TO: Chair and Members  
Economic Development and Planning Committee  
WARD(S) AFFECTED: WARD 11

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<th>COMMITTEE DATE: May 18, 2010</th>
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<th>SUBJECT/REPORT NO:</th>
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<td>Application for an Amendment to the Township of Glanbrook Zoning By-law No. 464 for Lands Located at 9555 Airport Road West (Glanbrook) (PED10103) (Ward 11)</td>
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<th>SUBMITTED BY:</th>
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| Tim McCabe  
General Manager  
Planning and Economic Development Department |

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<th>PREPARED BY:</th>
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| Joe Muto  
(905) 546-2424, Ext. 7859 |

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<th>RECOMMENDATION:</th>
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That approval be given to Zoning Application ZAC-08-065, by 2113522 Ontario Inc. (in association with TradePort International Corporation), for a change in zoning from the General Agricultural “A1” Zone to the General Agricultural “A1-256” Zone, with a Special Exception (Temporary Use By-law), to permit a temporary parking facility, for the lands described as Part of Lot 3, Concession 5 (formerly in the Township of Glanford), now in the City of Hamilton, and municipally known as 9555 Airport Road West (Glanbrook), as shown on Appendix “A” to Report PED10103, on the following basis:

(a) That the draft By-law, attached as Appendix “B” to Report PED10103, which has been prepared in a form satisfactory to the City Solicitor, be adopted by City Council.

(b) That the amending By-law be added to Schedule “B”, of Zoning By-law No. 464.
The application is to allow for the temporary use of a gravel-surfaced parking lot in conjunction with the Hamilton International Airport. In the absence of final secondary plan policies and zoning regulations for the Hamilton Airport Employment Growth District (AEGD), and given the immediate need for additional parking of motor vehicles for staff and patrons using the Airport, the applicant has requested a Temporary Use By-law for the surface parking of 779 motor vehicles (see Appendix “C”).

Pursuant to Section 39 of the Planning Act, the Council of a local municipality may pass a Temporary Use By-law for a maximum of three (3) years from the day of the passing of the By-law. The temporary use could be further extended by Council for another three (3) years, if required.

The proposal has merit and can be supported as it is consistent with the Provincial Policy Statement and Places To Grow Plan, and conforms with the “Special Policy Area 2” policies of the Hamilton-Wentworth Official Plan. Also, the proposal facilitates the continued use of the airport, and is compatible with the future intent of the Airport Employment Growth District Secondary Plan.

Alternatives for Consideration - See Page 11.

Financial / Staffing / Legal Implications (for Recommendation(s) only)

Financial: N/A.

Staffing: N/A.

Legal: As required by the Planning Act, Council shall hold at least one (1) Public Meeting to consider an application for approval of a Zoning By-law Amendment.

Historical Background (Chronology of events)

Proposal

The purpose of the application is to rezone 2.7 hectares in the northeast corner of the subject lands, which is located at the southwest corner of the Highway No. 6 (South) Airport Ramp and Airport Road West (see Appendix “A”). The rezoning proposal will permit the temporary use of the lands for the surface parking of 779 motor vehicles in conjunction with the Hamilton International Airport (see Appendix “C”). Minor modifications will be required to the Township of Glanbrook Zoning By-law No. 464, which are discussed in detail in the Analysis/Rationale for Recommendation section of
the report. The proposed By-law is a temporary measure and will be in effect for a maximum of three (3) years.

**Location:**
9555 Airport Road West (see Appendix “A”)

**Owner:**
2113522 Ontario Inc. (c/o TradePort International)

**Property Description:**
- **Frontage:** 116.75 metres (along Airport Road West)
- **Flankage:** 225.019 metres (Highway No. 6 Airport Ramp)
- **Lot Area:** 2.7 hectares (6.7 acres)

**EXISTING LAND USE AND ZONING:**

<table>
<thead>
<tr>
<th>Subject Lands</th>
<th><strong>Existing Land Use</strong></th>
<th><strong>Existing Zoning</strong></th>
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<tr>
<td><strong>North</strong></td>
<td>Agricultural</td>
<td>General Agricultural “A1” Zone</td>
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<tr>
<td><strong>South</strong></td>
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<td>General Agricultural “A1” Zone</td>
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<td><strong>East</strong></td>
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<td>General Agricultural “A1” Zone</td>
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<tr>
<td><strong>West</strong></td>
<td>Agricultural</td>
<td>General Agricultural “A1” Zone</td>
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**POLICY IMPLICATIONS**

