dry Stormwater Management Pond so as to mitigate pollution within stormwater runoff.</p> <p>Staff find the removal of the identification of the eastern intermittent stream feature identified as “support/indirect fish habitat” in the Airport Employment Growth District Secondary Plan through an Official Plan Amendment is appropriate in this case as it does not represent significant ecological value and the planned function of the streams is intended to be preserved by piping the features into the planned dry Stormwater Management Pond.</p> <p>The proposal complies with the policies.</p>

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<p>General Policies</p> <p>Policies: B.8.3.4 and B.8.3.5</p>	<p>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.</p> <p>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.</p>	<p>The City of Hamilton’s Eco-Industrial Design Guidelines (2010) 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 Brief, prepared by A.J Clarke and Associates, dated April 14, 2021, evaluates the proposal against the Eco-Industrial Design Guidelines in support of the Draft Plan of Subdivision. The Assessment identifies opportunities for green infrastructure (bio-swales), promotion of active transportation, low impact development (LID) stormwater management and protection of natural features and further measures such as energy conservation, green roofs, and modern and sustainable building materials that may be implemented in the Site Plan Control stages of the development.</p> <p>The proposal includes Low Impact Development (LID) such as permeable pavers along the eastern side to enhance stormwater quality. Condition Nos. 2, 18 d), and 21 of Appendix “G” attached to Report PED24195 outline requirements for maintenance and monitoring of the planned Low Impact Development 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 residences to the east and promotes a comprehensively planned eco-industrial development through the integrated road network, screened loading facilities and building orientation.</p> <p>The proposal complies with the policies.</p>

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<p>Airport Related Business</p> <p>Policy B.8.4.8.1</p>	<p>Airport Related Business is planned for employment uses that benefit from proximity to the airport or provide services to travellers.</p> <p>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:</p> <p>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.</p> <p>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.</p> <p>c. The Airport Related Business designation shall also permit convenience stores up to a maximum of 500 square metres of gross floor area.</p>	<p>The proposed development will facilitate a new subdivision capable of accommodating the permitted uses within the “Airport Related Business” designation, as well as warehouses intended to support the nearby Hamilton International Airport. Given the strategic location of the subject lands just south of the Airport, the lands are suitable to accommodate Warehouse Uses on site.</p> <p>The warehouses in proximity to the highway and airport can result in efficiency for import/export of goods and services and will contribute to employment in the area. Further, given that the lands will not be permitted direct access to Airport Road West, the lands have limited convenient access to provide services to travellers.</p>

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<p>Design</p> <p>Policies 8.4.8.2 and 8.4.8.3</p>	<p>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.</p> <p>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:</p> <p>a. Development abutting lands designated Neighbourhoods shall be screened from nearby residential development by using fencing and landscaping;</p> <p>b. Development abutting lands designated Neighbourhoods shall ensure all lighting and neon signs be directed away from the abutting Neighbourhood lands;</p>	<p>Specific attention to urban design guidelines in the Airport Employment Growth District Secondary Plan and the Eco-Industrial Design Guidelines are provided through submission of the Urban Design Brief, prepared by A.J Clarke and Associates, dated April 14, 2021.</p> <p>To screen the proposal from the residential lands to the east, a 20 metre setback for buildings from the eastern lot line is included in the proposed zoning by-law amendment (attached as Appendix “C” attached to Report PED24195), an increase from the 6 metre setback currently required. The existing zoning requires a minimum 3.0 metre wide planting strip along lot lines abutting a Residential Zone and requires Visual Barriers such as fences along shared industrial/residential property lines. A 2.4 metre high wood fence is proposed along the eastern and southern property line.</p> <p>A lighting plan will be required at the future Site Plan Control stage, which will ensure there is no light trespass on adjacent residential properties. All signage shall be in accordance with Sign By-law No. 10-197.</p> <p>The proposed zoning by-law amendment (attached as Appendix “C” attached to Report PED24195) provides a maximum building height of 15.6 metres., The current zone requires the height be in accordance with the Hamilton Airport Zoning Regulations established by Transport Canada, and General Provisions Zoning By-law No. 05-200.</p>

