

**CITY OF HAMILTON**

**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT  
Industrial Parks and Airport Development Division**

**PUBLIC WORKS DEPARTMENT  
Capital Planning and Implementation Division**

<b>Report to:</b> Mayor and Members Committee of the Whole	<b>Submitted by:</b> Tim McCabe General Manager Planning and Economic Development Department
	Scott Stewart, C.E.T. General Manager Public Works Department
<b>Date:</b> June 4, 2008	<b>Prepared by:</b> Guy Paparella 905-546-2424 Ext. 5807 James Goodram 905-546-2424 Ext. 6109 Jillian Stephen 905-546-2424 Ext. 6392 Syeda Banuri 905-546-2424 Ext. 4101

**SUBJECT: Airport Employment Growth District Phase I Study Completion  
PED08149 / PW08075 (City Wide)**

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**RECOMMENDATION:**

- (a) That the Airport Employment Growth District Phase I Study findings be received as base information for Phase II of the Study.
- (b) That City staff be authorized and directed to continue to work with Dillon Consulting and their project team for Phase II of the Airport Employment Growth District Study subject to successful negotiations with the General Managers of the Planning and Economic Development Department and the Public Works Department.

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**Due to the bulk and size of Appendices “B” and “C” to Report PED08149 / PW08075, a full copy of these documents are available for viewing in the Clerk’s Division, Corporate Services Department, Hamilton City Centre, 77 James Street North, Suite 220, Hamilton or on the City of Hamilton website at [www.hamilton.ca/aegd](http://www.hamilton.ca/aegd).**

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Tim McCabe  
General Manager  
Planning and Economic Development Department

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Scott Stewart, C.E.T.  
General Manager  
Public Works Department

**EXECUTIVE SUMMARY:**

Report PED08149 / PW08075 outlines the key findings from the Airport Employment Growth District (AGED) Phase I Study. The overall conclusion of Phase I is that the development of employment uses within the AEGD Study Area is appropriate, feasible and justified from a land use planning perspective and there is flexibility to achieve employment objectives while protecting natural and cultural heritage resources with the available land base for the AEGD. After the constraints have been deducted, over 1,200 Ha of Net Developable Area is available within the Hamilton AEGD.

Report PED08149 / PW08075 recommends the City enter into a contract for professional consulting services with the Dillon Consulting team pending successful contract negotiations between the firm and the General Managers of the Planning and Economic Development Department and the Public Works Department as previously authorized by Council in Report PED07153 / PW07068.

The public consultation process followed to date has met and exceeded those required by relevant legislation. Staff believes the comments received to date are informative and will lead to the successful conclusion of Phase II of the Study resulting in a community supported vision and plans for the AEGD Study Area.

**BACKGROUND:**

In May 2007, City Council endorsed the following staff recommendations as part of Report PED07153 / PW07068 related to the Airport Employment Growth District Study Terms of Reference:

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- (a) That staff be authorized and directed to issue a Request for Proposal to engage the services of a consulting team to conduct Phase I of the Airport Employment Growth District Study per the attached Terms of Reference outlined in Appendix B of Report PED07153 / PW07068.
- (b) That the General Managers of the Planning and Economic Development Department and the Public Works Department be authorized and directed to negotiate with the selected Phase I Consultant Team to continue with Phase II of the Study provided that performance expectations for Phase I are met or exceeded and costs are reflective of the expected work.
- (c) That staff be authorized and directed to establish a Community Liaison Committee that will provide input to the Airport Employment Growth District Study throughout Phases I and II and report back to Committee of the Whole for their approval.
- (d) That decisions regarding the Airport Employment Growth District Study be presented and decided at special Committee of the Whole meetings for the duration of the project.

Staff issued a Request for Proposals (RFP) in July, 2007. Staff reviewed submissions in August and conducted interviews with short listed firms in September. The contract was awarded to Dillon Consulting and their study team in late October.

Dillon Consulting has worked with staff over the past several months to complete Phase I of the AEGD Study as per the Council approved Terms of Reference and have met with the Council approved Community Liaison Committee on a monthly basis. In addition, the project team held two Public Information Centres, one on May 21, 2008 at the Mount Hope Community Hall and another on May 27, 2008 at the Convention Centre in Downtown Hamilton. Staff has also maintained a project website ([www.hamilton.ca/aegd](http://www.hamilton.ca/aegd)). Phase I of the Study has been completed on time and on budget.