**Provincial Policy Statement**

The application has been reviewed with respect to the Provincial Policy Statement (PPS). Staff notes Policy 1.1.1 d) specifies that healthy, liveable, and safe communities are sustained by avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas. The lands in question are being reviewed as part of the AEGD Secondary Plan process, and will be incorporated into the “Airport Reserve” designation. Therefore, as the use is temporary, staff is of the opinion that the parking
facility will not undermine Policy 1.1.1 d). Staff also notes that the proposed development is consistent with Section 1.6.7 Airports, which states, that when planning for land uses in the vicinity of airports, the long-term operation and economic role of airports is protected and airports and sensitive land uses are appropriately designated, buffered, and/or separated from each other to prevent adverse effect from odour, noise, and other contaminants.

However, the subject lands are currently governed by the Rural Areas Policy, 1.1.4 of the PPS. Policy 1.1.4.1 f) and g) of the PPS states that rural areas within municipalities should retain opportunities to locate new or expanding land uses that require separation from other uses, and that recreational, tourism, and other economic opportunities should be promoted. In this regard, the temporary parking facility is removed from the surrounding farmable lands, and promotes tourism and economic opportunities as it relates to the airport. Staff notes that the proposed use would generally not be permitted in the Rural Area, but due to the interim nature of the application and, as the subject lands are located within an area surrounding the airport identified in GRIDS to be included in an expansion of the Airport Business Park, the proposal is consistent with the PPS.

Policy 2.6.2 outlines that development and site alteration may be permitted on lands containing archaeological resources or areas of archaeological potential if significant archaeological resources have been conserved by removal and documentation, or preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted. The subject lands are located within an area of archaeological potential. The applicant has prepared an archaeological assessment of the lands. Ministry of Tourism and Culture and City staff have reviewed the assessment and are satisfied that no further archaeological concerns exist.

**Places to Grow**

The *Growth Plan for the Greater Golden Horseshoe, 2006* (Places to Grow Plan) outlines policies related to Employment Lands, which identify that an adequate supply of lands be provided for a variety of appropriate employment uses that will be maintained to accommodate growth forecasts. It further identifies that municipalities will promote economic development and competitiveness by providing for an appropriate mix of employment uses, and provide opportunities for a diversified economic base that includes a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses. The proposed parking facility is consistent with the Places to Grow Plan.
Hamilton-Wentworth Official Plan

The subject lands are designated as “Rural Area - Special Policy Area 2” in the Hamilton-Wentworth Official Plan (Ontario Municipal Board Minutes of Settlement). Policy C-3.1.4.4 states that the redesignation and development of Special Policy Area 2 for airport-related business uses be contingent upon the following:

“(a) The new Highway No. 6 is constructed from Highway No. 403 to White Church Road;

(b) Adequate municipal services, including sanitary sewerage, water supply, and stormwater management facilities are available; and,

(c) Shall be exempt from Regional Official Plan policy, which allows consideration of additions to the Urban Area only at the time of the five-year Regional Official Plan Review (i.e. Policies 3.1.2.1 and 3.1.2.2).”

In addition, staff notes that the subject lands are located within an area designated as Special Policy Area 9. As such, Policy 3.1.4.7 is applicable and states that it is recognized that portions of SPA 9 contain concentrations of existing residential and other land uses incompatible with the industrial, business service, and other essential uses associated with an Airport Employment Growth District. In planning for the proposed Airport Employment Growth District, the City shall prohibit all new residential, retail commercial, or other forms of development that are incompatible with future industrial and employment development objectives for this area. The proposed temporary use is compatible with the future development objectives for the area.

Staff also advises that the lands are subject to ongoing secondary planning work for the Airport Employment Growth District. Based on the aforementioned information, the proposal conforms with the Hamilton-Wentworth Official Plan.

