

March 3, 2023

413-21

Via Email

Mr. Tim Vrooman, B.E.S., MCIP, RPP
Senior Project Manager, Development Planning – Suburban

City of Hamilton,
71 Main Street West, 5th Floor
Hamilton, ON L8P 4Y5

Dear Mr. Vrooman

RE: Homestead (Fengate)
3054 Homestead Drive, 9174 & 9166 Airport Road West, Hamilton
Draft Plan of Subdivision, Official Plan & Zoning By-law Amendment Applications
25T-202202, UHOPA-22-008 & ZAC-22-017

As you know, UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions), is the authorized planning consultant for Fengate Homestead Holdings Inc. LP (Owner) and is pleased to provide the following Draft Plan of Subdivision, Official Plan & Zoning By-law Amendment resubmission application for the lands known municipally as 3054 Homestead Drive, 9174 & 9166 Airport Road in the City of Hamilton, on their behalf.

A Draft Plan of Subdivision, Official Plan & Zoning By-law Amendment was previously submitted for the initial iteration of the proposed concept on December 24, 2021 (25T-202202, UHOPA-22-008 & ZAC-22-017). City of Hamilton staff reviewed the Concept Plan and provided comments to be addressed in April 2022. Since that submission, the proposed development has been revised and altered to address comments provided by the various City departments as well as public comments. The enclosed development concept has now been revised as follows:

- Land has been purchased and consolidated into the total subject lands increasing the total lot area from 303,693.80m² (30.36 ha) to 313,798.80m² (31.38 ha) (9174 & 9166 Airport Road);
- Street 'A' revised to include minor bend in road;
- Total Ground Floor Area (GFA) reduced from 141,600.92m² to 131,626.00m²;
- Total parking spaces reduced from 931 vehicle parking spaces to 887 vehicle parking spaces;
- Internal roadway formerly connected via East Cargo Road and New Service Road revised to be separate from access to the subject lands provided via Airport Road West due to land consolidation;
- Site coverage reduced from 46% to 41.94%;
- Additional blocks added to Draft Plan of Subdivision including additional Industrial blocks as required (Blocks 3 & 4). In addition, a temporary cul-de-sac has been added to aid in phasing of development (Block 7), as well as a 0.3 metre (1 foot) reserve abutting western property line

intersecting with proposed Street 'A' (Block 8). Finally, the SWM channel block was removed from the initial Draft Plan of Subdivision drawing;

- Revised size of Buildings 'A' – 'F' as shown in the table below:

Development Statistics: Gross Floor Area (GFA)		
Item	Initial Concept Plan	Revised Concept Plan
Building 'A'	32,462.83 m ² (349,427 ft ²)	33,325.64 m ² (358,714 ft ²)
Building 'B'	29,588.30 m ² (318,486 ft ²)	26,562.68 m ² (285,918 ft ²)
Building 'C'	14,178.00 m ² (152,611 ft ²)	38,268.75 m ² (411,921 ft ²)
Building 'D'	29,922.18 m ² (322,080 ft ²)	33,468.93 m ² (360,257 ft ²)
Building 'E'	35,449.61 m ² (361,576 ft ²)	N/A
<i>Total</i>	<i>141,600.92 m²</i> <i>(1,504,180 ft²)</i>	<i>131,626.00 m²</i> <i>(1,416,810.47 ft²)</i>

The updated Concept Plan and Draft Plan of Subdivision have been included in the resubmission package for review. Further, the draft Official Plan Amendment and Zoning By-law Amendment have been adjusted to reflect the changes to the proposed development concept and to address the Zoning comments received on the previous submission.

The Development Planning comments provided requested the proposed amendments to the Zoning By-law be further evaluated to provide additional justification of supporting various Airport Employment Growth District Secondary Plan Phasing Plan and Mount Hope Secondary Plan policies. In addition to the analysis provided within the Planning Justification Report, an analysis of the proposed site-specific provisions has been provided below accordingly:

Volume 1: Employment Areas, Airport Employment Growth District, and Airport Reserve

Development Planning Comment:

C.4.8.1 It is the objective of this Plan to support John C. Munro International Airport as a 24 hour, seven day a week operation. The Airport and the adjacent Airport Business Park is one of the City's major economic nodes and a valued transportation facility which links the movement of goods and people.

US Comment: The proposed light industrial development is intended to support the John C. Munro International Airport as a major economic node.

Development Planning Comment:

C.4.8.2 The lands identified as John C. Munro International Airport on Schedule E-1 – Urban Land Use Designations are recognized as the City’s major airport facility, which includes both airport uses and complementary uses supporting the primary function of the Airport. These lands are intended to have full municipal services.

