SUBJECT: West Hamilton Innovation District Secondary Plan and Zoning By-law (CI-06-L) (PED07005) (Ward 1)

RECOMMENDATION:

(a) That approval be given to Official Plan Amendment No. ___ to the former City of Hamilton Official Plan, attached as Appendix “A” to Report PED07005, to adopt the West Hamilton Innovation District Secondary Plan;

(b) That approval be given to City Initiative CI-06-L to enact the Research and Development (M1) Zone within the City’s new Comprehensive Zoning By-law, known as Zoning By-law 05-200, attached as Appendix “B” to Report PED07005;

(c) That approval be given to Zoning By-law No. ____, attached as Appendix “B” to Report PED07005, to implement the West Hamilton Innovation District Secondary Plan; and,

(d) That the General Manager, Planning and Economic Development Department, be hereby authorized and directed to prepare the requisite By-law to amend the Official Plan and Zoning By-law, in a form satisfactory to the City Solicitor, for presentation to Council.
EXECUTIVE SUMMARY:

The West Hamilton Innovation District (WHID), which represents one of the City’s key employment areas, is strategically located east of Highway 403, between Main Street and Aberdeen Avenue, as shown on Appendix “C”. This District is comprised of a number of light and heavy industrial uses including manufacturing, warehousing, offices, printing establishments as well as several vacant properties. The purpose of the West Hamilton Innovation District Secondary Plan is to establish new Official Plan policies that will encourage the redevelopment of this area as a prestige research and development district that will function as a centre of innovation for corporate, academic and government research primarily in the science and technology fields. The Innovation District will be enhanced by supportive commercial and educational uses which will contribute to the transformation of the area into an integrated research community.

A Research District designation is established including polices that promote partnerships between education, the City, other levels of government and the business community to spark the development of a dynamic mixed use community and create synergies that will encourage innovation, economic growth and new business opportunities.

The policies promote the improvement and development of existing and new linkages, to enhance access to accommodate motorists, pedestrians, cyclists, public transit and goods movement within, through and around the Innovation District. The need for an extension of Frid Street to Longwood Road is identified, as well as the City’s intent to undertake an Environmental Study report to determine the ultimate alignment of this road extension.

As it is recognized that this vision will take several years to be fully implemented, transitional policies and regulations are provided to allow for continued light industrial uses including manufacturing and warehousing within existing buildings, enabling existing businesses to continue to operate until such time as redevelopment is feasible and appropriate.

The proposed Zoning Amendment represents the first new Industrial Zone within the City’s new Comprehensive Zoning By-law. The Research and Development (M1) Zone implements the policies created for the redevelopment of the WHID. The M1 Zone will replace the exiting “K” District (Heavy Industry) zoning and current Interim Control By-law affecting the lands in order to ensure that not only are appropriate uses permitted to locate in the District, but that the uses are also sympathetic to the surrounding neighbourhood. The proposed M1 Zone contains uses that promote the vision of WHID as a centre for research and innovation in the fields of materials and manufacturing, biotechnology and research and development.
BACKGROUND:

The West Hamilton Innovation District shown on Schedule “C” is comprised of 53.8 hectares (133 acres) of land located east of Highway 403, west of Dundurn Street South and bounded on the south by Aberdeen Avenue and on the north by Main Street West. This employment area is generally designated INDUSTRIAL in the City of Hamilton Official Plan and subject to SPECIAL POLICY AREA 11 which limits the range of permitted uses to warehousing, light manufacturing and assembly, laboratories and research facilities, communication facilities and printing and publishing plants (Policy 2.3.14). The existing “K” District zoning, applicable to the majority of these lands, permits a broad variety of industrial and commercial uses including big box retail, salvage yards, adult entertainment parlours, slaughterhouses, chemical manufacturing, recycling plants and other heavy industry.

Through Interim Control By-law 05-041, City Council directed staff to undertake a study to review land use planning, policies and servicing requirements for the West Hamilton Innovation District. The Interim Control By-law restricted the range of permitted uses to existing lawful uses and office uses which include laboratories, teaching, training and conference facilities until the planning study has been completed. The By-law was approved in February 2005 for a period of one year. In accordance with Section 38(2) of the Planning Act, the Interim Control By-law was extended for one additional year in order to permit the completion of the Land Use Study. The current Interim Control By-law (06-028) will expire on February 15, 2007.

Within the WHID Secondary Plan is an area of land identified as McMaster Innovation Park on Schedule C. The future redevelopment of this area has been led by McMaster University for the purpose of establishing a 14.97 hectare (37 acres) research park. McMaster’s strategy to attract incubators, government laboratories and private sector companies in the fields of biosciences, advanced material sciences and nanotechnology is to support up to 1500 employees. A Master Plan has been developed for MIP to illustrate its long-term vision for these lands as a first rate, research and innovation park. The redevelopment vision for these lands has led to partnerships with the City and Province to bring this to fruition.

A Background Report was completed in October 2005 to identify the purpose and objectives of the land use study and to provide information to assist with the development of the future land use strategy, including information on the site history, existing conditions, planning policies, zoning, services, transportation, environmental issues and an analysis of urban design considerations.

The proposed West Hamilton Innovation District Secondary Plan and new M1 Zoning responds to opportunities arising from the future development of the McMaster Innovation Park and recognizes the potential for future expansion/spin-off development from the McMaster Innovation Park into the broader West Hamilton Innovation District. The documents also resolve the conflicts and differences between the “K” Zoning District and the Light Industrial designation of these lands within the Official Plan.
The study objectives included the following:

- To protect the study area from incompatible uses that would have a negative impact on the future McMaster Innovation Park, associated redevelopment opportunities, and various existing uses in the adjacent industrial area;

- To develop a land use concept plan that addresses the needs of McMaster Innovation Park, as well as other landowners in the study area;

- To facilitate revitalization of the area by addressing building and landscape design issues, and ensuring quality of design;

- To ensure the transportation network and other required infrastructure will be sufficient; and,

- To help implement the City’s Economic Development Strategy and VISION 2020.

**Issues Associated with WHID**
The principal issues identified through the WHID study included the range of uses permitted, traffic/transportation/access, and urban design.

(a) **Permitted Uses**
The range of permitted uses within the Official Plan has been expanded to include additional uses; whereas the range of uses permitted by the existing “K” District has been reduced to be more in keeping with the current and new proposed Official Plan policies. Many of the landowners identified specific uses they required to ensure the economic viability of their lands in the long term, as well as through the transition period.

**McMaster Innovation Park**
Special focus has been placed on the proposed development of the McMaster lands to reflect its vision to create a prestige research community. The following site-specific policies and regulations are applicable to the MIP:

- **Educational Uses**
  With respect to MIP, the need for limited educational uses was identified. Special provisions have been developed for the lands associated with the McMaster Innovation Park in order to allow for additional permitted uses that are specific to the development and functioning of MIP. The decision to limit educational uses in the Secondary Plan policies and through specific provisions in the M1 Zoning is to ensure that the lands within WHID are available primarily for employment lands, as directed under the Places to Grow Growth Plan and to ensure that the lands are not primarily used for the development of a future university/student campus. The specific regulations permit education uses only as a component of McMaster Innovation Park and limits development to 1/3 of the total gross floor area of all buildings used for other M1 zone purposes.
A Museum Use is being added to take advantage of an existing historic building on the site.

Residential Uses
Limited residential uses are permitted to service the research community to provide for accommodations related to the Innovation Park. For example, these accommodations would be provided to visiting scholars, and researchers, brought to the Park for the research being undertaken.

Transitional Uses
It is recognized that the vision for the build-out of the WHID is a long term endeavour. There are existing buildings currently providing locations for uses such as warehousing, manufacturing, service and repair uses. It is proposed that these light industrial uses be permitted to continue within existing buildings to provide opportunities for the property owners to receive a return on their investments and to bridge the gap before ultimate development will occur on these lands. While limited manufacturing and warehousing uses are permitted as ancillary uses to new development within the WHID, they are not permitted as principal uses upon redevelopment.

Existing development along Frid and Chatham Streets currently contain a broad range of light industrial uses within existing buildings. The draft policies allow for the continuation of these types of uses (i.e., manufacturing, warehousing, service and repair uses) as principal uses within existing buildings, until such time as the redevelopment of these properties occurs.

