



# **MEMO**

**TO:** Guy Paparella, City of Hamilton

**FROM:** Eniber Cabrera

**DATE:** August 18, 2009

**SUBJECT:** Refined Preferred Land Use Concept

**OUR FILE:** 08-1276

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## **Introduction**

This memo reports on the preferred land use concept for the AEGD and is divided into three sections: methodology to develop the preferred land use concept, the refined preferred land use concept, and land use distribution.

## **Methodology to Develop the Preferred Land Use Concept**

The evaluation of the three options by the consultant team led to the selection of Option 3: Hybrid Prestige/ Light Industrial Business Park as the preferred Land Use Option. The preferred option was further refined based on comments received from various City departments, stakeholders and agencies and based on recommendations from the Airport Zoning Option 3 and Airport Market Analysis and Land Needs Reports prepared by LPS AVIA (July 2009). Attached **Figure 5.1** shows the Refined Preferred Land Use Option.

The main changes to the preferred option are as follows:

- Some of the interior Prestige Business Park uses south of Garner Rd., east of Glancaster Rd and North of Dickenson Rd. were removed and replaced with Light Industrial in order to provide greater opportunities for diverse employment uses throughout the AEGD;
- Prestige Business Park uses were added to both sides of Butter Rd., south side of Book Rd., east of Southcote, west of Glancaster & Book Rd. to maximize the frontage of the major road network, provide for prestige uses on the high visibility sites and match land uses across roads;

- The amount of Airport Related Commercial in the southern portion of the study area was increased and expanded to both sides of Airport Rd;
- Future Airport land requirements were included to the eastern, southern and western boundary of the Hamilton Airport, based on the LPS AVIA's Airport Market Analysis and Land Needs report. Additional Airport Zoning restrictions are not shown in the map, as they will be referenced in the Secondary Plan policies and specified in the Zoning By-Law;
- The blocks north of Twenty Rd., on both sides of Upper James St., are proposed to be removed from the AEGD Study Area Boundary in response to the proposed Urban Official Plan, **Schedule E**, which includes this area as part of the urban neighbourhoods; and,
- Areas with no potential for employment uses, such as areas adjacent to the future Highway 6 on and off ramps, were included as part of the infrastructure. Additional pockets of non-developable lands might be identified in further discussions with the planning department or based on the findings of the infrastructure master plans.

## The Refined Preferred Land Use Concept

The main purposes of the refined preferred land use concept are as follows:

- To provide an employment area with Prestige Business Park and Light Industrial designations in large portions of the AEGD;
- To provide an adequate proportion of lands adjacent to the main accesses to the Airport for Airport Related Commercial uses;
- To achieve a vibrant and visually appealing employment area;
- To protect natural and cultural heritage resources and use them to establish a distinct character for the area;
- To create a reduced footprint and apply sustainable design;
- To create a sustainable development, incorporating multi-modal transportation; and,
- To protect the character of the surrounding land uses through appropriate transitions.

The refined preferred land use concept provides a large portion of lands designated Prestige Business Park, located to the northern portion of the AEGD and along both sides of the major transit network. In addition, the PBP designated land in the north-western section of the AEGD has a high level of visibility from Highway 6 and will have easy access to Highway 403. Having a

distinctive natural setting, these lands should be developed in a campus or park style with extensive landscaping and a high standard of urban and sustainable design.

The Industrial (IND) designation is focused on the interior areas of the northeast portion of the AEGD and in the southern area of the employment district. The Airport-Related Business (ARB) designation is limited to the northern fringe of the Airport and is intended for those businesses that require being adjacent to the Airport boundaries and need direct integration to the airport activities. The lands in the southern portion of the AEGD, adjacent to Airport Road and Highway 6, are designated Airport-Related Commercial (ARC). ARC areas are intended to provide accommodation, food services, business services and accessory retail to the airport operations.

As identified in the draft Future Airport Land Requirements study, the lands adjacent to the Hamilton Airport, located to the eastern, southern and western border of the current Airport holdings, are to be reserved for future airport expansion.

Lands within existing Airport Industrial Business Park are shown in the refined preferred land use concept as part of the Prestige Business Park and the Airport-Related Business designations and the Future Airport Land Requirements area. However, to be consistent with the land supply calculation, the area within the existing Airport Business Park is deducted from the total net developable area.

## **Land Use Distribution**

The proposed distribution of the total AEGD lands in the preferred Land Use Option provided approximately 1,592 gross hectares and 1,273 net hectares under the following assumptions:

- Blocks north of the Twenty Rd. on Upper James St. were deducted from the total Study Area;
- The net developable area excludes the Future Airport Land Requirements as forecasted by the LPS Avia July 2009 report;
- A 20% gross to net ratio was applied to account for future infrastructure, including roads, stormwater management systems, lanes, walkways, parks, etc.