The following section provides an overview of the results of Phase I of the Study along with recommendations for further work. The completion of Phase II which is the secondary plan, master plans and the financing and development phasing plan is to be completed by September 2009.

**ANALYSIS/RATIONALE:**

The purpose of Report PED08149 / PW08075 is to present the results of Phase I of the AEGD Study and to make recommendations regarding the continuation of the Study into Phase II.

The overall conclusion of Phase I is that the development of employment uses within the AEGD Study Area is appropriate, feasible and justified from a land use planning perspective and there is flexibility to achieve employment objectives while protecting

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natural and cultural heritage resources with the available land base for the AEGD. After the constraints have been deducted, over 1,200 Ha of Net Developable Area is available within the Hamilton AEGD.

There are a number of complexities and issues that require more study (which will be conducted as part of Phase II) but from a higher level perspective the City of Hamilton has a unique opportunity to create a new, highly marketable, well connected industrial park employing the latest in industrial development standards by exploring eco-industrial development techniques. The location of the proposed park in the Greater Golden Horseshoe will provide the City with the ability to capture a significant share of employment growth to the year 2031 (as projected by the Province) as it moves westward from the Greater Toronto Area. Without the AEGD, the City will be unable to accommodate the projected employment growth. Table 1 attached as Appendix "A" to Report PED08149 / PW08075 lists the key recommendations and findings of the Phase I report from land use planning perspective.

The infrastructure and servicing background review has recommended that there is existing water and wastewater infrastructure available for some parts and some upgrades / new infrastructure will also be required. There are opportunities and constraints available for transportation. For stormwater, it will be difficult to go with the traditional techniques because, of the fact that the Study Area lies in the headwaters of four watersheds. The key findings and recommendations are attached in Appendix "A" to Report PED08149 / PW08075, Table 2.

**ALTERNATIVES FOR CONSIDERATION:**

1. That the City not continue with Phase II of the AEGD Study. If this alternative were chosen the City would be unable to accommodate the projected employment growth as per the Province's Places to Grow Growth Plan.
2. That the City continues with Phase II of the AEGD Study but, not with the consulting team that completed the Phase I, i.e, Dillon Consulting and team. This alternative is not recommended because, Dillon consulting team is well aware of all the background information and staff is satisfied with their performance on Phase I. It may be added cost and time to the project to bring another consulting team for Phase II which was not involved in Phase I.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

**Financial** – There is an approved capital budget for Phase II of the AEGD Study, account number 3620604600. Staff will work with the Financial Services Division, Purchasing Section in the award of this contract per the Corporate Purchasing Policy.

**Staffing** – Staff have the continuation of Phase II of the AEGD Study within their work plans for the remainder of 2008 and 2009. Therefore, no additional staff resources are required.

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**Legal** – The City will enter into a contract for professional consulting services for Phase II of the Study as per the Phase II Terms of Reference with the Dillon Consulting team pending successful contract negotiations between the firm and the General Managers of the Planning and Economic Development Department and the Public Works Department.

**POLICIES AFFECTING PROPOSAL:**

There are a several local and Provincial policy documents affecting the proposal. Phase II of the AEGD Study will be carried out in strict accordance with both the Planning Act and the Municipal Engineers Association's Municipal Class Environmental Assessment process. Similar to Phase I, the public consultation program prescribed by this legislation will not only be met but exceeded.

Other key Provincial policy documents that affect the proposal include the Provincial Policy Statement 2005, the Greenbelt Plan, and the Places to Grow Growth Plan. Municipally, Vision 2020 as well as the Growth Related Integrated Development Strategy (GRIDS). It will also need to be consistent with the Public Works Strategic Plan which states that Business Planning processes are defined and aligned and focus on integrated community sustainability planning. The City of Hamilton Transportation and Stormwater Master Plans (City Wide) and Integrated Water and Wastewater Master Plan for Lake Based Systems will also be considered as Phase II progresses.