Major Commercial uses
An interest in the development of free-standing commercial uses such as grocery stores, fitness centres, cinemas and big box retail was identified by several existing landowners within WHID. WHID is recognized as an existing designated Employment Area under the Places to Grow legislation. The allowance for major retail uses, including big box retail, is contrary to the policy direction provided in the Places to Grow legislation which states that major retail uses such as big box retailers are considered non-employment uses (Places to Grow: Policy 2.2.6.5). The consideration of big box retailers within WHID would represent the conversion of employment lands, which is contrary to Places to Grow legislation and cannot be supported by staff at this time.

Supportive Commercial Uses
Limited supportive commercial uses which serve the needs of employees within the Innovation District have also been permitted. Types of these uses include: a day nursery, financial establishment, personal services, restaurant and retail. In order to ensure that these uses play only a “support” role, the zoning regulations require these uses to locate on the ground floor of a multi-storey building and are not permitted as stand alone uses. An individual retail establishment is also restricted to a 500 square metre size store.
Office Uses
Office uses have also been permitted. Staff recognizes that offices will play an important role in facilitating the redevelopment of WHID. In order to comply with the Places to Grow legislation, office uses cannot exceed a maximum gross floor area of 10,000 square metres.

Transportation
The Kirkendall Neighbourhood is located immediately east of the WHID. In October 2005, the City of Hamilton initiated a Traffic Management Study for this Neighbourhood to address traffic issues. Following the initiation of this Study, traffic issues related to WHID were identified. Accordingly, the Kirkendall Neighbourhood Traffic Management Study was expanded to include an analysis of the transportation issues associated with the WHID.

The recommendations of this analysis included the ultimate need for improvements along Longwood Road, the extension of Frid Street westerly to Longwood Road, as well as the location of future signalized intersections. The precise alignment and construction requirements of the Frid Street extension will be determined through an Environmental Study report to be undertaken by the City in 2007. Affected landowners will be involved in the review of the final alignment and location of the Frid Street extension.

Improved pedestrian access is recognized as a fundamental planning objective for the development of the WHID because of its proximity to McMaster University, Westdale High School and the Kirkendall neighbourhood. The need to improve pedestrian crossings and connections, safer sidewalks and future road connections to Longwood Road South to permit east-west access was identified through public input and Traffic Studies.

Pedestrian access is addressed in the WHID Secondary Plan policies to encourage the following:

- The development of a continuous public sidewalk network (to permit east-west travel);
- Enhanced pedestrian crossings at intersections and abutting publicly accessible open space areas along Longwood Road south;
- Wide sidewalks and a landscaped boulevard along Longwood Road south and Frid Street; and,
- Streetscape improvements such as Urban Braille and pedestrian scale lighting.

The West Hamilton Bicycle Network Review was undertaken in conjunction with the Kirkendall Neighbourhood Transportation Management Plan to address the development of bicycle network connections between WHID and Westdale, McMaster University and the Kirkendall Neighbourhood and to recommend
associated improvements such as crosswalks, intersections and trail connections. The proposed Secondary Plan policies support a bicycle-friendly environment for the WHID with the provision of future bicycle lanes along Longwood Road South and Aberdeen Avenue, which will provide connections to the Westdale and Kirkendall Neighbourhoods. Bicycle lanes are also identified for the proposed extension of Frid Street to Longwood Road.

(c) **Urban Design**

The need to develop the built-form character of WHID as a prestige employment area was identified early in the planning process through public comments and the vision provided in the McMaster Innovation Park Master Plan. Public comments identified the need for lighter, less noxious industrial uses to encourage the development of an attractive, first rate innovation district that promotes safe access for cyclists and pedestrians. The proposed Secondary Plan policies are based on an integrated approach to urban design that considers built form, views and vistas and connections and linkages to encourage the development of a prestige character for WHID. Specific Urban Design policies to encourage future design changes include:

- Strong architectural presence along Highway 403;
- Architecture to enhance pedestrian activities such as awnings, accessible at-grade entrances and a “stepped back” building design for multi-storey buildings;
- Public street improvements to enhance pedestrian movement and interaction such as streetscaping, landscaped boulevards, a continuous sidewalk network, landscaped publicly accessible areas and public art;
- The screening of parking facilities, loading and service areas and rooftop mechanical equipment from view of public streets;
- Improved connections and linkages;
- The protection of existing views to the Escarpment;
- A landscaped buffer adjacent to the CP Railway to filter views for the adjacent neighbourhood; and,
- Entrance features at key intersections.

**Secondary Plan Implementation**

The implementation of this Secondary Plan is subject to the recommendations of various studies as well as the completion of studies or reports. They include the following:

- Completion of the Kirkendall Neighbourhood Traffic Study.
Frid Street Extension Environmental Study (to begin in 2007).

Streetscape Master Plan (the City will prepare Master Plans for Frid, Chatham, Longwood and Aberdeen commencing in 2007).

Environmental Remediation and Site Enhancement (ERASE) Community Improvement Plan (City’s Economic Development Division has been directed by Council to prepare an enhancement to the ERASE Community Improvement Plan and Implementation Strategy specifically for the WHID that will encourage the redevelopment of this area).

Capital Budget Improvement Plan (a 10 year Capital Budget Improvement Plan is being prepared to identify, rank and coordinate the public improvements required for the WHID as a part of the City’s annual Capital Budget).

Traffic Studies (required as conditions to redevelopment, as well as future initiatives for the City to review traffic along Main Street at the intersections of Frid and Dundurn).

New Zoning By-law.

Zoning
The Research and Development (M1) Zone implements the policies created for the redevelopment of the WHID. The M1 Zone will replace the existing “K” District (Heavy Industry) regulations and current Interim Control By-law, in order to ensure that not only are appropriate uses permitted to locate in the District, but that the uses are also sympathetic to the surrounding neighbourhood. The proposed M1 Zone contains permitted uses that promote the vision of WHID as a centre for research and innovation in the field of materials and manufacturing, biotechnology and research and development.

The proposed Zoning Amendment represents the first component of Phase 4 of the City’s new Comprehensive Zoning By-law, by establishing the first Industrial Zone with regulations to implement the proposed Official Plan Amendment. The Research and Development (M1) Zone provides for a variety of uses primarily related to research and development, but also includes provision for office, supportive commercial and personal service uses.

The Zoning Amendment affects only that portion of the study area that was zoned “K” District under Zoning By-law 6593, and subject to Interim Control By-law 06-028 (including all lands west of the existing rail line). Those lands within the study area, which front Dundurn Street South and Main Street West (including all lands east of the existing rail line) and are currently zoned “K District under zoning By-law 6593, have been excluded from the Research and Development (M1) Zone and will be further evaluated during the development of the new Commercial and Mixed Use zones.
The intent of the WHID Secondary Plan is to establish a land use framework to guide the development within this area towards a new research and innovation area and to incorporate these policies into the former City of Hamilton Official Plan.

The WHID Secondary Plan is consistent with the Hamilton-Wentworth Official Plan and the Provincial Policy Statement. The WHID will contribute to a diversified economic base in the form of a regional technology node. It will promote the redevelopment of brownfield lands, and allow for an integrated and improved transportation system. The policies encourage compact future development through the development of multi-storey buildings. The creation of a regional technology node would also be consistent with the City’s Economic Development Strategy, which encourages the development of economic clusters, including various research clusters. In summary:

- The proposed WHID Secondary Plan is in conformity with the intent and objectives of Places to Grow, as the lands are recognized as “Employment Lands” which are required to be maintained;
- The proposed policy framework is in conformity with the intent and objectives of the former City of Hamilton Official Plan;
- The transportation improvements are consistent with the recommendations of the Kirkendall Neighbourhood Master Transportation Study;
- Implementation of the WHID Secondary Plan provides an opportunity for urban design improvements through the requirement for a Streetscape Master Plan that will enhance the area with the development of entrance features, public art installations, publicly accessible open space areas, improved sidewalk connections and street landscaping; and,
- Implementation of the WHID Secondary Plan will allow for the rehabilitation of contaminated lands in accordance with Ministry of the Environment standards.

The proposed Research and Development (M1) Zone will implement the proposed Official Plan Amendment for the West Hamilton Innovation District Secondary Plan. The new M1 Zone will replace the existing “K” District zone from the City of Hamilton By-law 6593, and will be incorporated into the City’s new Comprehensive Zoning By-law as the first component of the new City-wide Industrial Zones.