US Comment: The proposed development is comprised of complementary airport uses and intended to be accessed and municipally serviced via Airport Road West. There is proposed internal roadways, sidewalks fully serviced with landscaping and internal parking for vehicles and larger trucks.

Development Planning Comment:

C.4.8.5 The City shall minimize future conflicts between operation of the Airport and surrounding land uses to ensure:

- a) there shall be no negative impact on the long-term operations of the Airport;
- b) the opportunities for expansion of airport operations shall not be limited; and,
- c) there are no land uses in the vicinity which may cause a potential aviation hazard.

US Comment: The proposed development is anticipated to have no adverse impacts to the airport. Homestead Drive is built up from Dickenson Road to White Church Road West, the subject lands will complete this area that is built up and compliment the existing uses at the airport. There are additional areas to the west for the airport to expand in the future if needed. Further, the subject lands are not directly in the flight path of the airport and requirements relating to height will be respected to ensure there are no potential aviation hazards.

Development Planning Comment:

E.1.0 The following goals shall apply to the urban systems and land use designations of this plan.

- l) Protect land adjacent to John C. Munro Airport for future expansion. (OPA 35)

US Comment: The proposed use of the lands will support John C. Munro Airport functions and do not compromise the airports’ ability to expand in the future.

Development Planning Comment:

E.5.5.8 All development in the Airport Employment Growth District shall be adequately separated, screened and buffered from existing residential and institutional uses in or abutting the Airport Employment Growth District.

US Comment: Landscaping is proposed to be included surrounding the subject lands including plantings and fencing. This will act as an appropriate buffer between the light industrial uses and abutting residential uses.

Development Planning Comment:

The Official Plan contemplates the airport will require additional lands to provide for runway expansions and airfield operations during the lifetime of this Plan to ensure the long-term viability of the airport and that interim land uses are not appropriate which might create conflicts with the feasible expansion of the airport. As a result, certain lands must be reserved specifically for the airport's future needs.

US Comment: As noted above, the subject lands are not directly in the flight path of the landing strip. As such, the subject lands will not interfere with potential future runway expansions. In addition the north, west and south of the airport is not built up and available for future expansions. The lands abutting Homestead Drive are predominantly residential and would not constitute an appropriate location for airport expansion. Lastly, the owner of the subject lands has had discussions with the John C. Munro Airport who has advised they have no intention of using the subject lands for airport expansion.

Development Planning Comment:

E.7.1 The lands designated as Airport Reserve shall be subject to the policies of Volume 2 - Section B.8 - Airport Employment Growth District.

US Comment: Noted. The subject lands are now proposed to be put in the Airport Light Industrial Designation.

Volume 2: Airport Employment Growth District Secondary Plan

Development Planning Comment:

B.8.3.4 All development applications within the Airport Employment Growth District shall be subject to review to ensure a high quality of development in accordance with this Secondary Plan and the Airport Employment Growth District Eco-Industrial Design Guidelines and Urban Design Guidelines.

US Comment: Noted. The proposed development is undergoing a Draft Plan of Subdivision, Official Plan and Zoning By-law Amendment standard review process with the City. Departments such as Urban Design, Planning, Engineering and Natural Heritage complete a review of these guidelines. In addition, the applications have been circulated to John C. Munro International Airport for review and comments to ensure a high quality of development on site.

Development Planning Comment:

B.8.3.5 All development within the Secondary Plan Area shall be planned on a comprehensive basis, avoid where possible impacts on natural features, and effectively integrate with adjacent development and future development. The implementing zoning by-law shall incorporate provisions relating to the height, density and design of development based on the provisions of this Secondary Plan and the Airport Employment Growth District Eco-Industrial Design Guidelines and Urban Design Guidelines.

US Comment: This development is a +/- 31.37-hectare development, this has been comprehensively planned and will access existing services. In addition, the development is proposing a Natural Heritage Offsetting Compensation of 1.11 hectares to protect the existing natural features. Generally, the Zoning-Bylaw regulations are maintained in terms of setbacks, the requested Zoning By-law Amendment exclusively modifies map changes and landscape area. The subject lands are also proposing a cul-de-sac

at the termination of Street 'A', this will allow future developments to be able to access the internal roads and services to support future growth.

Development Planning Comment:

B.8.3.6 This Plan recognizes that there are existing residential and private recreational establishments within the plan's area, although these uses are designated for future employment and employment-related uses. This Plan recognizes the legal non-conforming and non-complying status of these uses and anticipates that these lands shall be redeveloped at an appropriate time. Until such time as these existing uses are redeveloped, this Plan shall require abutting employment and employment-related uses to assess their potential impact to these properties through special studies and mitigate the impacts to these properties based on the recommendations of the special studies.