**RELEVANT CONSULTATION:**

Staff and the consulting team have been meeting with the Council approved Community Liaison Committee (CLC) monthly since November, 2007. The meetings have been facilitated by a professional facilitator the City retained as part of the Phase I contract for consulting services. Staff and the consulting team have found this an extremely worthwhile investment of time and resources in that a broad range of perspectives are represented at the table, staff and the consulting team have learned from, value this input and have incorporated these discussions into the Phase I findings. In the end, the AEGD Study will reflect the community's vision for the area for the future.

In addition, two Public Information Centres (PIC) were held. Letters were sent to more than 1400 property owners whom have property in or within 120 metres of the Study Area. In addition, notice was posted for two consecutive weeks in the Hamilton Spectator and one week in the Community Newspapers and the Glanbrook Gazette. Letters with the notice of PICs were sent to organizations, agencies and different levels of government to provide their input. One PIC was held at the Mount Hope Community Hall on May 21<sup>st</sup> and was attended by more than 200 people. The second PIC was held on May 27<sup>th</sup> at the Hamilton Convention Centre and was attended by slightly less than 100 people. Overall, staff and the consulting team were really pleased with the attendance.

To date (June 2) City staff have received 30 comment forms from people who attended the PICs. These comment forms are part of the public record and where comments have been made, they will be considered as the project team moves into Phase II and where questions have been asked, staff have or will shortly provide a response.

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Generally, the majority of the comments were positive in terms of the Study moving forward but highlighted the need for further study and clarification in a number of areas. Some see this as a key project to move the City forward and ensure we have employment for generations to come while some are concerned with the loss of farmland, while some are opposed to the project altogether as it will involve an urban boundary expansion. The project team was overwhelmed with the unexpected attendance at the Mount Hope meeting which lead to some logistical issues with the presentation (small screen and no microphone). Although a much smaller audience attended the downtown meeting, the project team learned from the commentary received from the Mount Hope meeting and enhanced the presentation with the inclusion of better graphics and a PA system.

City of Hamilton staff was also consulted to provide input in the Phase I Background studies. Staff of Public Works Department provided comments on the infrastructure servicing studies. Planning and Economic Development Department staff reviewed the Phase I document and provided comment. In addition, project team consulted with a number of agencies such as the Ministry of Municipal Affairs and Housing, Ministry of Public Infrastructure Renewal, the affected Conservation Authorities, Transport Canada, Ministry of Environment to name a few. Six Nations has been an active participant on the AEGD Community Liaison Committee (CLC). Other First Nations have been invited to participate as well and will be kept informed as the project moves forward. The results of this consultation are reflected in the Phase I documents attached as Appendix "B" and Appendix "C" to Report PED08149 / PW08075.

**CITY STRATEGIC COMMITMENT:**

By evaluating the "**Triple Bottom Line**", (community, environment, 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**

The public is involved in the local decision making process in a meaningful way. A broad range of perspectives are being heard at the CLC table and at Public Information Centres. In addition, staff may be approached at any time, by any person or body for additional information or submit comments.

**Environmental Well-Being is enhanced.**  **Yes**  **No**

This City initiative will help to protect and enhance the environmental features. The effective and integrated land use planning and infrastructure planning processes will help to protect and restore any degraded environmental features. The results of Phase I of the Study have demonstrated how the City may achieve employment objectives while protecting natural and cultural heritage resources.

**Economic Well-Being is enhanced.**  **Yes**  **No**

Investment in Hamilton is enhanced and supported. The Study process has and will continue to lead to effective partnerships with community stakeholders and the development community. Business, property owners and developers will invest in properties leading to property assessment increases through the development of industrial buildings and properties. In addition, employment opportunities will be created within Hamilton for future generations.