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<p>Design</p> <p>Policies 8.4.8.2 and 8.4.8.3 (continued)</p>	<p>from the developer regarding mitigation measures required in the findings of the special studies.</p>	<p>The current M8 Zone permits up to an 11 metre height subject to the Airport Zoning Regulation being complied with. Furthermore, the height of 11 metres may be increased equivalently as the yard increases beyond the minimum yard setback. For this proposal the minimum setback is being increased from 6 metres to 20 metres which is a 14 metre increase. This would allow for a 25 metre high building (subject to the Airport Zoning Regulation). Staff find that a proposed maximum height of 15.6 metres coupled with a proposed 20 metre setback is appropriate and would not have an impact to residential land uses to the east. For comparison, the residential lands to the east permit a maximum height of 10.7 metres and 14 metres.</p> <p>Noise and other impacts have been previous discussed above. Specific design measures and commitments will be further addressed at the future Site Plan Control stage.</p> <p>The proposal complies with this policy.</p>
<p>Natural Open Space</p> <p>Policy B.8.5.1</p>	<p>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.</p>	<p>Currently, the lands are not designated as Natural Open Space within Map B.8-1 – Airport Employment Growth District Secondary Plan – Land Use Plan. The Official Plan Amendment proposes to provide a strip of land containing a watercourse and wetland to be designated Natural Open Space as a result of the findings of the submitted Environmental Impact Study, prepared by Savanta Inc., updated February 14, 2024.</p> <p>The proposal complies with this policy.</p>
<p>Water Resources and Stormwater Management</p> <p>Policies B.8.9.3, B.8.9.5, B.8.9.11, and B.8.9.12</p>	<p>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</p>	<p>The Environmental Impact Study, prepared by Savanta Inc., updated February 14, 2024, indicated there are watercourses and a wetland on the subject lands. The western watercourse and eastern watercourse do not provide direct fish habitat. Furthermore, the Environmental Impact Study does not anticipate impacts to downstream fish habitats.</p>

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<p>Water Resources and Stormwater Management</p> <p>Policies B.8.9.3, B.8.9.5, B.8.9.11, and B.8.9.12 (continued)</p>	<p>erosion, enhance water quality and maintain the existing conditions of water balance.</p> <p>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.</p> <p>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.</p> <p>Storm water management facilities shall be designed to complement the natural characteristics of the area and provide visual amenity for surrounding development.</p>	<p>A Functional Servicing and Stormwater Management Report, prepared by A.J. Clarke and Associates Ltd, updated August 2024, was submitted with the applications. Condition Nos. 1, 4, 5, 18, 23, and 40 of Appendix “G” attached to Report PED24195 are provided to address quality, quantity, and erosion control.</p> <p>The Niagara Peninsula Conservation Authority and the Ministry of Transportation have also provided conditions (Condition Nos. 59 and 63, respectively, of Appendix “G” attached to Report PED24195) that require review and approval of detailed grading, storm servicing and stormwater management plans.</p> <p>As mentioned previously, Low Impact Development (LID) features (permeable pavers) and swale which leads to a dry Stormwater Management Pond are proposed. These features will contribute to quality and quantity control. 9 and 12 metre easements are proposed for the City to ensure access and maintenance of the infrastructure.</p> <p>The dry Stormwater Management Pond and swale will complement the natural features that are also being maintained on the west side of the subject lands.</p> <p>The proposal complies with the policies.</p>
<p>Infrastructure</p> <p>Policy B.8.11.2</p>	<p>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.</p>	<p>A Functional Servicing and Stormwater Management Report, prepared by A.J. Clark and Associates, dated August 9, 2024, was submitted. Development Engineering staff have confirmed the report is satisfactory. Condition No. 35 of Appendix “G” attached to Report PED24195 requires an updated Functional Servicing Report with a detailed servicing strategy.</p> <p>The proposal complies with the policy.</p>

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<p>Natural Heritage System</p> <p>Policies B.8.12.1 and B.8.12.2</p>	<p>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.</p> <p>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.</p>	<p>Natural Heritage Systems have been discussed in the Provincial Planning Statement (2024) and Urban Hamilton Official Plan (Volume 1) policies above.</p> <p>An Environmental Impact Study, prepared by Savanta Inc, updated February 14, 2024, has been submitted. The purpose of the amended Official Plan Amendment application is to amend the Natural Heritage System identifications on the subject lands that are within Volume 1, Schedule B, Schedule B-4, and Schedule B-8 and to amend the Airport Employment Growth District Secondary Plan – Natural Heritage System Map B.8-2 to recognize a wetland and watercourse. The proposed amendments are as follows:</p> <p>Volume 1</p> <ul style="list-style-type: none"> • Schedule B – Natural Heritage System <ul style="list-style-type: none"> ○ Add a new “Core Areas” identification for Key Natural Heritage Features and Key Hydrologic Feature Wetlands; and, ○ Remove the eastern “Key Hydrologic Feature Stream” identification. As noted above, this feature will be realigned and will be piped within a 9 metre wide easement. • Schedule B-4 –Detailed Natural Heritage Features Key Natural Heritage Features and Key Hydrologic Feature Wetlands <ul style="list-style-type: none"> ○ Add a “Key Natural Heritage and Key Hydrologic Feature Wetlands” identification. • Schedule B-8 – Detailed Natural Heritage Features Key Hydrologic Feature Streams <ul style="list-style-type: none"> ○ Remove the eastern “Key Hydrologic Feature Stream” identification.

