



Hamilton

Airport Employment Growth District Secondary Plan - Phase 1

PUBLIC FEEDBACK REPORT Public Information Centres held May 21 at Mount Hope May 27 at Convention Centre

This report has been prepared by the independent facilitator. It is not intended as a verbatim account and is provided here as a record of the input.

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Hamilton Airport Employment Growth District Secondary Plan - Phase 1 Feedback from May 2008 Public Information Centres

1. Context for Phase 1 Public Information Centres

The City of Hamilton held two public information centres (PIC) to explain the Phase 1 Findings and to present the identified issues and opportunities within the AEGD Study Area. The Phase 1 Reports prepared by Dillon Consulting was available on the City's web site and distributed to the Community Liaison Committee on May 16th. The first meeting was held at the Mount Hope Community Hall from 5:30 to 8:30 p.m. on Wednesday, May 21, 2008. Over 200 people attended this meeting. A significant number were residents and property owners from the area around the AEGD Study area, Ancaster, Glanbrook and Mount Hope. The second meeting was held on Tuesday, May 27 at the Hamilton Convention Centre and was also well attended with approximately 90 people whose names are included on the meeting register. Many stakeholder organizations, downtown interests and citizens from across the City attended this meeting.

The format for each of the PIC was the same and provided for one on one informal discussion with City staff and consultants from 5:30 to 7:00 p.m. and following the presentation. Key Phase 1 Findings were displayed on maps and in text on boards. At 7:00 p.m. consultants and City staff gave a presentation on the key findings and this was followed by a discussion period where members of the public were able to raise questions and provide their comments. A comment form was also provided for individual written comments and forty forms were received.

This report prepared by Sue Cumming, Cumming+Company who facilitated the discussion includes the discussion points noted and synthesizes input received as noted by the facilitator, City staff and Dillon Consulting. It is not intended as a verbatim account of the meetings. This report along with the input from the Community Liaison Committee is being used to refine Terms of Reference for Phase 2. In some instances meetings have been arranged with individuals and community associations in response to comments and questions noted at the Public Information Centres. Public consultation and engagement will a critical component of work to be undertaken in Phase 2 of the Secondary Plan Study.

2. Synthesis of points noted at the Public Information Centres

The following is a synthesis of points noted at the two meetings. A more detailed description of questions and responses is found at Appendix A. The questions and comments can be summarized in a number of themes as follows:

- 1. Financial Impact to property owners within the AEGD Study Area**
 - Queries about the future plans for the Airport, who owns the Airport? Timing of runway expansion and impact on property ownership.
 - Clarification about noise contours and what areas are impacted.
 - Timing of development for the Airport Employment Growth District and potential for phasing.
 - Impact to surrounding land values and property taxes.
 - Will the City buy/expropriate lands to facilitate development of land? Glancaster and Dickenson area specifically mentioned.

- 2. Buffering existing residential communities along Twenty Road and Village of Mount Hope**
 - Comments about the need to buffer residential adult lifestyle communities along Twenty Road from future employment uses. Suggestions for the consideration of transitional uses including residential and commercial to separate existing residential for new employment uses.
 - Need for better understanding of the vision for the AEGD and types of employment uses be planned for to respond to concerns about the impact of promoting industrial uses near housing. Clarification sought that the kinds of jobs would not be heavy industry like seen at Bayfront.
 - Need to consider compatibility with Village of Mount Hope and Mount Hope Public School.
 - Assurances that the jobs would be different from that which could be attracted to downtown Ancaster. Questions about available City funding for downtown improvement and intensification opportunities.
 - Impact of employment uses to Glancaster residents in terms of transportation connections.

- 3. Types of land uses that are envisioned for the Airport Employment Growth District**
 - Discussion of types of employment uses planned
 - Jobs should be different from those in the downtown.
 - Concerns about air quality if heavy industry were to locate on the lands.
 - Interest in ensuring that area is developed for prestige employment uses.
 - Discussion of provincial density targets for employment.
 - How to differentiate this area from other areas and position Hamilton for getting this type of new employment growth.