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**Does the option you are recommending create value across all three bottom lines?**

Yes  No

**Do the options you are recommending make Hamilton a City of choice for high performance public servants?**

Yes  No

N/A

JEG/gc

Attachs. (3)

<b>Table 1- Key Land Use Findings</b>	
<b>Discipline</b>	<b>Findings and Recommendations</b>
Natural Heritage System - Terrestrial	<ul style="list-style-type: none"> <li>• The Study Area Contains a Significant Terrestrial Natural Heritage System to be Protected and Enhanced: <ul style="list-style-type: none"> <li>○ 434 ha (1072 acres) of Significant Natural Heritage Core Area both within and outside the Greenbelt Natural Heritage System.</li> <li>○ The Greenbelt Natural Heritage System extends in a north / south finger beyond the Core Areas.</li> <li>○ In all areas of the Greenbelt Natural Heritage System, significant policy restrictions are in place both in the Greenbelt Plan and the Rural OP including requirements for an EIS for adjacent land.</li> <li>○ Approximately 6.5% forest cover in the Study Area.</li> <li>○ 20 patches that are at least 4 ha with the largest being 27 ha. The majority of these will be protected as part of the Core Areas.</li> <li>○ Consideration should be given to identifying, preserving and enhancing wildlife linkages as well as final confirmation of the core natural heritage features in the Study Area.</li> </ul> </li> <li>• Significant Natural Heritage System can Provide a Parkway Setting</li> </ul>
Natural Heritage System - Aquatic	<ul style="list-style-type: none"> <li>• The Area Contains Some Sensitive Aquatic Features: <ul style="list-style-type: none"> <li>○ The Study Area is part of the headwaters of four watersheds.</li> <li>○ The drainage features appear to be intermittent. However, there are several features that may provide seasonal fish habitat.</li> <li>○ A range of warmwater fish species are likely typically present.</li> <li>○ At this time, only cool and warm water streams have been identified as aquatic constraints that are likely to preclude development.</li> <li>○ Other features may be allowed to be altered in terms of their location, although they still may be maintained as natural features.</li> </ul> </li> <li>• All Drainage Features are Sensitive to Water Quality and Sediment Impacts <ul style="list-style-type: none"> <li>○ Enhanced or level 1 stormwater treatment from a water quality / fish habitat perspective is required for all tributaries.</li> <li>○ Both the Welland and Twenty Mile Creeks in the Study Area</li> </ul> </li> </ul>

<b>Table 1- Key Land Use Findings</b>	
<b>Discipline</b>	<b>Findings and Recommendations</b>
	<p>and immediately downstream are nutrient rich, moderately contaminated by bacteria and have elevated chloride levels.</p> <ul style="list-style-type: none"> <li>○ Airport and agricultural operations contribute to the elevated levels.</li> </ul>
Agricultural Resources	<ul style="list-style-type: none"> <li>● Synergies could be created between Agricultural activities and Industries within the AEGD: <ul style="list-style-type: none"> <li>○ Rural Hamilton OP designations: “Agriculture” (west and southwest of Hwy 6) and “Rural” (east of Hwy 6 around the Airport).</li> <li>○ The predominant type of agricultural usage is “Miscellaneous Specialty”.</li> <li>○ The most common farm combination is a farm operation with a residence and farm outbuildings.</li> <li>○ More analysis is required to determine which lands should be removed from agricultural production and which should be left for the long term.</li> <li>○ Agricultural uses could be compatible with the AEGD; the local farms could provide food supplies for Airport operations and for Hotel / Food / Beverage businesses.</li> </ul> </li> </ul>
Built / Cultural Heritage Resources	<ul style="list-style-type: none"> <li>● The AEGD Study Area is Rich in Cultural Heritage: <ul style="list-style-type: none"> <li>○ The Study Area is rich in buildings, structures and cultural heritage landscapes of varying degrees of heritage interest and value.</li> <li>○ Further historical research and on-site observation is needed in order to undertake an evaluation of the heritage merit of those built heritage resources and cultural heritage landscaped that are not already included in Hamilton’s Heritage Volumes.</li> </ul> </li> </ul>
Stage 1 Archaeological Assessment	<ul style="list-style-type: none"> <li>● There is Potential for Archaeological Sites Over Much of the Study Area: <ul style="list-style-type: none"> <li>○ 104 sites have been registered within the study area or fifty metres of its boundaries.</li> <li>○ Stage 2 archaeological assessment should be conducted in advance of any development in order to identify and mitigate archaeological resources.</li> <li>○ If needed, further assessment should also be conducted prior to impact on any previously registered archaeological sites.</li> </ul> </li> </ul>