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Natural Heritage System</p> <p>Policies B.8.12.1 and B.8.12.2 (continued)</p>		<p>Volume 2</p> <ul style="list-style-type: none"> • Map B.8-1 Airport Employment Growth District Secondary Plan – Land Use Plan <ul style="list-style-type: none"> ○ Add a “Site Specific Policy Area – Y” identification. • Map B.8-2 Airport Employment Growth District Secondary Plan – Natural Heritage System <ul style="list-style-type: none"> ○ Remove “Support/Indirect Fish Habitat” identification. ○ Add “Core Areas” identification. ○ Change “Seasonal Habitat” to “Support/Indirect Fish Habitat” identification. <p>The Draft Official Plan Amendment is intended to reflect the on site conditions that the Environmental Impact Study identified by amending the Natural Heritage System mapping found in both Volume 1 and 2.</p> <p>The proposal complies with these policies.</p>
<p>Cultural Heritage</p> <p>Policies: B.8.13.4 and B.8.13.5</p>	<p>Prior to approval of development applications, a Stage 2 archaeological assessment shall be completed to the satisfaction of the City.</p> <p>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.</p>	<p>Cultural Heritage policies are discussed in the Archaeology policies of Volume 1 of the Urban Hamilton Official Plan above.</p>
<p>Eco-Industrial Design and Urban Design Policies</p> <p>Policies B.8.14.4 to B.8.14.77</p>	<p>The Eco-Industrial Design and Urban Design policies of the Airport Employment Growth District Secondary Plan provide guidance on development. Below are applicable guiding principles.</p>	<p>An Urban Design Brief, prepared by A.J Clarke and Associates and dated April 14, 2021, evaluates the proposal against the Eco-Industrial Design Guidelines in support of the applications.</p>

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<p>Eco-Industrial Design and Urban Design Policies</p> <p>Policies B.8.14.4 to B.8.14.77 (continued)</p>	<p>Transportation:</p> <ul style="list-style-type: none"> • Promote cycling and walking, as modes of transportation. • Discourage large barren parking areas, encourage preferential parking and ride-sharing parking. • Water and Wastewater, and Conservation/Efficiency: • Water and wastewater shall integrate with existing City standards and guidelines and incorporate efficient design. • The design of the future water and wastewater infrastructure shall be consistent with the Secondary Plan’s vision and principles. • Water efficient fixtures and equipment and any other water cycling methods should be considered. <p>Stormwater Guidelines:</p> <ul style="list-style-type: none"> • Water resources and environmental criteria addressing the following shall be met throughout the area: <ul style="list-style-type: none"> ○ Protect and maintain stream corridors to address flood control and fish habitat. ○ Prevent increases in flooding and erosion within and downstream of the study area. ○ Protect groundwater infiltration requirements and groundwater supplies. 	<p>The proposal is designed in accordance with Section 5.7 Bicycle Parking and will continue a sidewalk network to the nearest transit stop at Provident Way and Airport Road West located along Hamilton Street Railway (HSR) Route No. 20. The parking areas are bound by landscaping along the proposed street, Airport Road West, and landscaping will be located along the eastern property line. In addition to screening the parking areas from residential uses and the streets, the parking areas will have landscaped jut-outs every 10 to 20 spaces.</p> <p>The applicants provided a Site Plan, prepared by Baldassarra Architects, dated July 10, 2024. The site plan shows 10% of the provided parking is being provided as electric vehicle ready parking spaces.</p> <p>The proposed development is intended to utilize the planned dry Stormwater Management Pond in accordance with City Standards. Permeable pavers on the eastern side of the development are being considered and are consistent with the Airport Employment Growth District Secondary Plans vision and principles for Low Impact Development (LID) design.</p> <p>As mentioned previously the western watercourse will remain in situ and will include a vegetation protection zone and enhancement areas. The watercourse to the east will be realigned while addressing quality and quantity control. A dry Stormwater Management Pond is being provided to capture runoff from the proposal and maintain quality and quantity requirements.</p> <p>Applicants will have to demonstrate the development meets the Green Building Standards which apply to five impact categories: Energy and Carbon, Ecology and Biodiversity, Water, Waste Management and Materials, and Community and Urban Design at a future Site Plan Control stage.</p>