Policy B-9.2 states that the City shall consider the protection and preservation of regionally significant historical and cultural resources, including recognized archaeological sites, in the review of proposals for development and redevelopment. Where possible, these attributes will be incorporated into the overall design in a manner which minimizes adverse impacts and encourages maintenance and protection. As previously noted, the subject lands are located within an area of archaeological potential. The applicant was advised of this through preliminary consultation and had prepared an archaeological assessment of the lands. Ministry of Tourism and Culture and City staff have reviewed the assessment and are satisfied that no further archaeological concerns exist.
**Township of Glanbrook Official Plan**

The lands are designated “Special Policy Area 2 and 2a” on Schedule “A” - Land Use Plan, in the Township of Glanbrook Official Plan. The policies adopted specifically refer back to the Regional Official Plan, which states that until the City has prepared a secondary plan the applicable Agricultural and Open Space designations in the Township of Glanbrook Official Plan shall apply. The adopted policy identifies that: “…the City shall prohibit all new residential, retail commercial, or other forms of development that are incompatible with future industrial and employment development objectives for this area.” In this regard, the proposed temporary parking facility would be compatible with the future industrial and employment objectives for this area. Further, the temporary parking facility would be permitted under Policy G.5.5 of the Township of Glanbrook Official Plan, which identifies that a Temporary Use By-law “may be adopted by Council to permit the use of the lands, buildings, or structures on a temporary basis. The Temporary Use By-laws are intended to provide a positive way to zone lands for specific and appropriate short term uses.” As the nature of the use and construction materials are temporary (i.e. bumper stops, gravel surface, and temporary structures for shuttle bus shelter pick-up), no Official Plan Amendment would be required.

The proposed AEGD Secondary Plan would designate the lands as “Airport Reserve”, which once owned by the Airport, would be under Federal Authority and not subject to Provincial or Municipal planning approvals. In this instance, the surface parking facility is appropriate given the future direction identified in the draft AEGD Secondary Plan.

The Glanbrook Official Plan also outlines Hamilton Airport policies in Section E.6 of the Plan. Policy E.6.1 states that it is the intent of the Plan to recognize the economic and recreation benefits of the Hamilton Airport to the Township and the Region. Policy E.6.4 also indicates that Council shall encourage new airport-related industrial development in the vicinity of the Airport, as designated on Schedule “A” - Land Use Plan.

Based on the above, staff is of the opinion that the proposed Temporary Use By-law would conform to the intent of the Township of Glanbrook Official Plan.

**New Rural Hamilton Official Plan**

The New Rural Hamilton Official Plan was adopted by Council on September 27, 2006, and subsequently approved by the Minister of Municipal Affairs and Housing, and is currently appealed to the Ontario Municipal Board. The subject lands are designated as “Rural” on Schedule “D” - Rural Land Use Designations with the overlaying designation of “Special Policy Area C - Future Employment Growth District” (SPA C) on Volume 3: Map A - Special Policy Areas in the Plan. Council approved SPA C to be the future preferred location of a major employment growth district integrated with the existing Hamilton International Airport, urban land uses, and servicing infrastructure within the
Present Urban Area boundaries. The Plan further identifies that lands designated as “Rural” shall not be construed to be within the Urban Area until such time as a comprehensive amendment has been developed by the City of Hamilton and approved to permit urban uses in all or part of such lands.

In this regard, Chapter F of the Rural Plan does, however, establish policies with respect to Implementation and, more specifically, Temporary Use By-laws. Policy F.1.10.1 specifies that Council may adopt Temporary Use By-laws, without having to amend the Rural Official Plan, in order to permit the temporary use of lands, buildings, or structures for a purpose that is prohibited by the Zoning By-law. Further, the Temporary Use By-law provisions may allow a use that is clearly of a temporary nature, and the proposed use shall contain buildings or structures that can be easily removed after the expiry date of the Temporary Use By-law. The proposed surface parking facility conforms with these provisions.

**Airport Employment Growth District Secondary Plan (Draft Only)**

The subject lands are proposed to be designated as “Airport Reserve” in the draft Airport Employment Growth District (AEGD) Secondary Plan. This proposed designation identifies that the airport shall require additional lands to provide for runway expansions and airfield operations during the lifetime of the proposed plan. This being the case, certain lands have been specifically reserved to facilitate the airport’s future needs. Proposed Policy 8.7.2 states that:

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

In this regard, the lands immediately to the west have already been approved by Council for airport expansion (future runway extension). To the east of the subject lands, the proposed designation is “Airport-Related Business” with a proposed “Ancillary Commercial Centre”. The proposed plan also identifies “Natural Open Space - Core Area” to the south and the existing Airport to the north. This effectively creates a “hole in the donut” given the surrounding future and existing land use designations. Given the proposed underlying “Airport Reserve” policies, it is anticipated that the subject lands would be incorporated into the airport expansion lands at some point in the future, thereby permitting the proposed parking facility as-of-right.
RELEVANT CONSULTATION

The following Departments and Agencies had no comments or objections:

- Capital Planning and Implementation Division, Public Works Department.
- Strategic Planning Section, Public Works Department.
- Open Space and Park Planning Section, Public Works Department.
- Recreation Division, Community Services Department.
- Hamilton Hydro.
- Union Gas.
- Hydro One Networks.

Public Works Department - Forestry Division:

The Forestry Division has advised that there are no Urban Forestry conflicts. They further advise that there are 16 small Municipal Tree Assets located on the road allowance of the Highway No. 6 Ramp, but the trees are not at risk by the intended use. They also advise that a landscape plan will be required, via the site plan control process, so as to determine the intended plant material, and ensure that any of the proposed tree or shrub species selection takes into account native species, cultivars, salt and heat tolerance, mature size, potential pest concerns, as well as the exposure.

Public Works Department - Traffic Engineering Section:

Traffic reviewed the Traffic Impact Study submitted with the application and advise that no municipal infrastructure upgrades are needed to support this application. Traffic also advises that should the applicant wish to continue the use beyond three (3) years, a traffic study update might be required at that time. Traffic further advises that the application might be within the Ministry of Transportation corridor control.

Niagara Peninsula Conservation Authority (NPCA):

The NPCA has advised that their mapping indicates that a small watercourse feature is partially located in the northwest portion of the site, in an area designated for parking. NPCA mapping also indicates that the watercourse feature originates at Airport Road, and empties into the tributary to the Welland River located on the property. The NPCA has determined that this minor drainage feature does not constitute fish habitat and, therefore, the NPCA has no objection to the proposed location of the temporary parking facility. The NPCA further advises that they have no objection to the location of the stormwater management facility. The NPCA has noted that as part of the formal site plan submission, the NPCA will require detailed design drawings for the stormwater management pond, including volume calculations which confirm adequate sizing of the pond. Any proposed outlets to the adjacent tributary must be included on the detailed
plan. Lastly, the NPCA will also require that a permit be obtained from their office prior to the construction of any stormwater outlet to the Welland River tributary.

**Ministry of Transportation (MTO):**

MTO advises that they have no concerns with the proposed temporary parking facility use. However, they do advise that the property is within the MTO permit control area, and an MTO Building and Land Use Permit will be required prior to any construction taking place on the subject lands. At the Site Plan Control stage, MTO will require a stormwater management report and site grading and drainage plans for review and approval, detailing the minor and major flows generated by the site and its impact on the Highway No. 6 right-of-way. They advise that the applicant should contact MTO for further information on the preparation of the stormwater management report.

**Public Consultation**

In accordance with the new provisions of the Planning Act and the Council approved Public Participation Policy, Notice of Complete Application and Preliminary Circulation was sent to 62 property owners within 120 metres of the subject lands on November 10, 2008, and a Public Notice sign was posted on the property on September 16, 2008.

No written comments were submitted with respect to the proposal from the public. The Notice of Public Meeting was also circulated in accordance with the provisions of the Planning Act.

**ANALYSIS / RATIONALE FOR RECOMMENDATION**

(include Performance Measurement/Benchmarking Data, if applicable)

1. The proposal has merit and can be supported for the following reasons:

   (i) The proposal is consistent with the Provincial Policy Statement and the Places to Grow Plan.

   (ii) The proposal conforms with the “Urban Area” policies of the Hamilton-Wentworth Official Plan.