<b>Table 1- Key Land Use Findings</b>	
<b>Discipline</b>	<b>Findings and Recommendations</b>
Market Potential for Employment Lands	<ul style="list-style-type: none"> <li>• Hamilton has Significant Regional and Local Growth Potential:               <ul style="list-style-type: none"> <li>○ The GGH is one of the fastest growing City / Region's in North America.</li> <li>○ Hamilton is strategically located in the west GTA.</li> <li>○ Access to major 400 series highways, proximity to major regional transportation infrastructure, access to the U.S border, access to major post secondary education facilities.</li> <li>○ Hamilton's share of future GGH population and employment growth is anticipated to increase significantly in comparison to historical trends.</li> <li>○ Future population and employment growth rates for many areas of the GGH are anticipated to continue experiencing high growth levels over the long-term.</li> </ul> </li> <li>• AEGD is Needed to Provide Employment Growth and Employment Lands:               <ul style="list-style-type: none"> <li>○ Employment lands requirement, beyond the currently designated supply, of 907 net Ha (2,241 net acres) by 2031 have been identified for future expansion areas within the City of Hamilton.</li> <li>○ City's existing designated employment lands are expected to approach build out during the post 2018 period.</li> <li>○ The following key employment growth sectors have been identified:                   <ul style="list-style-type: none"> <li>▪ Advanced Manufacturing;</li> <li>▪ Wholesale Trade;</li> <li>▪ Transportation and Warehousing;</li> <li>▪ Professional, Scientific and Technical Services; and,</li> <li>▪ Accommodation and Food Services.</li> </ul> </li> <li>○ The AEGD is anticipated to be largely built out by 2031.</li> </ul> </li> </ul>
Employment Land Policy Review	<ul style="list-style-type: none"> <li>• The Study Area Lands Represent a Feasible Area for Employment Uses</li> <li>• Business Park Uses Largely Compatible with Existing and Planned Uses:               <ul style="list-style-type: none"> <li>○ The airport lands, new Highway 6, Highway 403 and the existing Airport Business Park provided key infrastructure and strategic land uses upon which to develop a larger business park and create land use options.</li> <li>○ The large pocket of rural designated lands to the east north</li> </ul> </li> </ul>

<b>Table 1- Key Land Use Findings</b>	
<b>Discipline</b>	<b>Findings and Recommendations</b>
	<p>of the new Highway 6 also provides an opportunity to concentrate employment lands in that location as one option.</p> <ul style="list-style-type: none"> <li>• Constraints that need to be considered: <ul style="list-style-type: none"> <li>○ Existing pockets of residential particularly to the north and west of the Airport.</li> <li>○ The Greenbelt Plan finger along Hwy 6.</li> <li>○ The urban residential lands bordering the Study Area lands to the north, north-east and south-east. Appropriate transitional land uses or buffering may need to be considered.</li> </ul> </li> </ul>
Locational Attributes and Market Trends	<ul style="list-style-type: none"> <li>• Hamilton Has Competitive Regional Location Attributes: <ul style="list-style-type: none"> <li>○ Hamilton scores relatively high with respect to regional location attributes (i.e. highway access / exposure, proximity to major regional transportation infrastructure, etc.).</li> <li>○ Of the eight industrial business parks surveyed within the surrounding market area, the AEGD ranked third, tied with the Town of Milton and the Town of Caledon.</li> </ul> </li> <li>• Hamilton Faces Some Challenges with Respect to Regional / Local Economic Indicators: <ul style="list-style-type: none"> <li>○ The AEGD scored relatively well with respect to industrial land prices, existing live / work ratios, industrial development charges and average housing prices.</li> <li>○ AEGD scored relatively low with respect to comparative population and employment growth rates, existing employment activity rate, current industrial tax rates, and average household income.</li> <li>○ Hamilton ranked sixth out of the seven municipalities.</li> </ul> </li> <li>• Hamilton is Well Positioned to Capture a Significant Share of Long Term Regional Economic Growth: <ul style="list-style-type: none"> <li>○ Overall, Hamilton appears to be well positioned to capture a significant share of the long-term regional economic growth potential identified for the GGH.</li> <li>○ One of the most important considerations, relates to ensuring that an ample supply of suitable vacant serviced (and serviceable) employment land is available for purchase and absorption.</li> </ul> </li> </ul>
Eco-industrial Park Best	<ul style="list-style-type: none"> <li>• There Are Opportunities to Explore Eco-Industrial Innovations: <ul style="list-style-type: none"> <li>○ Eco-industrial principles being applied in practice in Canada</li> </ul> </li> </ul>