When the lands included within the existing Urban Area are extracted from the total AEGD study area, the resulting net developable land is 1,470 gross hectares and 1,176 net hectares. These lands are currently designated as Airport Business Park (as shown in the Schedule E of the Urban Official Plan). **Table 5.1** shows a summary of the gross and net areas for the total AEGD study area, the Urban Area and the remaining AEGD.

**Table 5.1. Summary of Land Use Areas of the Refined Preferred Option**

	Urban Area (Existing Airport Business Park)		Remaining AEGD		Total AEGD Preferred Option	
	Hectares	Acres	Hectares	Acres	Hectares	Acres
Total Gross Developable Area	122	302	1,470	3,631	1,592	3,933
Total Net Developable Area	98	242	1,176	2,905	1,273	3,147
Total Non Developable Area	108	268	1,774	4,384	1,883	4,652
Total AEGD	206	510	2,950	7,289	3,156	7,799

Land use distribution for net developable areas and undevelopable areas for the total study area of the Airport Employment Growth District are shown in detail below in **Tables 5.2 and 5.3**. Once the land budget reports are finalized, it will be determined the areas to be included in a Stage 1 of development, which will address Hamilton’s need for additional employment lands to 2031.

**Table 5.2. Land Use Areas of the Refined Preferred Option**

Gross Developable Area	Urban Area (Existing Airport Business Park)		Remaining AEGD		Total AEGD Preferred Option	
	Hectares	Acres	Hectares	Acres	Hectares	Acres
ARB: Airport Related Business	70	173	120	297	190	470
ARC: Airport-Related Commercial			160	395	160	395
IND: Light Industrial			515	1,272	515	1,272
PBP: Prestige Business Park	52	129	674	1,667	727	1,796
<b>Total Gross Developable Area</b>	<b>122</b>	<b>302</b>	<b>1,470</b>	<b>3,631</b>	<b>1,592</b>	<b>3,933</b>

Net Developable Area	Urban Area (Existing Airport Business Park)		Remaining AEGD		Total AEGD Preferred Option	
	Hectares	Acres	Hectares	Acres	Hectares	Acres
ARB: Airport Related Business	56	139	96	238	152	376
ARC: Airport-Related Commercial			128	316	128	316
IND: Industrial			412	1,018	412	1,018
PBP: Prestige Business Park	42	103	540	1,333	581	1,437
<b>Total Net Developable Area (1)</b>	<b>98</b>	<b>242</b>	<b>1,176</b>	<b>2,905</b>	<b>1,273</b>	<b>3,147</b>

Non Developable Area	Hectares		Acres		Hectares		Acres	
Existing Airport Holdings			590	1,459	590	1,459		
Airport Expansion Area (2)			60	149	60	149		
Future Airport Land Requirements (3)	53	131	74	182	127	313		
Existing Infrastructure	9	22	111	274	120	296		
Hydro Corridor	1	3	74	182	75	185		
Existing Institutional			11	26	11	26		
Existing Residential Under 1 Acre			31	76	31	76		
Core Areas	21	51	198	489	219	540		
Greenbelt			268	662	268	662		
Coldwater stream			15	36	15	36		
Floodplain			6	14	6	14		
Lands Proposed to be removed from the AEGD (4)			44	109	44	109		
Future Infrastructure (1)	24	60	294	726	318	787		
<b>Total Non Developable Area</b>	<b>108</b>	<b>268</b>	<b>1,774</b>	<b>4,384</b>	<b>1,883</b>	<b>4,652</b>		

Total Net Developable Land	98	242	1,176	2,905	1,273	3,147
Total Non Developable Land	108	268	1,774	4,384	1,883	4,652
<b>Total AEGD</b>	<b>206</b>	<b>510</b>	<b>2,950</b>	<b>7,289</b>	<b>3,156</b>	<b>7,799</b>

Notes:  
 (1) Calculations based on remaining developable land (80% Net-to-Gross Conversion Factor- assumption for planning purposes only)  
 (2) As approved by City Council 2008  
 (3) As projected by LPS Avia, July 24th 2009. Natural environment features has not been deducted from the total area  
 (4 ) Block north of Twenty Rd. and Upper James Rd.