The Research and Development (M1) Zone provides for a variety of uses that reflect the vision for WHID. The primary purpose of this zone is to facilitate research and development related to a number of fields, including: science and technology; communications; computers, electronic and data processing; manufacturing; biotechnology; and pharmaceutical and medical uses.
ALTERNATIVES FOR CONSIDERATION:

The West Hamilton Innovation District is currently designated as Special Policy Area 11 in the former City of Hamilton Official Plan. This designation permits a limited range of light industrial uses. In contrast, the existing “K” District zoning permits a broad range of heavy and light industrial uses. Should the new Research and Development (M1) Zone not be approved, the Interim Control By-law currently in effect for the WHID study area would lapse, and the out-dated “K” District zone would remain in effect. This would allow for a wide variety of uses to locate on these lands, including uses which the City considers incompatible with the surrounding neighbourhood and the proposed McMaster Innovation Park and Provincial Policies (including the Provincial Policy Statement and Places to Grow). Examples of incompatible uses include: stand-alone commercial development, large-scale commercial entertainment establishments, and the continuation of heavy industrial/noxious uses.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial and Staffing: The Implementation Section of the Secondary Plan identifies further studies which are required for the future development of WHID, as well as specific action items for City departments to undertake a Streetscape Master Plan and a Community Improvement Plan to provide incentives to encourage redevelopment. The recommended City actions and initiatives will form part of the work plan and budget submission to be brought forward for approval in the future. It is noted that the City of Hamilton has contributed $5 million to McMaster Innovation Park.

Legal: As required by the Planning Act, Council shall hold at least one (1) formal Public Meeting to consider this Official Plan Amendment and Zoning By-law Amendment.

POLICIES AFFECTING PROPOSAL:

Places to Grow
On June 16, 2006, the Province released the Places to Grow Growth Plan for the Greater Golden Horseshoe (GGH), 2006 under the Places to Grow Act, 2005. The Act requires that all decisions under the Planning Act conform to the Growth Plan. The Growth Plan provides policy direction for the GGH to build healthy, balanced and complete communities. The City’s GRIDS plan has been developed to implement the policy direction provided in the Growth Plan.

The WHID Study Area is presently identified as a “Built-Up Area” in the Growth Plan and subject to Policy 2.2.6.2, which recognizes this area as Employment Lands. These policies require municipalities to promote economic development and competitiveness by:
“(a) providing for an appropriate mix of employment uses including industrial, commercial and institutional uses to meet long-term needs;

(b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

(c) planning for, protecting and preserving employment areas for current and future uses; and,

(d) ensuring the necessary infrastructure is provided to support current and forecasted employment needs.”

The WHID Secondary Plan will contribute to the development of the City’s economic base by encouraging development in sectors consistent with the approved Economic Development Strategy (i.e. biosciences and advanced manufacturing clusters). The WHID will be fully serviced and provide an employment area, oriented primarily to research and innovation.

Policy 2.2.6.9 of Places to Grow states that “municipalities are encouraged to designate and preserve lands within settlement areas in the vicinity of existing major highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate”. The WHID Secondary Plan is recognized as being part of a settlement area under Places to Grow. The creation of the WHID Secondary Plan is consistent with Policy 2.2.6.9 as the lands are situated adjacent to Highway 403 and would be preserved as employment lands for research and innovation, including manufacturing.

The WHID Secondary Plan policies and Zoning regulations are in compliance with Places to Grow.

**Provincial Policy Statement**

The following demonstrates how the WHID Secondary Plan policies and Zoning regulations are consistent with the 2005 Provincial Policy Statement (PPS):

- The proposal will promote economic development and competitiveness by contributing to a diversified economic base through the creation of opportunities in the research sector, by planning for and preserving a significant employment area and ensuring that future infrastructure needs are met (Policy 1.3.1); and,

- The proposal allows for improved connectivity within the transportation system through the proposed extension of Frid Street (Policy 1.6.5.3).

**GRIDS**

The WHID Secondary Plan policies and Zoning By-law conform to the principles that were established for the development and refinement of the preferred Nodes and Corridor option for GRIDS. In particular:
The proposal supports the direction in GRIDS to attract and retain a skilled innovative and diverse workforce.

The proposal supports existing transit infrastructure and linkages to residential areas and to existing nodes which include McMaster University and the Downtown.

The area is serviced by existing infrastructure and will be enhanced by future infrastructure improvements.

The proposal is compatible with and supports existing goods movement corridors.

The proposal supports compact development and mixed use development.

**Hamilton-Wentworth Official Plan**
The Hamilton-Wentworth Official Plan (OP) designates the WHID Secondary Plan as Urban. The Regional OP policies promote the principles of sustainable development which are designed to provide for development which meets the needs of both current and future generations. The Urban designation in the OP permits various types of land uses; however, the overall land use strategy is intended to promote compact urban form for all urban land uses. The policy directions that are most relevant include the following:

- Providing an integrated transportation system which stresses easy pedestrian, transit, bicycle, and vehicular access to all basic needs.
- Encouraging the remediation of contaminated sites.
- Promoting compact development within urban areas.
- Encouraging the diversification of traditional manufacturing areas.

Therefore, as the proposed Secondary Plan will make efficient use of existing services and infrastructure and will result in transportation improvements, site remediation and new economic opportunities through research and scientific innovation, the proposal complies with the policies of the Hamilton-Wentworth Official Plan.

**City of Hamilton Official Plan**
The City of Hamilton Official Plan designates the lands covered by the study area as “Industrial”, except for the railway corridor, which is designated “Utilities”. The industrial portion is further defined as Special Policy Area 11 which permits warehousing, light manufacturing and assembly, research facilities, communication facilities, and printing and publishing plants as primary uses. The policies also permit a range of ancillary uses, including business enterprises that serve the industrial area such as banks and restaurants.

The proposed WHID Secondary Plan still complies with the existing Industrial designation of these lands; however, the proposed amendment establishes more specific policies to enable the efficient utilization of the existing land resources, services
and infrastructure for the development of the area as an Innovation District. The policies allow for an improved transportation system and provide an integrated approach to urban design to ensure the area is developed in an attractive manner that will encourage pedestrian activity and interaction.

**RELEVANT CONSULTATION:**

The WHID Secondary Plan policies and implementing Zoning By-law for the study area were prepared with extensive input from a staff advisory team and the public. The proposals were prepared with, and circulated to, various departments and agencies for review and comments. The final WHID Secondary Plan and zoning regulations satisfy all of the concerns of these departments and agencies.

Public consultation for the West Hamilton Innovation District Land Use Study was initiated in May 2005 through the circulation of Project Update report to outline background information, the study objectives and the process for public involvement. The WHID public consultation process was developed to ensure that the recommended planning policies considered the comments and concerns of the affected residential and industrial property owners and included:

**Public Information Centre #1**
The first Public Information Centre held on October 11, 2005 was held to introduce the study being undertaken and was attended by approximately 25 persons. The issues identified were related to WHID design considerations, transportation (e.g. Accessibility for pedestrian/cyclists, traffic, public transit) and prohibiting noxious uses.

**Public Information Centre #2**
The second Public Information Centre held on May 18, 2006 was attended by 35 persons. At this meeting staff presented a draft development strategy identifying land use categories, suggested permitted uses and an urban design strategy. In addition, an overview of the Kirkendall Neighbourhood Traffic Management Study was provided. Comments received at the Public Information Centre related to permitted uses, design considerations and issues related to transportation.

**Circulation**
The consultation process also involved the circulation of the Draft Official Plan policies and draft Zoning By-law on August 1, 2006 to landowners, external agencies and members of the public who participated in the Land Use Study. Many individual meetings were held with property owners to discuss the policies and Zoning By-law in greater detail and for the property owners to express their concerns. The policies were revised and then re-circulated to property owners on November 16, 2006 for final comments. The proposed Official Plan Amendment and Zoning By-law Amendment being recommended incorporates consideration of the final comments obtained from this circulation.

**Web Page**
As part of the public consultation process, City staff created a site on the City of Hamilton’s Web page titled “West Hamilton Innovation District” (http://hamilton.ca/whia).
The site provided members of the community, external agencies, and other stakeholders, information on the project, the study process, Public Information Centre dates, relevant reports, and presentation materials. The website was updated when new information was made available.