<b>Table 1- Key Land Use Findings</b>	
<b>Discipline</b>	<b>Findings and Recommendations</b>
Practices and Standards	<p>and the USA.</p> <ul style="list-style-type: none"> <li>○ Eco-industrial innovation is more often advanced through design guidelines than zoning by-laws.</li> <li>○ Customization: There are few standards that are common to all eco-industrial projects.</li> <li>○ It is generally the guidelines that set the stage for eco-industrial activity.</li> <li>○ Customized design guidelines are required to ensure the requisite higher standards of design, development and performance.</li> <li>○ Many options for implementation: Most guidelines provide a mix of both required and optional guidelines.</li> <li>○ Creating eco-industrial guidelines require addressing the particular limits and complexities of the land use planning regime.</li> <li>○ Eco-industrial activity requires the concerted implementation of a suite of tools.</li> </ul>
First Nations Heritage and Treaty Rights	<ul style="list-style-type: none"> <li>○ Complex Aboriginal history in Southern Ontario.</li> <li>○ Constitutional duty to consult with the relevant First Nation(s) about any impacts that the project may pose.</li> <li>○ Preliminary identification of those First Nations that may have an interest in the Study Area.</li> <li>○ The study area does not appear to fall within the boundaries of any current First Nations land claim. It does fall, however, within the bounds of the 1701 Nanfan Treaty, which demarcated hunting territory of the Five Nations.</li> <li>○ By virtue of the Nanfan Treaty (1701), Six Nations should be consulted regarding any Constitutional rights they may have within the subject area and should be consulted on that basis.</li> <li>○ Should any First Nations archaeological resource be identified in the course of future, more extensive archaeological assessment of the Study Area, meaningful consultation with those First Nations groups who have an active interest in these resources and their treatment should be conducted during subsequent phases of the project.</li> </ul>

**Table 2- Key Servicing & Infrastructure Findings**

<b>Discipline</b>	<b>Findings and Recommendations</b>
Transportation	<ul style="list-style-type: none"> <li>○ The existing road system is generally in good condition and has an acceptable level of service for current demands.</li> <li>○ Multi-modal transportation considerations will need to be assessed in Phase 2, specifically the connections to the AEGD from railway (CN / CP) and CP intermodal as well as to the port activities to take advantage of its multi-modal facilities.</li> <li>○ Travel Demand Management opportunities within the AEGD (i.e. employee shuttle services, integrated parking facilities, transit terminal) need to be examined.</li> <li>○ Higher order and local transit service needs to be a focus</li> <li>○ Cycling, trails and pedestrian facility enhancements are important features.</li> <li>○ The potential need for increased capacity on major arterials / highways to the AEGD including upgrades / modifications to both the internal AEGD and external road network needs further study.</li> <li>○ Network connectivity to the Lincoln Alexander Parkway (LINC) and Red Hill Valley Parkway (RHVP) to provide alternative access to the MTO highway network will be a constraint. Network connectivity to the North Glanbrook Industrial Business Park is also a constraint.</li> <li>○ Potential future linkages to and implications due to the Niagara to GTA corridor being planned by MTO must be considered.</li> </ul>
Stormwater	<ul style="list-style-type: none"> <li>○ AEGD contains the headwaters of four streams (Welland River, Twenty Mile Creek, Big Creek, Sulphur Creek) which are under the jurisdiction of three different Conservation Authorities (Niagara Peninsula, Grand River and Hamilton).</li> <li>○ Majority of headwater drainage features are intermittent, a number of them are considered cold, cool or warmwater fisheries.</li> <li>○ Most drainage features currently exhibit moderate water quality with elevated levels of nutrients, bacteria and suspended sediments.</li> <li>○ Stormwater management facilities will need to provide an enhanced level of treatment to protect water quality and fish habitat.</li> <li>○ Stream protection and enhancement measures will be needed to protect fish habitat as development proceeds.</li> </ul>