US Comment: Noted; required studies as outlined by the City of Hamilton during Formal Consultation (FC-21-077) have been included in the enclosed submission to support our application.

Airport Reserve

Development Planning Comment:

B.8.8 The Airport Employment Growth District Secondary Plan contemplates that the airport shall require additional lands to provide for runway expansions and airfield operations during the lifetime of this plan to ensure the long-term viability of the airport and that interim land uses are not appropriate which might create conflicts with the feasible expansion of the airport. As a result, certain lands must be reserved specifically for the airport's future needs. Lands reserved exclusively for the airport's expansion are shown on Map B.8-1 – Airport Employment Growth District Land Use Plan and are subject to the following policies.

US Comment: Noted. As mentioned above there are vacant lands to the north, west and south of the airport that are not built up and available for future expansions. In addition, the owner of the subject lands has had discussions with the John C. Munro Airport who has advised they have no intention of using the subject lands for airport expansion. Lastly, the subject lands are now proposed to be put in the Airport Light Industrial Designation.

Development Planning Comment:

B.8.8.1 Until storm water management facilities are in place at the Hamilton John C. Munro International Airport, no airport expansion into lands designated as Airport Reserve will be permitted.

US Comment: The policy above speaks specifically to airport expansion, whereas the proposed development is not an expansion airport and therefore shall not apply.

Development Planning Comment:

B.8.8.2 Subject to Policy B.8.8.1, the following uses shall be permitted on lands designated Airport Reserve on Map B.8-1 – Airport Employment Growth District Land Use Plan:

- a. existing land uses; and,
- b. airport storage, maintenance and operation facilities.

US Comment: The proposed enclosed Official Plan Amendment is proposing to remove applicable lands from the Airport Reserve designation.

Development Planning Comment:

B.8.8.3 Notwithstanding Policy B.8.8.2, expansions to existing uses and lot additions or lot creation that does not serve the needs of the Airport shall not be permitted.

US Comment: As noted above, the proposed enclosed Official Plan Amendment is proposing to remove applicable lands from the Airport Reserve designation and place them into the Airport Light Industrial designation

Development Planning Comment:

B.8.8.4 Subject to Policy B.8.8.1, once any portion of the Airport Reserve lands are transferred to the airport, the transferred lands may be removed from Airport Reserve in this Secondary Plan and incorporated into the area identified as the John C. Munro Hamilton International Airport on the schedules of the appropriate Official Plans without an Amendment to the Parent Plan or Secondary Plan.

US Comment: The lands have not been transferred to the airport and are proposed to be removed from the Airport Reserve in the Secondary Plan with the enclosed appropriate Official Plan Amendment and placed into the Airport Light Industrial designation.

Airport Light Industrial

Development Planning Comment:

B.8.4.6 Airport Light Industrial is planned for employment uses that do not necessarily require frontage on the existing or future major roads in the Airport Employment Growth District but will incorporate urban design treatment and are able to accommodate buffering from sensitive land uses.

US Comment: As mentioned above, landscaping is proposed to be included surrounding the subject lands including plantings and fencing. This will act as a buffer between the light industrial uses and abutting residential uses.

Development Planning Comment:

B.8.4.6.1 Notwithstanding Section E.5.5 – Employment Area – Airport Employment Growth District of Volume 1, the following policies shall apply to the lands designated Airport Light Industrial on Map B.8-1 – Airport Employment Growth District Land Use Plan:

a. The Airport Light Industrial designation shall permit manufacturing, assembly, warehousing, repair service, building or contracting supply establishments, transportation terminals, research and development, office, communication establishment, private power generation, high technology industry, and postsecondary schools.

b. The Airport Light Industrial designation shall also permit uses which primarily support industry including labour association halls, trade schools, training facilities, commercial motor vehicle and equipment sales, commercial rental establishments.

c. The Airport Light Industrial designation shall further permit airport-related industrial uses including airport transportation and cargo services, airport waste processing facilities within wholly enclosed buildings, airport waste transfer facilities within wholly enclosed buildings, and utility activities benefitting from proximity to airport services.

d. The Airport Light Industrial designation shall permit outdoor storage of goods that do not cause interference with airport operations.

e. Small-scale accessory uses which primarily support employees such as cafes, fitness centres, or personal service uses which are developed integrally with the principal building on a site may be permitted.

US Comment: The proposed development is not proposing to include additional uses to the permitted uses outlined in the City of Hamilton Zoning By-law No. 05-200. The proposed development will support the intent and purpose of the John C. Munro Airport. Currently, no outdoor storage is proposed on site, therefore the proposal will not interfere with any related outdoor storage policies of the Official Plan.