Additional Consultation
In addition to the above, related Public Meetings were also held with respect to the following:

- **Kirkendall Neighbourhood Traffic Management Study** - held November 7, 2005 to identify transportation concerns, and on June 7\(^{th}\), 2006 to present the preferred transportation alternatives to the public. With respect to the WHID Land Use Study, the June 7\(^{th}\) meeting identified:
  
  o The preferred route (conceptually) for the extension of Frid Street;
  
  o A proposed bicycle network for West Hamilton and the Innovation District and adjacent lands; and,
  
  o Recommended transportation improvements such as intersection improvements and roadway improvements.

- **McMaster Innovation Park Open Houses** – McMaster held two Open Houses on January 11, 2006 at Westdale High School and McMaster University to present the proposed vision and Master Plan for the McMaster Innovation Park prepared by Diamond Schmitt Architects. The proposed Master Plan was well received by the public.

- **MIP Liaison Committee** - An interdepartmental committee, known as the McMaster Innovation Park (MIP) Liaison Committee, was formed in September 2005, and included representatives from key City Departments and McMaster University. The purpose of the Committee was to identify issues associated with the development of McMaster Innovation Park and to provide guidance to the University through monthly meetings. The Committee met monthly and provided feedback to McMaster on their draft MIP Master Plan, so that key issues, particularly with respect to servicing, and transportation could be recognized at an early stage.

- **Meetings with Landowners** - The review process for the draft Official Plan policies and Zoning By-law involved meetings with City staff and a number of key landowners to discuss development issues. The main concerns of landowners related to specific transitional permitted uses and transportation issues. The transitional uses provided for in the amendments were agreed to by the landowners. The transportation issues related to the precise alignment and width of Frid Street and the Frid Street extension. It was agreed that these details would be addressed through a more detailed environmental study report to commence in 2007.
CITY STRATEGIC COMMITMENT:

By evaluating the “Triple Bottom Line”, (community, environment, and economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced. ☑ Yes ☐ No
Community input was essential to the successful completion of the West Hamilton Innovation District Secondary Plan process. It was important for the public to be involved early in the process to help identify the strengths, weaknesses, and opportunities, the results of which were used to develop the vision for the Secondary Plan. Public participation is consistent with the principle of self-determination and participation. Community well-being will be enhanced through transportation improvements which will allow for improved accessibility; through the development of future uses which will be compatible with the adjacent residential neighbourhood; and through design improvements which will facilitate pedestrian activity and interaction and encourage the development of attractive buildings and spaces and the research and development of parts of the Innovation District.

Environmental Well-Being is enhanced. ☑ Yes ☐ No
The WHID Secondary Plan and Zoning promotes environmental well-being by encouraging the remediation of brownfield sites and the removal of contaminated soil and materials as well as the research and redevelopment of parts of the Innovation District. In addition, the policies encourage alternative modes of travel such as walking and cycling which will reduce greenhouse gases. The urban design policies promote the development of publicly accessible open spaces and landscaped boulevards to promote outdoor activity. Finally, the servicing policies promote encourage innovative technologies for energy use and managing storm water run-off.

Economic Well-Being is enhanced. ☑ Yes ☐ No
The WHID Secondary Plan promotes a unique employment node targeted for research and innovation in a campus like setting. This area will have an ultimate employment capacity of approximately 4500 jobs. These two factors will promote Hamilton as a more desirable place to live and work.

Does the option you are recommending create value across all three bottom lines? ☑ Yes ☐ No
The WHID Secondary Plan creates value across all three bottom lines as there are environmental, social/health and economic benefits as noted above. The Secondary Plan promotes planning principles that reflect and build upon many of the City’s VISION 2020 goals for creating a healthy and sustainable city such as providing continuous public access through the District; protecting natural areas; and promoting a range of appropriate employment uses. They are the foundation of the Secondary Plan. As such, they provide important criteria against which future initiatives and proposals for the area will be evaluated to help ensure the broad public objectives for the West Hamilton Innovation District are realized.

Do the options you are recommending make Hamilton a City of choice for high performance public servants? ☑ Yes ☐ No
The recommendations are intended to respond to the requirements set out in the Official Plan with regards to light industrial development. They are an example of the City’s desire to set a high standard in attempting to design an employment community based on promoting the health and well-being of workers, protecting the natural and built environment and encouraging development that makes efficient and economical use of infrastructure and services.

:CT
Attaches. (3)
Amendment to the

former City of Hamilton Official Plan

The following text, together with:

- Schedule “A” (Schedule “A” - Land Use Concept, City of Hamilton Official Plan);
- Schedule “B” (Schedule “B” - Special Policy Areas, City of Hamilton Official Plan);
- Schedule “C” (Schedule “G” - Planning Units, City of Hamilton Official Plan);
- Schedule “D” (Schedule “O-1” – Land Use Plan, West Hamilton Innovation District); and,
- Schedule “E” (Schedule “O-2” – Design Elements, West Hamilton Innovation District).

attached hereto, constitutes Official Plan Amendment No.XXX to the City of Hamilton Official Plan.

Purpose and Effect:

The purpose of the Amendment is to:

- Add the West Hamilton Innovation District Secondary Plan to the former City of Hamilton Official Plan to identify the land uses, the types of permitted uses, urban design, transportation and servicing policies, and provide for protection of existing natural features and heritage resources; and,

- Amend various policies and the land use and special policy area schedules to reflect the principles and policies contained in the Secondary Plan.

The effect of the Amendment is to establish the policy framework to guide the development and redevelopment of the subject lands as a research and innovation district.

Location:

The lands affected by this Amendment comprise 53.8 hectares (133 acres) located south of Main Street West, west of Dundurn Street South and the Canadian Pacific Railway line, north of Aberdeen Avenue and east of Highway 403.
Basis:

The Amendment can be supported on the following basis:

- The Secondary Plan is consistent with the City’s Economic Development Strategy to encourage the development of economic clusters, including various clusters for research.

- The Secondary Plan conforms to the general intent and objectives of the Places to Grow Plan and the Provincial Policy Statement by maintaining and enhancing existing employment land; promoting the rehabilitation of brownfield sites; improving the level of compatibility with neighbouring residential uses; encouraging excellence in urban design; and promotes sustainable development and improvements to the natural environment.

- The Secondary Plan conforms with the general intent and objectives of the City of Hamilton Official Plan;

- The servicing of this area is subject to the Area-specific Master Servicing Plan which is to be completed through the Environmental Assessment process. Therefore, it is desirable to establish a land use pattern at this time through the adoption of the Secondary Plan;

- Secondary Plan policies will guide transportation improvements that are consistent with the recommendations of the Kirkendall Neighbourhood Master Transportation Study.

Actual Changes:

(a) Schedule “A” - Land Use Concept is revised by redesignating:

(i) the lands on the west side of the CPR Railway line, south of Chatham Street from “Utilities” to “Industrial” and;
(ii) the lands on the west of Dundurn Street from Main Street West to Chatham Street from “Industrial” to “Commercial”;

as shown on the attached Schedule “A” to this amendment

(b) Schedule “B” – Special Policy Areas is revised by deleting Special Policy Area 11 from the lands south of Main Street West, west of Dundurn Street South and the Canadian Pacific Railway line, north of Aberdeen Avenue and east of Highway 403, as shown on the attached Schedule “B” to this amendment.
(c) Schedule “G” – Planning Units is revised by incorporating the lands south of Main Street West, west of Dundurn Street South and the Canadian Pacific Railway line, north of Aberdeen Avenue and east of Highway 403 as part of the new planning area, as shown on the attached Schedule “C” to this amendment.

(d) The City of Hamilton Official Plan is amended by adding a new Schedule “O-1” - Land Use Plan, to the Official Plan as shown on the attached Schedule D” to this amendment.

(e) The City of Hamilton Official Plan is amended by adding a new Schedule “O-2” - Design Elements, to the Official Plan as shown on the attached Schedule “E” to this amendment.

(f) Section A.6 is amended by adding a new Subsection A.6.5 as follows:

“6.5 WEST HAMILTON INNOVATION DISTRICT SECONDARY PLAN

6.5.1 Vision

The West Hamilton Innovation District Secondary Plan Area will function as a centre of innovation for corporate, academic and government research in science and technology and will be recognized as a major entry point into the City. This prestige employment community will establish architectural presence along Highway 403 and a street-oriented design along the interior public roads. The development of knowledge-based activities will allow for the eventual production of goods and materials enabling companies to remain and grow within the Innovation District.