- Questions about whether there are any plans for residential or mixed use in the area beyond consideration for buffering existing communities from employment.
- 4. Planning for employment**
- Concern that developing these lands is taking up greenspace.
 - Concern that developing these lands will result in loss of agricultural land.
 - Comment that the City has been losing employment for some time which has resulted in brownfield sites. Question about what alternatives have been looked at including redevelopment of brownfield sites before creating a new business park.
 - Benefits of creating a new employment area south of the City offset by the perception of impacts to the downtown core. Need for better understanding of the City's comprehensive strategy for job creation and how opportunities are being pursued for the downtown and other business parks.
 - Views on the importance of creating jobs and positioning the City to be competitive by attracting prestige industrial jobs to the Airport Employment Growth District different from what is available and possible in other areas of the City - creation of new opportunities that are not available in the City today.
- 5. Servicing Infrastructure**
- Questions about major trunks sewers and information about Infrastructure Master Plans completed for City which identified servicing projects.
 - Question about cost of implementing needed infrastructure to facilitate storm water, head water and potential road connections.
 - Question about what constraints might be posed by waste water management.
- 6. Transportation Planning**
- Need for detailed review of transportation connections during Phase 2 to include the following:
 - Monitoring of the Provincial Study for the Niagara GTA Corridor.
 - Improvements to area roads and connection to the Employment Growth District.
 - Existing traffic concerns along Highway 6.
 - Implications for Ancaster from Southcote to the Mohawk and the Link.
 - Consideration of rail connection to the Airport.
 - Consideration of transit to the new employment district.
 - Suggestions for the consideration of an entrance to service various transportation modes including transit.

7. Provincial Review

- Comment about whether the employment growth district lands fits with the Provincial Growth Plan and direction of intensifying nodes and corridors.
- Views on compliance with Provincial Policy Statements (PPS) with one view that the employment land designation is in contradiction with PPS.
- Recent trends showing that industry density is going down and need to reconcile this with the Provincial requirement to meet 50 units residential/jobs per hectare targets.
- Concern expressed about level of Provincial buy-in given provincial staff comments addressing discrepancies on how net density is to be calculated (i.e. does it include hydro corridors, storm water facilities, etc), discussion about the number of jobs per hectare, and implication for calculations of employment being accessory uses.

8. Other

- Further review needed on how nine sustainability principles established in GRIDS are being incorporated into the study.
- How will the City control staging of development given infrastructure needs.
- Question about how the project is justified without numerical evidence to show that it will be beneficial to the City.
- Need to look at land use issues in more detail and understanding that zoning (not in place now) is a site implementation tool.
- Concerns about air pollution resulting from future employment uses in the AEGD.

APPENDIX A

HAMILTON AIRPORT EMPLOYMENT GROWTH DISTRICT SECONDARY PLAN - PHASE 1

COMMENTS FROM MAY 2008 PUBLIC INFORMATION CENTRES (PIC)

FIRST MEETING: MAY 21 PIC AT MOUNT HOPE COMMUNITY HALL
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Q: Who is most knowledgeable in Airport Development that has been taking place but not been publicly announced yet? It is already complete that Airport Road is going to be closed and that the runway is extended. If there is an extension, that doesn't necessarily mean that there is more planes. It is bigger and larger planes, which will contribute to the noise factor. If Airport Road is going to be closed, what is going to happen?

A: To clarify, the Airport Employment Growth District Study isn't about the Airport. In 2004, there was a master plan that was put in place, endorsed by the City, and specific to the Airport piece; owned by City but leased by the Airport. They are extending the runway south so that it is equal distance to the one that runs east and west. It is the City's responsibility to buy 489 acres (102 of it used), for the runway extension; doesn't necessarily mean it will happen but it is feasible. Information can be obtained from 'flyhi website' and on the City of Hamilton website.

Q: In the City's Transportation Master Plan, what connection is there to the provincial big corridor that will run to the south of it? What impact would it have on the development of it? Understanding was of the Fort Erie (Niagara corridor) traffic?

A: The province of Ontario has undertaken an EA for the corridor. At this point, they haven't come up with a preferred route. It will have to be kept in constant update. At this time, there is no answer because it is underneath review but it will be consistently followed. The study team will continue to monitor this study during Phase 2.

Q: The airport employment development land extended to Twenty Road. I was under the impression that Airport land was half way between Dickenson Rd. and Twenty Rd. Concern is industry will be built on the south side of Twenty Road right across the street where the retirement residence is?

A: The airport property is in the grey. It looks at employment but it is a City business park. We looked at the amount of land that is required and that all the land is to be used. But in terms of relationships to the existing residential that is in place that needs to be taken into account. Identified in the first phase, but counter solutions will be taken into account later on into the next phase. There needs to be considerable buffers and we envision working with the impacted communities to review ideas and to develop a solution as part of the Phase 2 work.