   (ii) The proposal is compatible with the airport uses and future planned development for the immediate area, and is in keeping with the character of the Airport Employment Growth District.
2. As mentioned in the Policy Implementation section above, both the Township of Glanbrook Official Plan and the New Rural Official Plan, under the provisions of the Planning Act, provide for Temporary Use By-laws and the implementation and extension of said By-laws. The temporary parking facility would be in conformity with the Official Plan, as the use will only be permitted for a period of three (3) years, thereby not entrenching the proposed use for an extended period. In this regard, the proposed temporary surface parking facility would be in keeping with the work completed to date for the Airport Employment Growth District since the parking facility is for the patrons and staff of the Hamilton International Airport, and will be constructed using temporary materials (i.e. bumper stops and granular base). The Airport Employment Growth District Secondary Plan is nearing finalization, and until the Secondary Planning process is finalized, a Temporary Use By-law is appropriate as the By-law will be in force and effect for a period of not more than three (3) years. At that time, the By-law will lapse or, alternatively, Council may extend the temporary use for an additional three (3) years. It is anticipated that the latter would not be required since, by that time, the Secondary Plan would be in effect.

3. The draft AEGD Secondary Plan is close to finalization, with an anticipated Economic Development and Planning Committee date for Summer, 2010. The policies and studies prepared to develop the Plan were reviewed by staff, professionals, and the public. As outlined in the amended Regional Official Plan, the policies specifically identified a comprehensive public participation process that included a Community Liaison Committee. As a result, the public was well involved with the secondary planning process. As noted above, the public was circulated this application, and no comments were received with respect to the proposed temporary use.

The proposed temporary use would be in line with the intended designation and policies identified in the draft AEGD Secondary Plan.

4. With regards to the stormwater management facility, the applicant will be required to submit a detailed stormwater management report and plans at the Site Plan Control stage. The report will need to provide sufficient back-up information to verify that the stormwater management facility has been designed with a suitable outlet, and is in accordance with current Stormwater Management Guidelines. Prior to establishing the temporary parking facility, the required plans and related studies will be to the satisfaction of the Ministry of Transportation, the Niagara Peninsula Conservation Authority, and the Director of Development Engineering.

Vision: To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.
Values: Honesty, Accountability, Innovation, Leadership, Respect, Excellence, Teamwork
5. Through the preconsultation process, the applicant was advised that an archaeological assessment would be required in order to facilitate the temporary development of the lands for the parking facility. A Stage 1-2 Archaeological Assessment of the Proposed Hamilton Airport Parking Facility was prepared by New Directions Archaeology Ltd. in 2009. A subsequent addendum was prepared in January, 2010 to the original report. The Ministry of Tourism and Culture have now signed off on the Assessment and are satisfied that concerns for archaeological sites have been met for the area.

6. The Temporary Use By-law (see Appendix “B”) has been drafted to allow the temporary parking of 779 motor vehicles for a period of three (3) years. The draft By-law also includes three modifications as it relates to minimum parking requirements. The applicant had requested that each individual standard parking space size be modified to the new City standard of 2.6 metres (width) by 5.5 metres (length). The second modification relates to providing and maintaining a 3.0 metre wide landscaping strip. The parent provision only requires a landscaping strip when abutting a residential or institutional zone. Through the preliminary consultation process, staff had advised the applicant that due to the location of the parking lot, and the potential for night time glare from vehicle headlights, a continuous landscape strip would be required in order to provide for an added level of safety, as well as acting as an aesthetic gateway feature to the airport. Lastly, the general provisions of the Glanbrook Zoning By-law require that a continuous poured concrete curb be established between a parking area and the required landscape strip. As the development is of a temporary nature, a modification has been included in the proposed By-law to permit the delineation of the required landscape strip via bumper stops or wheel barriers, as these features can be easily removed once the temporary use ceases to exist.

ALTERNATIVES FOR CONSIDERATION:

(include Financial, Staffing, Legal and Policy Implications and pros and cons for each alternative)

Should the application be denied, the lands could only be developed in accordance with the current General Agricultural “A1” Zone provisions, which permits one single-detached dwelling, agricultural uses or greenhouse developments, and buildings or structures accessory to a permitted use.
VISION:
To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.

VALUES: Honesty, Accountability, Innovation, Leadership, Respect, Excellence, Teamwork

CORPORATE STRATEGIC PLAN  (Linkage to Desired End Results)


Growing Our Economy
- Newly created or revitalized employment sites.

Environmental Stewardship
- Natural resources are protected and enhanced.

Healthy Community
- Plan and manage the built environment.

APPENDICES / SCHEDULES

Appendix “A”: Location Map.
Appendix “B”: Draft Zoning By-law.
Appendix “C”: Preliminary Site Plan.