The establishment of partnerships between education, the City, other levels of government and the business community will spark the development of a dynamic community and create synergies that will encourage innovation, economic growth and new business opportunities. The Innovation District will be enhanced by supportive commercial, educational and residential uses which will contribute to the transformation of the area into an integrated first rate research community. Pedestrian activity and interaction will be encouraged through the creation of attractive streetscapes, innovative building design and the provision of publicly accessible spaces. The improvement and development of existing and new linkages will enhance access to accommodate motorists, pedestrians, cyclists, public transit and goods movement within, through and around the Innovation District.

6.5.2 Objectives

The following objectives constitute the fundamental guidelines which will direct the development of the West Hamilton Innovation District:
i) To encourage the redevelopment of brownfield lands to a prestige research district comprised mainly of uses related to research, science and technology which are remediated to a high standard to ensure public health and safety.

ii) To encourage the development of the McMaster Innovation Park generally identified on Schedule “O-2”, Design Elements as an integrated and comprehensive research community and employment area in a campus-like setting.

iii) To support and recognize the benefits of partnerships between McMaster University, various levels of government and the business community in the creation of synergies and economic development opportunities in the development of the Innovation District.

iv) To enhance linkages and connections between West Hamilton Innovation District and McMaster University, the adjacent residential neighbourhoods and the Hamilton Trail System.

v) To recognize and encourage the transition of existing uses to research, science and technology uses over time.

vi) To promote compatible development adjacent to existing residential uses.

vii) To recognize the continued importance of the Canadian Pacific Railway to existing and future uses within the West Hamilton Innovation District as a provider of the regional transportation of goods and materials.

viii) To promote supportive commercial, education and residential activities to serve the needs of the Innovation District.

ix) To foster the economic growth of biosciences, advanced manufacturing and other research sectors consistent with the City's Economic Development Strategy.

6.5.3 Development Policies

6.5.3.1 New Development

Lands designated Research District on Schedule “O-1”, Land Use Plan, will be oriented to activities associated with the research and development sector. The following uses will be permitted:
i) Research, science and innovation facilities and knowledge intensive uses;

ii) Computer, electronic, data processing and printing establishments;

iii) Offices;

iv) Pharmaceutical and medical industries;

v) Hotel and conference facilities;

vi) Limited manufacturing and warehousing accessory to the uses described in i) through iv), above;

vii) Existing railway uses requiring direct railway access located on lands abutting the railway right-of-way; and,

vii) Limited supportive commercial uses to serve the needs of the employment community.

6.5.3.2 McMaster Innovation Park

In addition to the policies of Section 6.5.3.1, the following policies will apply to the lands shown as \textit{McMaster Innovation Park} on Schedule “O-2”, Design Elements:

i) Educational, residential and commercial uses permitted ancillary to McMaster Innovation Park will be developed in accordance with the long-term vision to create a dynamic, integrated state-of-the-art research community that will foster innovation, entrepreneurialism and creativity.

ii) Limited accommodations for visiting scholars, professors and/or professionals will be permitted.

6.5.3.3 Transitional Uses

Warehousing, light manufacturing and service and repair uses will be permitted as principle uses within existing buildings until such time as redevelopment occurs.
6.5.3.4 Extended Commercial

Lands designated *Extended Commercial* on Schedule “O-1”, *Land Use Plan*, will be subject to the *Extended Commercial* Policies A.2.2.14 to A.2.2.24 and all other applicable commercial policies of Section A.2.2 of the *Official Plan*.

6.5.3.5 General Development Policies

i) Loading and servicing areas will be encouraged to locate indoors or at the rear or side of main buildings, and will be kept clean and screened from view of public streets or highways.

ii) Development will be in accordance with the applicable Urban Design policies of Section 6.5.5 of this Plan.

iii) Development adjacent or proximate to Highway 403 will be subject to the setback requirements of the Ministry of Transportation.

iv) Telecommunication and other utilities will be located in common trenches, within public road allowances or within appropriate easements, wherever possible, to avoid over-digging and disruption of municipal rights-of-way.

v) Free-standing office buildings will have less than 10,000 square metres of gross floor area.

vi) Supportive commercial uses will be permitted only on the ground floor of a multi-storey building with individual retail establishments also restricted in size.

vii) New buildings requiring underground parking facilities will be subject to the requirements of the Ministry of the Environment with respect to site remediation.

6.5.4 Heritage

6.5.4.1 Heritage resources associated with the original Westinghouse Company Limited Complex, which include the former Office Building and the Boiler/Power House, as identified as “A” and “B” on Schedule “O-2”, *Design Elements*, will be conserved and incorporated into future development proposals. A museum of industrial and scientific technology will also be permitted in the Boiler/Power House.
6.5.4.2 New development adjacent to the heritage resources identified on Schedule “O-2, Design Elements, will complement the character, scale and materials of these buildings.

6.5.5 Urban Design

The urban design policies for the West Hamilton Innovation District are based on an integrated approach which considers built form, views and vistas and connections and linkages, as identified on Schedule “O-2”, Design Elements, to create a well designed and attractive employment area providing pedestrian linkages to adjacent residential neighbourhoods.

6.5.5.1 Objectives

The following objectives constitute the fundamental guidelines which will direct the design of the West Hamilton Innovation District:

i) To create a safe and accessible environment with linkages for pedestrians and cyclists.

ii) To encourage a unique sense of place and identity by promoting excellence in building construction and design, attractive streetscaping, public art and the integration of publicly accessible open space areas.

iii) To establish architectural presence along Highway 403 complemented by the views and natural amenities of the Escarpment as a backdrop.

iv) To encourage innovation in the development of open spaces, storm water management, building design and parking accommodation that will promote environmental sustainability.

6.5.5.2 Built Form

Built form refers to the architectural design and massing of buildings to establish the character and identity of the area.

6.5.5.2.1 Development will have a street orientation that will allow for the creation of a pedestrian-friendly environment.

6.5.5.2.2 The following urban design policies will apply to development within the Research District land use designation on Schedule “O-1”, Land Use Plan:
i) A high standard of architectural and site design will be encouraged for properties along Longwood Road South through the appropriate use of architectural features, massing and scale;

ii) Maximum building height will be 10 storeys;

iii) Buildings will front onto the street with accessible, at-grade entrances. Multi-storey buildings are encouraged to be stepped back above the ground floor to reduce the scale of the buildings as perceived by pedestrians;

iv) Building elements such as lighting, signage, awnings and plantings will be provided to reinforce a high quality employment environment;

v) Extensive use of clear glazing in windows, exterior wall panels, and entrance openings at the ground floor level of buildings containing retail, restaurant or hotel uses is encouraged to allow for open views at the street level and to promote public activity and interest;

vi) New development will have regard for the light, views and privacy enjoyed by adjacent residential development;

vii) Wherever possible, loading and service areas will be screened from view of Highway 403 and public streets, and will be located at the side or rear yards of main buildings;

viii) Rooftop mechanical equipment will not be visible from abutting public streets, Highway 403 or public amenity areas;

ix) Buildings visible from Highway 403 will have prominent elevations addressing the highway, and elevations fronting on any other principle street will be designed to address the public street through appropriate use of architectural features, massing, and scale; and,

x) Above-ground public utility infrastructure such as transformers will be located and designed to be compatible with the environment. Innovative methods of containing the above-ground infrastructure will be encouraged. The clustering or grouping of above-ground infrastructure, will be considered where possible, to minimize visual impacts.

6.5.5.2.3 The following urban design policies will apply to development within the Extended Commercial land use designation on Schedule “O-1”, Land Use Plan:
i) Buildings will be constructed at the street-line, where possible, to establish a defined street edge;

ii) The development of a landmark mid-rise building on the north-west corner of Chatham Street and Dundurn Street South will be encouraged as an eastern gateway into the District;

iii) Parking areas will be located in the side or rear yards; and,

iv) Buildings will be well-designed and will be a maximum of 6 storeys in height.

6.5.5.3 Views and Vistas

*Existing significant views and vistas contribute to the unique identity and character of the Innovation District. They will be protected by careful placement of building mass within a well integrated network of open spaces which is sensitive to the context and natural amenities of the surrounding area.*

6.5.5.3.1 The following significant view corridors, as identified on Schedule “O-2”, Design Elements, will be maintained and enhanced, where possible:

i) The view corridor to the Niagara Escarpment south from Longwood Road South;

ii) The view corridor south through the Chedoke Creek Valley towards the Escarpment; and,

iii) The view corridor southeast from Longwood Road South to the Escarpment.