Q: Is the City planning on buying all the land?

A: Difference between Airport and the rest of the property is that community owns the Airport. The City owns land subsequent to the area. When it comes to the employment, it is a mixed bag. Municipality owns some of the land that was bought a long time ago,

however not very much. The City has no land banking program and also no intention. Hope to create a situation where private investors will buy land and proceed with development.

Q: Specifically, about the commercial and industrial use; are there any plans for residential or mixed use in the area or is it taken right off the table?

A: Intention in the area is for employment uses (industrial, commercial, professional, office, support, etc.). However, on the transition points, there is going to have the issue of land use compatibility. The land uses on the other side of the EGD. In principle, it is employment but there has to be consideration for the edge. There is potential for uses that are compatible on the 'other side'.

Q: The employment lands are in direct contradiction to the PPS. Concern about loss of greenspace and agricultural land. What is happening?

A: The City is looking at the issue of conformity with the PPS. The City did their GRIDs in context of both municipal drivers and PPS. Following that, the City has been rolling out its plan. The urban structure plan (brownfield sites, contaminated sites, etc.). The City also looked at industrial parks and conversion sites (by virtue of their location, compatibility, etc.). All information was put together in a land budget report where all information was compared against the demand for new industrial land against what is in the existing business parks, industrial areas. After all is done, is demand satisfied? Then look into Greenfield situation. The GMS, needs of the community, and the local drivers then followed by provincial drivers that will correspond to these land budget piece.

Q: When is expropriation going to take place in the Glancaster and Dickenson area?

A: There are no plans to expropriate. In the situation that there is residence, there has to be sensitivity where there are enclaves. Attempt to marry and work together in terms of land uses to be more balanced.

Q: What impacts would Air pollution have with regard to the industrial land use in the AEGD?

A: There has to be clearance by the MOE in order to have extraction of these pollutants into the area. Employment really heavily relies on high order commercial, professional development, some opportunities in advance manufacturing, other engineering type services. Still in the 30,000 feet level but the general key focus is on logistics, transportation, manufacturing, retail, but majority of development is high order and more pristine.

Q: Are designated lands have been rezoned to the industrial land uses?

A: Principal land uses has been reached. Next stage of the planning process is to look at the issues in more detail. What kind of land uses should be going where? The issue of rezoning is more of a site implementation tool in terms of trying to firm up issues that are related to boundaries, building heights, regulated by by-laws.

Q: What would happen to the other local land uses (academic, residential pockets, etc.) when developers move in?

A: Area in Mount Hope will not be affected. Compatibility is a major issue and will be taken into consideration.

Q: Caledonia traffic is horrendous. What will happen if Highway 6 is not enlarged? What will be looked at during the solutions?

A: As part of the second phase study, what construction must be done in order to facilitate the traffic will be considered in the second phase.

Q: This move, airport expansion, how is it a good thing for the neighbourhood?

A: Pearson airport is critical to the health of the GGH (Greater Golden Horseshoe). An airport is critical to the future for the City of Hamilton. There is an opportunity here to bring in new industries (high tech, knowledge, etc). It is an exemplary action for an opportunity to look out for your children and children's children.

Q: If it is private sector driven development, how to control where lands is going to be if there is not enough infrastructure to support the localized areas without expropriating people?

A: Next part of the study. That is, to find out where is the best option to facilitate development with respect to wastewater infrastructure.

MEETING TWO: MAY 27 PIC AT THE HAMILTON CONVENTION CENTRE

Q: What is the rail connection to the Airport? Is there going to be an entrance to service various Transportation modes, ideally a new rail line?

A: As part of the next phase, there will be more analytical work and studies conducted that will explore various methods of transportation. One of the key components of researching various modes of transportation to and from the employment district relies on finding ways to connect the study area to the downtown. As for the surrounding municipalities, rail would be the most ideal method to getting people into the industrial park. Moving forward, if rail doesn't happen on day 1, it will happen, while taking into consideration of a larger area.

Q: With regard to the noise projection areas indicated in one of the previous slides, the ones that run North and South are longer than East and West. When this development takes place, will the sides be equal?

A: Info given out was conducted by the City and done in 2005. At this point in time, there is no sufficient data to back up any claims as of yet. It will be completed in phase 2.