Development Planning Comment:

B.8.4.6.2 Limited agricultural uses including only a cannabis growing and harvesting facility, a greenhouse and an aquaponics facility may be permitted in accordance with Policy E.5.5.10 of Volume 1.

US Comment: The subject lands are not proposing such uses, therefore this does not apply to the proposed development.

Development Planning Comment:

B.8.4.6.3 Airport Light Industrial uses shall be developed in accordance with the supporting policies, principles and requirements of the Airport Employment Growth District Eco-Industrial Design Guidelines and Urban Design Guidelines. Development within the Airport Light Industrial designation shall be subject to minimum standards for urban design and a high level of sustainable design. Strict standards shall be established to control outdoor storage permitted in B.8.4.6.1 d) above.

US Comment: Noted. An Urban Design Brief has been included in this submission to support these policies.

Airside Industrial

Development Planning Comment:

B.8.4.7 Airside Industrial is planned for employment uses that need to be adjacent to the John C. Munro Hamilton International Airport.

US Comment: The intent of this policy is implemented, as employment uses that support John C. Munro Airport are proposed in the development concept.

Development Planning Comment:

B.8.4.7.1 Notwithstanding Section E.5.5 – Employment Area – Airport Employment Growth District of Volume 1, the following policies shall apply to the lands designated Airside Industrial on Map B.8-1 – Airport Employment Growth District Land Use Plan:

a. The Airside Industrial designation shall permit warehousing, transportation terminals, research and development, office, communication establishment, fuel storage, and airport catering services.

b. The Airside Industrial designation shall also permit airport-related industrial uses such as airport transportation and cargo services, airport waste processing facilities, and airport waste transfer facilities, and utility activities benefiting from proximity to airport services.

c. The Airside Industrial designation shall permit outdoor storage of goods that do not cause interference with airport operations.

d. As a condition of development approval, the City may require confirmation from the John C. Munro Hamilton International Airport operator that a proposed development in the Airside Industrial designation warrants and shall be granted direct access to the airport.

US Comment: The proposed development is in keeping with the permitted uses as noted above. The John C. Munro Airport has been circulated on this application and we look forward to discussing further conditions through the Site Plan Control application process.

Development Planning Comment:

B.8.4.7.2 Airside Industrial uses shall be developed in accordance with the supporting policies, principles and requirements of the Airport Employment Growth District Eco-Industrial Design Guidelines and Urban Design Guidelines.

US Comment: These policies and guidelines have been reviewed and supported in the enclosed Urban Design Brief prepared by Adesso Design.

In support of the Official Plan, Zoning By-law Amendment and Draft Plan of Subdivision submission, please find enclosed the following items:

- One (1) copy of the Concept Plan prepared by UrbanSolutions;
- One (1) copy of the Draft Official Plan & Zoning By-law Amendments prepared by UrbanSolutions;
- One (1) copy of the executed Draft Plan of Subdivision prepared by UrbanSolutions;
- One (1) copy of the Urban Design Report prepared by Adesso Design Inc.;
- One (1) copy of the Landscape Plan prepared by Adesso Design Inc.;
- One (1) copy of the Stage 1 & 2 Archaeological Assessment of 9174 Airport Road prepared by ASI;
- One (1) copy of the Supplementary Documentation for the Stage 1 & 2 Archaeological Assessment of 9174 Airport Road prepared by ASI;
- One (1) copy of the Environmental Impact Statement (EIS) prepared by GEI Consultants Savanta Division;
- One (1) copy of the Tree Protection/ Management Plan prepared by GEI Consultants Savanta Division;
- One (1) copy of the Watermain Hydraulic Assessment prepared by WSP;
- One (1) copy of the Functional Servicing Report prepared by Odan-Detech;
- One (1) copy of the Airport Road Intersection Concept Lane Configuration prepared by Odan-Detech;
- One (1) copy of the Noise Impact Study prepared by dBA Acoustical Consultants;
- One (1) copy of the Erosion Threshold Assessment prepared by GeoMorphix;

- One (1) copy of the Hydrogeological Considerations Report prepared by Soil-Mat;
- One (1) copy of the Transportation Impact Study prepared by NexTrans Consulting Engineers;

Should you have any questions or require anything further, please do not hesitate to contact the undersigned.

Kind Regards,
UrbanSolutions



Matt Johnston, MCIP, RPP
Principal



Laura Drennan, CPT
Planning Technician

- cc. Fengate Homestead Holdings LP, Owner (via email)
Messrs. Steve Robichaud and Tony Sergi, City of Hamilton (cover and concept only)