6.5.5.3.2 The design of buildings will be encouraged to maintain the view toward the Escarpment, and buildings will be appropriately scaled in relation to the adjacent built form.

6.5.5.3.3 A landscaped buffer will be provided adjacent to the Canadian Pacific Railway to buffer and filter views of development within the Innovation District from local residential streets.
6.5.5.4 Connections and Linkages

Connections and linkages will contribute to the development of a pedestrian, bicycle and transit friendly environment within the Innovation District and provide improved access to surrounding neighbourhoods and the Hamilton Nature Trail System.

6.5.5.4.1 Public street improvements to enhance pedestrian movement will be in accordance with recommendations provided in the approved Kirkendall Neighbourhood Traffic Management Study and an approved Streetscape Master Plan, and may include the following elements:

i) A continuous public sidewalk network, including Urban Braille for high pedestrian traffic areas adjacent to roadways;

ii) Landscaped boulevards and street trees;

iii) Enhanced pedestrian crossings and control at intersections and abutting publicly accessible space areas;

iv) Pedestrian-scale lighting and other street furniture;

v) Transit shelters and street furniture; and,

vi) Installation of public art.

6.5.5.4.2 Entrance features will be addressed through Site Plan Approval in accordance with an approved Streetscape Master Plan and will be located at the following key intersections as identified on Schedule “O-2”, Design Elements:

i) Longwood Road South at Aberdeen Avenue, including any future traffic roundabout;

ii) Lands adjacent to the south side of the Longwood Road Bridge;

iii) Chatham Street at Dundurn Street South; and,

iv) Frid Street at Main Street West.
6.5.5.4.3 Entrance features may consist of publicly accessible open space areas with street furniture, distinctive signage, public art installations such as statues or sculptures, and landscaping or a combination of these elements to develop the area’s visual identity and a unique sense of place. The use of public art will be encouraged and will be administered by the City’s Public Art Coordinator.

6.5.5.4.4 The provision of landscaped publicly accessible spaces for passive recreation, storm water management purposes, and in conjunction with entrance features will be encouraged at appropriate locations as generally identified on Schedule “O-2”, Design Elements and will be addressed through the Site Plan Approval process.

6.5.5.4.5 Landscaped publicly accessible spaces for passive recreation and enjoyment will be encouraged to locate adjacent to buildings in which there are ground floor supportive commercial uses.

6.5.6 Transportation

6.5.6.1 The Transportation System will include public and private roads, a bicycle network, the City’s public transit system, and sidewalks.

6.5.6.2 Longwood Road South, Chatham Street and Frid Street will function as the principle transportation routes for the Innovation District. These routes will be developed with high quality streetscaping in accordance with the Kirkendall Neighbourhood Traffic Management Study and an approved Streetscape Master Plan. In accordance with the Study and Plan mentioned above, the following elements may be included:

i) Wide sidewalks with decorative banding; street furniture and lighting;

ii) Tree planting to create a landscaped canopy along the boulevards;

iii) Bicycle lanes;

iv) Pedestrian crossings to access publicly accessible amenity spaces;

v) Identifiable entrance features south of the Longwood Road Bridge and at Aberdeen Avenue; and,

vi) Transit features.
6.5.6.3 The redevelopment of property located at 606 Aberdeen Avenue (Samee/Hamilton Metals) will require a traffic study to review the adequacy of vehicular access to and from Aberdeen Avenue.

6.5.6.4 The provision of connecting publicly accessible amenity areas east and west of Longwood Avenue South as identified on Schedule “O-2”, Design Elements will be considered prior to the planned improvements of Longwood Road south.

6.5.6.5 All transportation improvements will be in accordance with the recommendations of the Kirkendall Neighbourhood Traffic Management Study and Environmental Study report for the Frid Street extension, as approved by the City.

Frid Street

6.5.6.6 A required connection to Longwood Road South through the extension of Frid Street to permit access through the Innovation District has been determined by the Kirkendall Neighbourhood Traffic Management Study. The exact alignment of this extension will be determined through an Environmental Study report. This extension will require a watermain installation and may require a sanitary sewer installation.

6.5.6.7 The ultimate right-of-way width for Frid Street will not exceed 23 metres which will include the existing right-of-way from Main Street to Chatham Street and the future extension to Longwood Road South. The detailed application of this widening to adjacent properties will be determined through an Environmental Study undertaken by the City.

Bicycle Network

6.5.6.8 A bicycle network will be established by the City as a future capital project to incorporate public streets in accordance with the West Hamilton Bicycle Network Review and the City approved Kirkendall Neighbourhood Traffic Management Study.

Public Transit

6.5.6.9 New local public transit services will be consistent with the Council-approved Transit Ridership Growth Plan and will be determined by the Transit Division, in consultation with relevant stakeholders within the District and adjacent neighbourhoods.

6.5.6.10 Street furniture and transit shelters to encourage transit ridership will be provided at appropriate locations along future transit routes.
6.5.6.11 Connecting walkways and building entrances should be coordinated with the sidewalk network to minimize walking distances to transit stops.

**Future Public Streets**

6.5.6.12 Future public streets will be developed through the development approval process and will be designed to accommodate two lanes of traffic, an on-street bicycle network, on-street parking along one or both sides of the street and pedestrian sidewalks on both sides of the street with an ultimate right-of-width of 20-23 metres.

**Aberdeen/Longwood Intersection**

6.5.6.13 A potential traffic roundabout at the intersection of Aberdeen Avenue and Longwood Road South will be investigated by the City of Hamilton in consultation with adjacent landowners, applicable agencies and the Ministry of Transportation.

**6.5.7 Servicing**

6.5.7.1 The servicing of lands west of Chedoke Creek will proceed in accordance with an Area Specific Master Servicing Plan, approved by the City.

6.5.7.2 Any sewer construction that is required to service the lands west of Chedoke Creek will consist of a separate sanitary sewer and storm sewer system for construction within the City-owned road allowance. New combined sewers will not be permitted. Easements will be dedicated to the City, if required, to facilitate trunk works to provide adequate services in this area.

6.5.7.3 Innovative servicing technologies to improve storm water management such as green roofs, gray water recycling in accordance with the Waterworks By-law for cross connections and bio-retention facilities will be encouraged in building design, where practical, and in accordance with an approved Area Specific Master Servicing Plan and Ministry of the Environment guidelines. Any external wastewater to be conveyed through the area will be reviewed through the Area Specific Master Servicing Plan.

6.5.7.4 Storm water ponds which can be integrated into the design of publicly accessible open space areas will be encouraged, where appropriate.
6.5.8 Hazard and Conservation Regulated Lands

6.5.8.1 The Hamilton Conservation Authority (HCA) regulates the Chedoke Creek, the adjacent valley slopes and setbacks from the top of bank, as identified on Schedule “O-1”, Land Use Plan and Schedule “O-2”, Design Elements. Any development which includes construction, fill placement and removal, and/or re-contouring and re-grading for lands located within the HCA regulated area identified on Schedule “O-1”, Land Use Plan will be subject to the requirements of the Hamilton Conservation Authority.

6.5.8.2 Development on lands adjacent to Chedoke Creek will be subject to storm water quality and quantity controls in accordance with the Ministry of Environment’s requirements and enhanced landscaping using native species, where required, to the satisfaction of the City of Hamilton and the Hamilton Conservation Authority.

6.5.9 Implementation

6.5.9.1 The alignment, elevation and classification of the extension of Frid Street to Longwood Road South will be pursuant to the recommendations of the Environmental Report for Frid Street to be completed by the City.

6.5.9.2 Contaminated sites will require a Record of Site Condition as a requirement of development approval, prior to building permit issuance in accordance with Ministry of the Environment Guidelines in order to permit sensitive uses as regulated by the Ministry of the Environment.

6.5.9.3 The City will prepare an enhancement to the ERASE (Environmental Remediation and Site Enhancement) Community Improvement Plan (CIP) and the development of an Implementation Strategy specifically for the West Hamilton Innovation District that will encourage the redevelopment of this area. Additional financial incentives for initiatives such as LEED (Leadership in Energy and Environmental Design) certification will complement the existing incentives for brownfield remediation and serve as a catalyst for the transformation of the West Hamilton Innovation District to an economic hub of research and development activity.

6.5.9.4 The City will prepare a 10 year Capital Budget Improvement Plan to identify, rank and co-ordinate the public improvements required for the West Hamilton Innovation District which may include associated Environmental Assessment works, enhanced pedestrian walkways, gateway features, public art and similar improvements, through the following:
i) Short, medium and long-term capital projects arising from this plan;

ii) Cost estimates for the capital projects identified above; and,

iii) Special studies and projects arising from this plan, including timing for their completion and their estimated cost.

6.5.9.5 The City will incorporate capital projects and additional studies arising from this Plan into the municipal budgeting process.

6.5.9.6 The City will prepare a Streetscape Master Plan for Longwood Road, Frid Street and Chatham Street west of Dundurn Street South and Aberdeen Avenue west of Studholm Drive, in consultation with the public.

6.5.9.7 The City will undertake a comprehensive traffic study to review the function, capacity, and alignment of the intersections of Main Street West with Frid Street, Highway 403 ramp and Dundurn Street South.

6.5.9.8 The City will provide new Zoning By-law regulations to implement the aforementioned Official Plan policies for the West Hamilton Innovation District.”

**Implementation:**

An implementing Zoning By-law will give effect to this Amendment.

This is Schedule ‘1’ to By-law No. _____ passed on the XX\textsuperscript{rd} day of XXXXXX, 2007.

The
City of Hamilton

________________________________________  __________________________________________.
Mayor                                    City Clerk

N:\West Hamilton Industrial Area\Final Report\Appendix A to PED07005.doc
DRAFT Schedule B
Amendment No. ___
To the Official Plan
for the former City of Hamilton

Legend

Delete Special Policy Area 11

special policy areas

For other Special Policy Areas numbers, refer to Schedules: B-1, B-2, and B-3.

schedule B
to the official plan
for the City of Hamilton

August 2005
CITY OF HAMILTON

BY-LAW No. ______

To Amend By-law 05-200 to create a new Research and Development Industrial Zone for the City of Hamilton

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

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

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

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

AND WHEREAS, the first stage of the Zoning By-law, being By-law 05-200, came into force on May 25, 2005, and the second stage of the Zoning By-law, being By-law 06-166 to amend By-law 05-200, passed by Council on June 14, 2006 is under appeal;

AND WHEREAS this By-law creates a new Industrial – Research and Development Zone amending certain provisions of By-law 05-200 not including those provisions which may be affected by the appeal of By-law 06-166; and, applying to the West Hamilton Innovation District lands within the City;

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

1. Section 2.1 of By-law 05-200 is amended by adding the following new subsection:

   “d) **Industrial Classification**
   Zone
   Research and Development Zone
   Zone Symbol
   M1”
2. Section 2.3 of By-law 05-200 is amended by adding reference Map numbered “908a, 949a, 950a, 991, 992a”.

3. Schedule “A” of By-law 05-200 is amended by adding the following Maps numbered 908a, 949a, 950a, 991, 992a attached in Schedule “1” to this By-law.

4. Section 3 of By-law 05-200 is amended by adding the following new definitions in alphabetical order:

   **“Biotechnological Establishment**  Shall mean an establishment used for the research, development, application, prototypical manufacturing and production of bio-organisms, which may or may not be used in a manufacturing process, and shall in no way be construed to be the slaughtering, eviscerating, rendering, or cleaning of meat, poultry, or fish or by-products thereof, or animal husbandry, or the raising of animals.

   **Communications Establishment**  Shall mean an establishment used for the broadcasting of information through various media, and shall include but not be limited to print, television, radio and electronic media and which may include facilities for the printing or broadcasting of information but shall not include a call centre.

   **Computer, Electronic and Data Processing Establishment**  Shall mean an establishment used for the research, development, input, prototypical manufacturing, processing and printing of data and which may include the design, manufacturing and distribution of electronic equipment and/or software.

   **Manufacturing**  Shall mean the production, fabrication, compounding, processing, packaging, crafting, bottling, packing, recycling or
assembling of raw or semi-processed or fully-processed goods or materials.

**Motor Vehicle Service Station**

Shall mean an establishment used for the sale of fuel, automotive accessories and/or convenience goods, the repair or replacement of parts in a motor vehicle and shall include but not be limited to the repair or replacement of mufflers, exhaust systems, shock absorbers, transmissions, gears, brakes, clutch assemblies, steering systems, tires, wheels, windshields, windows and other mechanical or electrical parts or systems, the installation of undercoating, engine tuning, lubrication and engine conversion or replacement but shall not include a Motor Vehicle Collision Repair, Motor Vehicle Sales and Service, Motor Vehicle Car Wash, and/or a Motor Vehicle Wrecking Establishment.

**Pharmaceutical and Medical Establishment**

Shall mean an establishment or part thereof, where research, investigation, development, manufacturing and/or technical experimentation, related to the medical field, is carried out and shall include but not be limited to clinical testing, prototype production facilities and overnight patient accommodation related to such research, clinical trials, investigation or experimentation.

**Planned Business Centre**

Shall mean a group of business establishments which is planned, developed, managed and operated as a unit with shared on-site parking, and containing four or more separated spaces for lease or occupancy.

**Planting Strip**

Shall mean an area of land growing ornamental shrubs or trees or both, suitable to the soil and climatic
conditions of the area of land for the sole purpose of providing a buffer.

Research and Development Establishment
Shall mean an establishment or part thereof, for the purpose of conducting pure and applied research and experimentation in any field of science, medicine, technology and manufacturing and shall include but not be limited to facilities such as lecture rooms, administrative offices, laboratories, training facilities, display rooms, pilot plants, prototypical manufacturing, simulating equipment and the like, and service and machine shops to serve the Research and Development Establishment.

Science and Technology Establishment
Shall mean an establishment where scientific and technological research, investigation, development, manufacturing and/or technical experimentation is carried out and shall include but not be limited to facilities such as laboratories, pilot plants and prototype manufacturing.

Warehouse
Shall mean a building used for the bulk storage and distribution of goods, but shall not include the retailing of goods.”

5. Section 3 of By-law 05-200 is amended by deleting the definition of “Medical Clinic” and replacing it with the following definition:

“Medical Clinic
Shall mean a building, or part thereof, which is used jointly by three or more health professionals for the purpose of consultation, diagnosis and/or treatment of persons and shall include but not be limited to laboratories, dispensaries or other similar facilities, but shall not include overnight accommodation for in-patient care resulting from surgery.”
6. Section 5.1 a) v) of By-law 05-200 is deleted and replaced with the following:

   “v) Unless otherwise regulated in this By-law, parking spaces and aisles, giving direct access to abutting parking spaces, excluding driveways extending directly from the street, shall not be located within 3.0 metres of a street line, and subject to a 3.0 metre wide planting strip being required and permanently maintained between the street line and the said parking spaces or aisle.

7. Section 5.6 of By-law 05-200 is amended by adding the following new subsection:

   “c) Parking Schedule for All Zones, except Downtown Zones

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. Residential Uses</td>
<td></td>
</tr>
<tr>
<td>Multiple Dwelling</td>
<td>1 for each dwelling unit, except where a dwelling unit is 50 square metres in gross floor area or less, in which case parking shall be provided at a rate of 0.3 spaces for each such unit.</td>
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<tr>
<td></td>
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<tr>
<td>ii. Institutional Uses</td>
<td></td>
</tr>
<tr>
<td>Day Nursery</td>
<td>1 for each 125.0 square metres of gross floor area, which accommodates such use.</td>
</tr>
<tr>
<td></td>
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<tr>
<td>iii. Educational Uses</td>
<td></td>
</tr>
<tr>
<td>University, College</td>
<td>5 for each classroom plus 1 for every 7 seat capacity in an auditorium, theatre or stadium or 5 spaces for every classroom plus 1 space for each 23.0 square metres of the gross floor area which accommodates the auditorium, theatre or stadium, whichever results in the greater requirement.</td>
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<tr>
<td>iv. Commercial Uses</td>
<td></td>
</tr>
<tr>
<td>Conference or Convention Centre</td>
<td>1 for each 50.0 square metres of gross floor area, which accommodates such use.</td>
</tr>
<tr>
<td>Hotel</td>
<td>1 for each guest room.</td>
</tr>
<tr>
<td>Medical Clinic, Medical Office</td>
<td>1 for each 16.0 square metres of gross floor area, which accommodates such use.</td>
</tr>
<tr>
<td>Motor Vehicle Service Station</td>
<td>4 for each service bay</td>
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</tr>
<tr>
<td>Office</td>
<td>1 for each 30.0 square metres of gross floor area, which accommodates such use.</td>
</tr>
<tr>
<td>Other Commercial Uses not Listed Above</td>
<td>1 for each 30.0 square metres of gross floor area, which accommodates such use.</td>
</tr>
</tbody>
</table>