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<p>Eco-Industrial Design and Urban Design Policies</p> <p>Policies B.8.14.4 to B.8.14.77 (continued)</p>	<ul style="list-style-type: none"> ○ Address water quality requirements. ● Provide necessary design flows and volumes needed for flood storage. <p>Materials Resources and Solid Waste:</p> <ul style="list-style-type: none"> ● Encourage green building materials, use of locally harvested/manufactured or extracted materials. <p>Social Sustainability:</p> <ul style="list-style-type: none"> ● Encourage a walkable employment area. ● Promote accessory uses and amenities that support employees. <p>Site Development, Disturbance, Natural Corridors and Greenways:</p> <ul style="list-style-type: none"> ● Encourage sustainable design elements which maintain ecological integrity. ● Encourage minimal site disturbance and replanting for tree removals. ● Encourage reducing the heat island effect. ● Encourage naturalized areas and green corridors. <p>Relationship to Natural Edges:</p> <ul style="list-style-type: none"> ● Encourage landscape buffers between developed areas and natural features. <p>Site Access and Driveways:</p> <ul style="list-style-type: none"> ● Access to development lots from local streets is encouraged whenever possible. 	<p>The proposal is for warehousing and will keep the existing permitted uses which are intended to provide for a diverse range of employment opportunities in proximity to the Airport.</p> <p>The development includes municipal and private sidewalks that will encourage walkability.</p> <p>The proposal offers landscaped areas throughout the site and maintains a natural area. The introduction of a Conservation/Hazard Lands (P5) Zone ensures minimal site disturbance and promotes a naturalized area/corridor. The western watercourse and its protection area will function as the buffer between a developed and natural area.</p> <p>The sites driveways will be accessed from the proposed street as required by the Eco-Industrial Design Guidelines.</p> <p>Permeable pavers are proposed along the eastern side of the eastern parking area. Through the Site Plan Control stage further efforts will be made to ensure comfortable, safe, and attractive parking areas.</p> <p>The loading areas are internal to the site and screened by the buildings proposed in addition to a 70 metre setback included in the draft zoning by-law amendment to ensure loading areas are appropriately placed.</p> <p>At a future Site Plan Control Stage the following will be addressed:</p> <ul style="list-style-type: none"> ● Site Lighting; ● Green building materials; ● Landscaping and landscape quality; ● Access, driveways, parking, and loading;

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Eco-Industrial Design and Urban Design Policies</p> <p>Policies B.8.14.4 to B.8.14.77 (continued)</p>	<p>Vehicular Parking Areas:</p> <ul style="list-style-type: none"> • Encourage safe, functional, attractive, and comfortable parking areas. • Encourage high quality of pedestrian paving materials. <p>Storage, Service and Loading Areas:</p> <ul style="list-style-type: none"> • Shall require appropriate placement and screening of storage, service and loading areas. <p>Site Lighting and Safety:</p> <ul style="list-style-type: none"> • Shall require appropriate illumination of pedestrian and parking areas. • Should not create spillover lighting. • Encourage energy efficient lighting. <p>Pedestrian and Cyclist Movement:</p> <ul style="list-style-type: none"> • Encourage ease of pedestrian movement through site planning. <p>Building Height and Massing:</p> <ul style="list-style-type: none"> • Encourage height and massing that supports the efficient use of land and appropriate transitions to adjacent land uses. <p>Building Design:</p> <ul style="list-style-type: none"> • Encourage the primary entrance to be oriented towards the street. • Encourage facades with significant architectural features. • Encourage appropriate fenestration and windows. 	<ul style="list-style-type: none"> • Screening and visual barriers; • Pedestrian movement; and, • Building Design. <p>The proposal complies with these policies.</p>

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<p>Eco-Industrial Design and Urban Design Policies</p> <p>Policies B.8.14.4 to B.8.14.77 (continued)</p>	<ul style="list-style-type: none"> • Discourage large blank wall surfaces along street frontages. • Encourage materials that have a high life cycle. <p>Rooftop and Mechanical Requirements:</p> <ul style="list-style-type: none"> • Encourage screening rooftop and mechanical systems. <p>Architectural Lighting and Light Pollution Management:</p> <ul style="list-style-type: none"> • Encourage exterior accent lighting, while minimizing light pollution. <p>Landscape Requirements at Road Frontages, Gateways and Enhances Transit Stops:</p> <ul style="list-style-type: none"> • Encourage high quality, continuous landscaping at road frontages. <p>Landscape Quality:</p> <ul style="list-style-type: none"> • Encourage landscaping that supports ecology and low maintenance native plant species <p>Paved Surface Materials:</p> <ul style="list-style-type: none"> • Encourage high-quality and varying paving materials. <p>Outdoor Amenity Space:</p> <ul style="list-style-type: none"> • Encourage outdoor amenity space. <p>Pedestrian, Bicycle and Trail Connections:</p> <ul style="list-style-type: none"> • Encourage connections that support alternative modes of travel. 	