<b>Table 2- Key Servicing &amp; Infrastructure Findings</b>	
<b>Discipline</b>	<b>Findings and Recommendations</b>
	<ul style="list-style-type: none"> <li>○ Due to the relatively flat topography in the study area, storm water management will need to focus on at-source, on-site controls.</li> </ul>
Water	<ul style="list-style-type: none"> <li>○ The type of land use can create a significant range in water demand.</li> <li>○ The City should continue to provide water supply from the Woodward Ave. Water Treatment Plant.</li> <li>○ There will be a need to augment the pumping and feedermain capacity for supply up the escarpment.</li> <li>○ The City will need to provide a new feedermain and distribution network for the AEGD.</li> <li>○ Provision of additional storage for the AEGD will also be required.</li> </ul>
Wastewater	<ul style="list-style-type: none"> <li>● The type of land use can create a significant range in wastewater flows.</li> <li>● Wastewater flows from the Airport are a key consideration.</li> <li>● The City should continue to focus additional wastewater treatment capacity at the Woodward Ave. Wastewater Treatment Plant.</li> <li>● The City should provide collection system and plant upgrades to address wet weather flow capacity constraints and meet F-5-5 and Hamilton Harbour Remedial Action Plan targets.</li> <li>● Provision of new trunk sewer infrastructure on Centennial Parkway to support servicing the mountain growth areas will be required.</li> <li>● Infrastructure will also be required to convey flows from the AEGD easterly to the Centennial trunk sewer.</li> </ul>



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.

For further information, contact: James Goodram, City of Hamilton at 905 546-2424 ext 6109 or email to [j.goodram@hamilton.ca](mailto:j.goodram@hamilton.ca) or visit [www.hamilton.ca/aegd](http://www.hamilton.ca/aegd)

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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 16<sup>th</sup>. 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)**

<b>FIRST MEETING: MAY 21 PIC AT MOUNT HOPE COMMUNITY HALL</b>
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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 149 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 under 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 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 the Airport is on. When it comes to the employment area, 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, we are going to have the issue of land use compatibility with the land uses on the other side of the AEGD boundary. In principle, it is employment but there has to be consideration for these edges. 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 Glanaster 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 existing residential 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 mitigate impacts 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, accessory commercial 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: Existing area in Mount Hope will not be changing land uses as part of this Study. 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 and the rest of the City.

**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. The Study is available for review on the Web Site. It will be further reviewed 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 and beyond)

**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 reviews by Hemson and MKI, the downtown market is not able in accommodate the types of employment contemplated at AEGD. 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 where a full cost and revenue analysis will be conducted along with a financial strategy. The development industry will drive the implementation of the plan.

**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. This will be reviewed further in the next phase.

**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. Land use compatibility/transition of land use will be critical in the secondary plan policy phase.

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

A: Although existing infrastructure is in place, there are limitations to the capacity of waste water treatment facilities that pump waste water to the pumping station in Upper James and to Ancaster. Depending on the types of uses, there will be a need for additional capacity from the proposed Upper Centennial trunk facility.

**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 under the GRIDS plan. Council used the 9 principles as a decision making aid when they chose the AEGD study area.

**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 based on future employment projections which are

needed for the City. MacMaster Innovation Park is another example of redevelopment plans that fit into the long term employment picture. Most of the opportunities within this industrial park are meant for key specific companies (R&D, advanced manufacturing, logistics, intellectual). The problem with the Downtown Core is that there is not enough land capacity for these types of uses. The whole plan is to help provide and magnify the synergies and create diverse economic opportunities in the Downtown, Bayfront and all industrial parks.

**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: We have to utilize Hamilton locational and competitive advantages to attract businesses from many different sectors. The GTA, Rochester, and Buffalo Corridor or Greater Golden Horseshoe is phenomenal economic area. The availability and marketability of serviceable employment land is critical to advance the City's economic goals. The AEGD provides a great opportunity to take advantage of our location.

**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 with through GRIDS. Many options were considered. However, Council chose to select the AEGD as the focus for future employment. At some point, there is a need to stop being philosophical about the matter. When looking at other alternatives, there was factors to this area which provided the locational advantage. It was determined as part of this study to be the most feasible option. We are now moving from vision to implementation.