**v. Industrial Uses**

| Biotechnological Establishment | 1 for each 50.0 square metres of gross floor area, which accommodates such use. |
| Communications Establishment   |                                      |
| Computer, Electronic and Data Processing Establishment |                                      |
| Laboratory                     |                                      |
| Pharmaceutical and Medical Establishment |                                      |
| Printing Establishment         |                                      |
| Research and Development Establishment (not located in a M1 Zone) |                                      |
| Science and Technology Establishment |                                      |
| Research and Development Establishment within an M1 Zone | 1 for each 75.0 square metres of gross floor area, which accommodates such use, except for that portion of the building used for laboratory, warehouse or manufacturing uses where 1 for each 115 square metres of gross floor area shall be required. |
| Manufacturing, Warehouse       | 1 for each 115.0 square metres of gross floor area, which accommodates such use." |
8. By-law 05-200 is amended by adding the following new Section:

"SECTION 9: INDUSTRIAL ZONES

9.1 RESEARCH AND DEVELOPMENT (M1) ZONE

No person shall erect, or use any building in whole or in part, or use any land in whole or in part, within a Research and Development (M1) Zone for any purpose other than one or more of the following uses, or uses accessory thereto. Such erection or use shall also comply with the prescribed regulations:

9.1.1 PERMITTED USES

Biotechnological Establishment
Commercial Parking Facility
Communications Establishment
Computer, Electronic and Data Processing Establishment
Conference or Convention Centre
Day Nursery
Financial Establishment
Hotel
Laboratory
Manufacturing
Medical Clinic
Medical Office
Motor Vehicle Service Station
Office
Personal Services
Pharmaceutical and Medical Establishment
Printing Establishment
Repair Service
Research and Development Establishment
Restaurant
Retail
Science and Technology Establishment
Warehouse

9.1.2 PROHIBITED USES

Notwithstanding Section 9.1.1, a drive through facility is a prohibited use, along with the following types of manufacturing uses, except if these uses are considered only as an accessory use to another permitted manufacturing use:
Appendix “B” to Report PED07005

Page 8 of 18

Beverage Distillation
Manufacturing of Asbestos, Phosphate or Sulphur Products
Primary Production of Chemicals, Synthetic Rubber, Plastic, Asphalt or Cement; not including mixing, blending, treatment or similar process
Processing or Refining of Petroleum or Coal
Processing, Milling or Packaging of Animal Feed
Salvage, Recycling or Scrap Yard
Slaughtering, Eviscerating, Rendering or Cleaning of Meat, Poultry or Fish or by-products thereof
Smelting, Refining, Rolling, Forging, or Extruding of Ore or Metal
Stamping, Blanking or Punch-Pressing of Metal
Tanning or Chemical Processing of Pelts or Leather
Vulcanizing of Rubber or Rubber Products
Explosives Manufacturing
Pulp and Paper Mills

9.1.3 REGULATIONS

a) Maximum Yard Abutting a Street
b) Maximum Building Height
   38.0 metres
c) Maximum Gross Floor Area for Office Use
   No office building shall have a gross floor area of 10,000 square metres or greater.

i) Maximum 2.0 metres for the ground floor of a building, except where a visibility triangle shall be provided for a driveway access; and,

ii) Notwithstanding i) above, for any lot abutting the existing Frid Street and Chatham Street, no minimum or maximum yard shall apply.
d) Parking

i) In accordance with the requirements of Section 5;

ii) Notwithstanding Section 5.6.c) iv. of this By-law, no parking shall be required for any of the following uses:

   Financial Establishment;
   Personal Services;
   Restaurant;
   Retail.

e) Location and Screening of Outdoor Storage and Outdoor Assembly

Outdoor Storage and Outdoor Assembly of goods, materials or equipment shall be permitted only as an accessory use and shall be screened from view from any abutting street by a visual barrier in accordance with Section 4.19 of this By-law.

f) Size and Location Restriction of Commercial and Institutional Uses within a Building

i) Except where located within an existing Planned Business Centre, the following uses shall only be permitted on the ground floor of a building in which the building has a minimum gross floor area of 2,000 square metres having a minimum 2 storey building height:

   Day Nursery;
   Financial Establishment;
   Personal Services;
   Restaurant;
   Retail.

   ii) In the case of i) above, the second storey shall not be less than 75% of the gross floor area of the ground floor.

   iii) An individual retail establishment shall be restricted to a maximum gross floor area of 500 square metres.
g) Location of Manufacturing, Motor Vehicle Service Station, Repair Service, and Warehouse Uses

The following uses shall only be permitted within an existing building:
Manufacturing;
Motor Vehicle Service Station;
Repair Service;
Warehouse."

9. Schedule “C” of By-law 05-200 is amended by adding additional special exceptions as follows:

“6. Notwithstanding Sections 9.1.1 and 9.1.3 of this By-law, within the boundaries of the lands affected by this subsection and zoned Research and Development (M1) Zone, identified on Maps 950a and 992a of Schedule “A” – Zoning Maps, the following shall apply:

a. The existing railway use shall also be permitted, including any new use, building or structure accessory thereto, and subject to the planting strip in subsection (c) below not required for such use.

b. The building height shall not exceed a height of 22.0 metres when located within 60.0 metres of a Residential zone; and,

c. A 6.0 metre planting strip shall be required along that portion of the property line abutting a railway right-of-way.

7. Notwithstanding Sections 9.1.1 and 9.1.3 of this By-law, within the boundaries of the lands affected by this subsection and zoned Research and Development (M1) Zone, identified on Maps 949, 950a and 991 of Schedule “A” – Zoning Maps, the following shall also apply:

a. A Museum shall also be permitted; and,

b. Educational Establishment and Multiple Dwelling uses shall also be permitted, subject to the following regulations:

i. The Maximum Gross Floor Area for Educational Establishment shall be limited to 14,000 square metres and Multiple Dwelling shall be limited to 5,750 square metres;
ii. Notwithstanding (i) above, the Maximum Gross Floor Area for Educational Establishment(s) may be increased beyond the 14,000 square metres, to a maximum of 46,500 square metres, provided that any additional gross floor area for such educational use shall be limited to a maximum of 33% of the total gross floor area of all existing buildings, which are used for other permitted M1 uses, located on the said lands, save and except for the following uses:

1. Educational Establishments;
2. Multiple Dwelling(s);
3. Commercial Parking Facilities; and,
4. Warehouse (as a primary use).

iii. Notwithstanding (i) above, the Maximum Gross Floor Area for Multiple Dwelling(s) may be increased beyond the 5,750 square metres, to a maximum of 11,500 square metres, provided that any additional gross floor area for such multiple dwelling use shall be limited to a maximum of 8% of the total gross floor area of all existing buildings, which are used for other permitted M1 uses, located on the said lands, save and except for the following uses:

1. Educational Establishments;
2. Multiple Dwelling(s);
3. Commercial Parking Facilities; and,
4. Warehouse (as a primary use).

iv. Multiple dwellings shall be restricted to locating in a maximum of 2 buildings.

v. Notwithstanding (ii) and (iii) above, the combined total gross floor area accommodating both Educational Establishment and Multiple Dwelling uses shall not exceed 46,500 square metres."

10. The Clerk be hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the Planning Act.
11. This By-law No. ____ shall come into force and be deemed to come into force in accordance with subsection 34(21) of the Planning Act either upon the date of passage of this By-law or as otherwise provided by the said subsection.

PASSED and ENACTED this ____ day of ________, 2006.

____________________  ______ ______________
MAYOR    CLERK
Schedule “1” to By-law No. ______

Zoning Map 908a
Zoning Map 949
Zoning Map 950a
Zoning Map 991
Zoning Map 992a