Q: Niagara Corridor Highway (that was announced by Harris Government) is not addressed in the studies that were conducted in relation to the Airport Employment Growth District. Why?

A: The MTO is currently conducting a study for the Niagara/GTA Corridor. It is pre-mature to provide specifics at this time. However, with respect to needed linkage between the major cities and market potential, there is no doubt that it will have a huge impact on the economic value of the land? It will open up many opportunities to attract businesses from other cities (across to the US in Buffalo)

Q: What alternatives have been looked at thus far for employment lands? Some other business parks have clearly been under-utilized. So I just wanted to know, when considering the development of this industrial park, what other alternatives or comparisons were made?

A: Studies have been conducted by the City of Hamilton, which shows inventory of various elements of industrial parks, including open and developable space. However, the studies

have shown that the most cost-efficient method of creating developable land would be to create this business park. After reviewer MKI, the downtown market is not aggressive enough to be the forefront of any new businesses. There simply is not enough support for any type of employment growth. However, this doesn't mean that the business park will take away any opportunities from the core. More office type companies will be situated in the core where as logistic, intellectual, R&D type businesses will be located in the business park.

Q: What would be the implications of shifting major employment centres south of the City with respect to the centre of the City, transportation needs, and cost?

A: There are various business parks situated all around Hamilton: one in Glanbrook, Stoney Creek, Ancaster, and Dundas just to name a few. They have been strategically placed around Hamilton for two reasons. They are to cater to people who live closer to their jobs and to be marketable. The locations also accommodate the needs of different people and different community patterns. With regard to the centre of the city, the development of a new business park will not change the fact that the centre of the city will be Downtown, Hamilton.

Q: What would be the cost of implementing the needed infrastructure to facilitate storm water, head water, and potential road connections?

A: As of yet, it can't be determined. It will be determined in Phase 2.

Q: How is the project justified without any numerical evidence to support the allegations that the Business Park will be beneficial for the City of Hamilton?

A: It is shown through all the studies done by the various Consultants and other Parties. They have shown that there is an adequate amount of support for this Business Park to succeed and therefore it will. Just because there is no numerical evidence, that will come in the later phases.

Q: What are the impacts going to be on surrounding land values and what would happen to the property taxes?

A: No assessments have been made as of yet. Obviously, there will be some sort of impact on the employment circle, which will increase as market moves further west. But, only claim that can be made is that it is dependent on development. There is limited outside storage; delicate consideration for transition of land use.

Q: What constraints would waste water management pose with this development taking place?

A: Although existing infrastructure is in place, there are 9 limited waste water treatment facilities that pump waste water to the pumping station in Upper James. There is also another one pumping North to Ancaster. Then, there is another that is trying to merge into Upper Centennial.

Q: What reference to the 9 principles of the GRIDs plan was applied in this development proposal?

A: 9 principles were used to establish the foundation for the proposal. It is incorporated into the study area. Now, it alludes to the study stage and considers the functionality of the current actions taking place. The 9 principles are the framework. Actual testing of the proposals will begin in phase 2.

Q: Has there been any studies conducted on impacts to the Downtown Core and existing brownfield sites?

A: Existing studies have already been done. Redevelopment is a possible route; however, in downtown, the chances are limited. MacMaster Innovation Park is another example. Most of the opportunities within this industrial park are meant for key specific companies (R&D, intellectual). The problem with the Downtown Core is that there is not enough land capacity. The whole plan is to help provide and magnify the synergies and opportunities in the Downtown.

Q: What is your take on the possibility of other cities that would also build Business Parks near airports? Wouldn't they attract business away from Hamilton (from a competitive advantage point of view)?

A: Many different sectors from the way you look at it: GTA, Rochester, and Buffalo. The Corridor is phenomenal because it is situated in the Greater Golden Horseshow. Availability, marketable, serviceable land, and the land size operate on a clean slate. There is belief that there is adequate support to build the park.

Q: Dillon in Feb 2004 Released a report stated 7 of 9 principles failed with respect to the GRIDs plan. Why was that overlooked?

A: Employment area was dealt through. No options were left unconsidered. However, there is a need to stop being philosophical about the matter. When looking other alternatives, there was an incentive, which provided the locational advantage. It is the most feasible option. No other area would be supported... the study that was done by consultants that worked with the province came to that conclusion. The study area is absolute. We are now moving from visions to implementation.