**Table 5.3. Distribution of Developable Area - Refined Preferred Option**

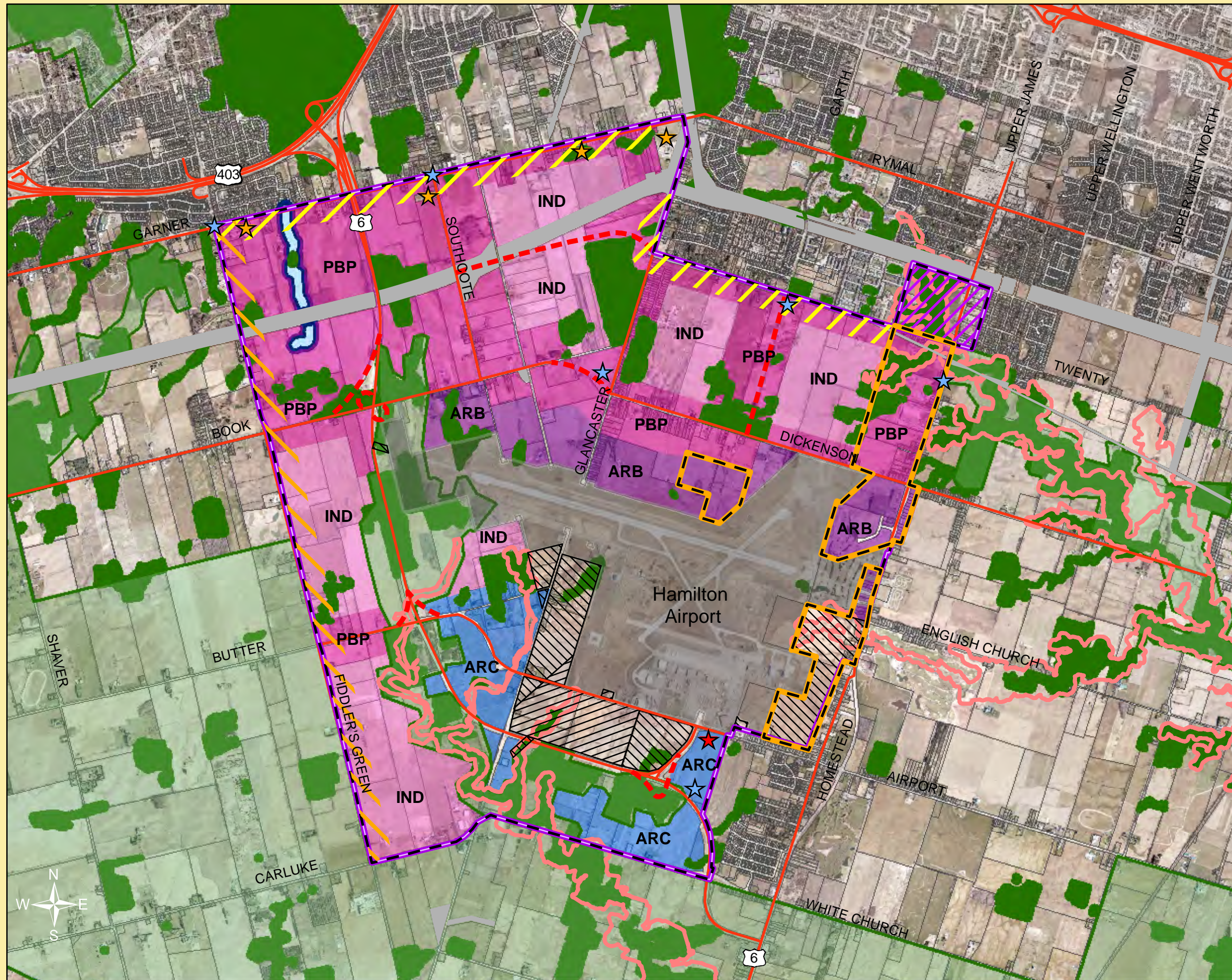
	Distribution of Developable Area		
	Urban Area	Remaining AEGD	Total AEGD
ARB: Airport Related Business	57%	8%	12%
ARC: Airport-Related Commercial		11%	10%
IND: Light Industrial		35%	32%
PBP: Prestige Business Park	43%	46%	46%
<b>Total Developable Area</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>



Hamilton

### Hamilton AEGD Study

## Figure 5.1 Refined Preferred Land Use Option



#### Legend

- Existing Airport Holdings
- Airport Expansion Area\*
- Future Airport Land Requirements
- Transitional Employment Zone 1
- Transitional Employment Zone 2
- ARB: Airport-Related Business
- ARC: Airport-Related Commercial
- IND: Light Industrial
- PBP: Prestige Business Park
- Utilities
- Greenbelt Natural Heritage System
- Core Natural Features Areas\*\*
- Floodplain
- 50m Cold Water Stream Setback
- Parcel
- Airport Employment Growth District Boundary
- Lands Proposed to be Removed from the Study Area
- Existing Airport Business Park (Urban Area)
- Major Road Network
- Potential New Roadway
- Potential Commercial Retail
- Existing Institutional
- Suggested Transit Connection

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\*Airport Expansion Lands approved by Council

\*\*Core Areas provided by the City of Hamilton (Hamilton Official Plan Schedule B Natural Heritage System)  
Areas are generally made up of environmentally sensitive areas, ANSI, wetlands, significant woodlots, significant wildlife, Niagara Escarpment Natural Areas, hazard lands and Rare Species.  
Base data provided by the City of Hamilton

1 : 36,000 (NTS)

0 400 800 1,600 2,400m

Map Created By: SFG  
Map Checked By: EC  
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