:JM
Attachs. (3)
CITY OF HAMILTON

BY-LAW NO. __________

To Amend Zoning By-law No. 464 (Glanbrook), Respecting the Property Located at 9555 Airport Road West

(Temporary Use By-law)

WHEREAS the City of Hamilton Act, 1999, Statutes of Ontario, 1999 Chap.14, Sch. C. did incorporate, as of January 1st, 2001, the municipality “City of Hamilton”;

AND WHEREAS the City of Hamilton is the successor to certain area municipalities, including the former area municipality known as "The Corporation of the Township of Glanbrook" and is the successor to the former Regional Municipality, namely, The Regional Municipality of Hamilton-Wentworth;

AND WHEREAS the City of Hamilton Act, 1999 provides that the Zoning By-laws of the former area municipalities continue in force in the City of Hamilton until subsequently amended or repealed by the Council of the City of Hamilton;

AND WHEREAS Zoning By-law No. 464 (Glanbrook) was enacted on the 16th day of March 1992, and approved by the Ontario Municipal Board on the 31st day of May, 1993;

AND WHEREAS the Planning Act, R.S.O. 1990, provides for Temporary Use By-laws pursuant to Section 39 of the Act;

AND WHEREAS the Council of the City of Hamilton, in adopting Item _____ of Report 10-____ of the Economic Development and Planning Committee, at its meeting held on the ______ day of _______, 2010, recommended that Zoning By-law No. 464 (Glanbrook), be amended as hereinafter provided;
NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That Schedule “B”, appended to and forming part of By-law No. 464 (Glanbrook) is hereby amended by changing the zoning from the General Agricultural “A1” Zone to the General Agricultural “A1-256” Zone (Temporary Use By-law), on the lands the extent and boundaries of which are shown on a plan hereto annexed as Schedule “A”.

2. That Section 44, “Exception to the Provisions of this By-law”, of Zoning By-law No. 464, be amended by adding a new Special Exception “A1-256”, as follows:

   **A1-256 No. 9555 Airport Road West, (Glanbrook)**

   (a) Notwithstanding the uses permitted in Section 8: General Agricultural “A1” Zone, Subsection 8.1(a) - Permitted Uses, the temporary use for the parking of a maximum of 779 motor vehicles, including shuttle bus shelters, in accordance with Section 39 of the Planning Act, shall also be permitted on these lands, for a period not exceeding three (3) years from the day of the passing of this By-law being the day of , 2010;

   (b) Notwithstanding Section 7: General Provisions, Subsection 7.35(a)(vii), (xii), and (xiv) - Minimum Parking Requirements, the following shall apply:

   (vii) Each parking space for ninety (90) degree perpendicular parking shall have a minimum width of 2.6 metres and a minimum length of 5.5 metres. Each parking space for parallel parking shall have a minimum width of 2.75 metres, and a minimum length of 6.5 metres. Notwithstanding the above regulations, the size of the required parking spaces for the physically handicapped shall be subject to Clause 7.35 (a) (xv) of By-law 464;

   (xii) A landscape strip, having a minimum width of 3.0 metres, shall be provided and maintained along the northerly, easterly, and southerly lot lines, except for any area used for vehicular access; and,

   (xiv) The landscaped area adjacent to the parking area shall be curbed with bumper stops or wheel barriers.

   (c) The parking facility shall be subject to site plan control in accordance with Section 41 of the Planning Act.

3. That no building or structure shall be erected, altered, extended or enlarged, nor shall any building or structure or part thereof be used, nor shall any land be used, except in accordance with the General Agricultural “A1” Zone provisions, subject to the special requirements referred to in Section 2.
4. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the Planning Act.

PASSED and ENACTED this [___] day of [___], 2010.

__________________________  _________________________
FRED EISENBERGER            ROSE CATERINI
MAYOR                       CLERK

ZAC-08-065
This is Schedule "A" to By-Law No. 10-
Passed the .......... day of .................., 2010

Schedule "A"

Map Forming Part of By-Law No. 10-____
to Amend By-law No. 464

Subject Property

| Change in Zoning from the General Agricultural "A1" Zone to the General Agricultural "A1-256" Zone (Temporary Use By-law) |  |

Scale: N.T.S.  
File Name/Number: ZAC-08-085  
Date: April 19, 2010  
Planner/Technician: JMI/AL  
Hamilton PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT