TO: Chair and Members  
Economic Development and Planning Committee  

WARD(S) AFFECTED: CITY WIDE

COMMITTEE DATE: September 30, 2010

SUBJECT/REPORT NO:  
Airport Employment Growth District Secondary Plan, Zoning By-law and Infrastructure Master Plans (PED10153a/FCS10062a/PW10080)(City Wide)

SUBMITTED BY:  
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General Manager  
Planning and Economic Development Department  
Gerry Davis, CMA  
General Manager  
Public Works Department  
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General Manager  
Finance and Corporate Services Department

PREPARED BY:  
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VISION: To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.
VALUES: Honesty, Accountability, Innovation, Leadership, Respect, Excellence, Teamwork
RECOMMENDATION

(a) That approval be given to Official Plan Amendment No. XX to the former Region of Hamilton-Wentworth Official Plan, as contained in Appendix “A” to Report PED10153a/FCS10062a/PW10080, for lands generally bounded by Garner Road / Twenty Road West in the north and Carluke Road East / White Church Road in the south, Fiddler’s Green Road in the west and Upper James Street in the east, to include a portion of the lands in the urban area and designate them as Airport Employment Growth District; rename the Business Park to Airport Employment Growth District, add new policies and map for the natural heritage system; to delete Special Policy Areas 1, 2 and 9, to add new words to the glossary and to clarify wording for other policies.

(b) That approval be given to Official Plan Amendment No. XX to the former Town of Ancaster Official Plan, as contained in Appendix “A” to Report PED10153a/ FCS10062a/ PW10080, for lands generally bounded by Glancaster Road, Garner Road East, Fiddler’s Green Road and Carluke Road East, to include a portion of the lands in the urban area and designate them as Airport Employment Growth District, Airport Reserve and Open Space and Conservation; add a new Secondary Plan-Airport Employment Growth District, to delete the road classifications and specific policy area 57a.

(c) That approval be given to Official Plan Amendment No. XX to the former Township of Glanbrook Official Plan, as contained in Appendix “A” to Report PED10153a/FCS10062a/PW10080, for lands generally bounded by Glancaster Road, Twenty Road, Upper James Street/Homestead, and White Church Road, to include a portion of the lands in the urban area; designate them as Airport Employment Growth District, Airport Reserve, and Open Space and Conservation, rename the Airport Industrial Business Park to Airport Employment Growth District, add a new Secondary Plan-Airport Employment Growth District, and to delete the road classifications and site specific policy area 1 and 2a.

(d) That approval be given to Official Plan Amendment No. XX to the Rural Hamilton Official Plan, as contained in Appendix “B” to Report PED10153a/FCS10062a/ PW10080, located in the west end of Glanbrook, extending between Garner Road / Twenty Road West in the north and Carluke Road East / White Church Road in the south, Fiddler’s Green Road in the west and Upper James Street in the east, to delete a portion of the lands from the Rural area and to delete the entire Special Policy Area “C”-Future Employment Growth District.
(e) That approval be given to Official Plan Amendment No. XX to the Urban Hamilton Official Plan, as contained in Appendix “C” to Report PED10153a/FCS10062a/PW10080, respecting the Airport Employment Growth District as follows:

(i) to amend the urban boundary to include the lands generally located south of Garner Road and Twenty Road, east and north of Highway 6, west of Upper James Street and Glancaster Road within the urban area, designate them as Airport Employment Growth District, and delete specific policies; and,

(ii) to add a new secondary plan and airport influence area map for lands bounded by Upper James Street on the east, Twenty Road West and Garner Road East on the north, Highway 6 by-pass (excluding Greenbelt Lands) on the west and south.

(f) That approval be given to the implementing Zoning By-law, which amends the City of Hamilton Comprehensive Zoning By-law 05-200 to add five new Industrial Zones, for lands generally located south of Garner Road and Twenty Road, east and north of Highway 6, west of Upper James Street and Glancaster Road (Airport Employment Growth District), as contained in Appendix "D" to Report PED10153a/FCS10062a/PW10080 and which has been prepared in a form satisfactory to the City Solicitor.

(g) That the Transportation Master Plan for the Airport Employment Growth District as contained in Appendix “G” to Report PED10153a/FCS10062a/PW10080 be approved and that the General Manager of the Public Works Department be authorized and directed to file the Transportation Master Plan for the Airport Employment Growth District as per the Municipal Class Environmental Assessment (October 2007), on the public record and with the Municipal Clerk for a thirty day public review.

(h) That the Water & Wastewater Master Plan for the Airport Employment Growth District as contained in Appendix “H” to Report PED10153a/FCS10062a/PW10080 be approved and that the General Manager of the Public Works Department be authorized and directed to file the Water and Wastewater Master Plan for the Airport Employment Growth District, according to the Municipal Class Environmental Assessment (October 2007), on the public record and with the Municipal Clerk for a thirty day public review.
(i) That the Subwatershed Study and Stormwater Management Plan for the Airport Employment Growth District as contained in Appendix “I” to Report PED10153a/FSC10062a/PW10080 be approved and that the General Manager of the Public Works Department be authorized and directed to file the Subwatershed Study and Stormwater Management Plan for the Airport Employment Growth District as per the Municipal Class Environmental Assessment (October 2007), on the public record and with the Municipal Clerk for a thirty day public review.

(j) That upon the completion of the thirty day public review, the General Manager of the Public Works Department be authorized and directed to program and include the recommended water and wastewater, stormwater and transportation projects in the Master Plan Reports in the Capital Budget for future years provided that there are no “Bump-up” or Part II Order Requests for the recommended infrastructure projects.

(k) That prior to development in the Airport Employment Growth District proceeding (approximately forecast for the year 2014), Industrial Development Charge Pricing Options be presented to Council as part of staff’s proposed Water/Wastewater DC By-law due for Council’s consideration in May 2011.

(l) That the Urban Design Guidelines for the Airport Employment Growth District Secondary Plan as contained in Appendix “O” to Report PED10153a/FSC10062a/PW10080 be endorsed.

(m) That the Eco-Industrial Design Guidelines for the Airport Employment Growth District Secondary Plan, as contained in Appendix “P” to Report PED10153a/FSC10062a/PW10080 be endorsed.

(n) That the Planning and Economic Development Department be authorized and directed to incorporate the infrastructure identified in the Master Plans referenced in Recommendation (j) in the next update of the Development Charges By-law.

(o) That the Office of the Mayor provide the Members of the Airport Employment Growth District - Community Liaison Committee with a Letter/Certificate of Recognition and Appreciation for their contribution to the community for their participation in the development of the Airport Employment Growth District Secondary Plan.
NOTE: Due to the substantial size of the complete Report PED10153a/FSC10062a/PW10080, the report appendices (containing: the Official Plan Amendments, Amendment to Zoning By-law 05-200, the Airport Employment Growth District Secondary Plan, a list of recommended Infrastructure Projects and the supporting studies) are not attached. However, copies of the Official Plan Amendments, Amendment to Zoning By-law 05-200 and the Airport Employment Growth District Secondary Plan will be distributed to Council Members. A complete copy of Report PED10153a/FSC10062a/PW10080, including all appendices, will be available for viewing in the office of the City Clerk, 71 Main Street West, 1st. Floor, City Hall, Hamilton and in the Industrial Parks and Airport Development Division Office on the 6th Floor of City Hall and on-line at www.hamilton.ca/aegd on and after September 22, 2010.

EXECUTIVE SUMMARY

City of Hamilton Council has authorized the Planning and Economic Development and Public Works Department to undertake a coordinated land use study under the Planning Act and infrastructure servicing studies in accordance with the Environmental Assessments Act to develop a Secondary Plan for the Airport Employment Growth District (AEGD). The Secondary Plan and the infrastructure servicing studies (Master Plans) were undertaken together in a coordinated fashion.

Under a two-phase approach, the first phase was to identify issues related to the development of the Airport Employment Growth District. A draft background report was presented to Council in May, 2008 which identifies opportunities and constraints of the AEGD. In Phase 2, three land use options were developed and evaluated against a Vision, Principle and Objectives document prepared by the project’s Community Liaison Committee (CLC). Based on input received from the public, agencies and landowners/stakeholders, and the CLC, a refined preferred land use option was selected to guide the development/redevelopment of lands surrounding the John C. Munro Hamilton International Airport as a business park to meet Hamilton’s employment land needs to the year 2031.

The infrastructure and servicing background review done in Phase 1 of this planning exercise recommended that there is existing water and wastewater infrastructure available for some parts of the AEGD and some upgrades / new infrastructure will also be required. For transportation, the new system will be developed utilizing the existing major infrastructure opportunities like the new Highway 6 alignment, Glancaster Road and Upper James Street. The background review, completed in Phase 1 for stormwater management and environmental conditions, confirmed that the traditional stormwater
management with wet ponds would not be practical in the AEGD. The reasons being that the topography is relatively flat and the presence of the John C. Munro Hamilton International Airport in the study area makes it not feasible to provide wet ponds for the stormwater management. A combination of Low Impact Development (LID) with source controls on site, conveyance control and dry ponds for the flood control are recommended for stormwater management within AEGD.

The recommended projects for infrastructure are attached in Appendix “F” to Report PED10153a/FSC10062a/PW10080.

Financial impact of the Airport Employment Growth District is measured by the net fiscal impact of forecast property tax revenue from growth development net of expenses related to associated municipal service provision. An analysis based on three growth scenarios suggests that the net potential fiscal impact of the AEGD for the time period 2014 – 2031 is forecast to be financially favourable for the City (see Table 1). Table 1 highlights the cumulative property tax impact (assuming development occurs equally from 2014 – 2031), net of expenses related to associated municipal service provision and net of development charge exemptions, of 3 growth scenarios within the AEGD. Table 1 also assumes Development Charge rates for industrial development remain at current subsidized rates (50% growth uptake by 2031, 75% and 100%). The information presented in Table 1 highlights that under the 50% build-out scenario, inclusive of the current subsidized DC rates the financial impact would be positive in 2031. In other words, if the City funds the accumulated industrial rate DC exemptions in the amount of $14 million per year from net AEGD property tax revenues, it is forecast that there would still be an accumulated property tax surplus of $248 million for the period 2014 – 2031. Under the scenario of full development (100% development), the accumulated property tax surplus is forecast to increase to $496 million. These net property tax impacts would be more favourable should Council choose to amend current Development Charge policies relating to industrial exemptions.
Table 1
AEGD DEVELOPMENT SCENARIOS - Net Property Tax Impact
Assumptions
1. Net 2031 operating Surplus per July 12, 2010 City staff presentation at CLC meeting = $66,020,640
2. Due to required Municipal, Provincial and Federal development approvals, development in the AEGD begins in 2014.
3. For conservative forecasting purposes, staff assumed that development will occur in equal annual increments.

<table>
<thead>
<tr>
<th>Scenario 1 - Aggressive development demand (100% buildout)</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018 - 2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net annual operating surplus</td>
<td>2,898,099</td>
<td>5,796,198</td>
<td>8,694,297</td>
<td>11,592,396</td>
<td>466,593,939</td>
</tr>
<tr>
<td>Total Accrued Property Tax Revenues less expenses 2014 - 2031</td>
<td>495,574,929</td>
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<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scenario 2 - Mid-level development demand (75% buildout)</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
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<tbody>
<tr>
<td>Net annual operating surplus</td>
<td>2,173,574</td>
<td>4,347,149</td>
<td>6,520,723</td>
<td>8,694,297</td>
</tr>
<tr>
<td>Total Accrued Property Tax Revenues less expenses 2014 - 2031</td>
<td>371,681,197</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scenario 3 - Low development demand (50% buildout)</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net annual operating surplus</td>
<td>1,449,050</td>
<td>2,898,099</td>
<td>4,347,149</td>
<td>5,796,198</td>
</tr>
<tr>
<td>Total Accrued Property Tax Revenues less expenses 2014 - 2031</td>
<td>233,296,969</td>
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</tr>
</tbody>
</table>

Other fiscal highlights include the fact that Capital costs associated with the AEGD would be funded primarily through growth revenues, and there would be significant economic spin-off benefits associated with the incremental employment growth of 24,360 jobs attributed to the AEGD by the year 2031.

This Report PED10153a/FSC10062a/PW10080 represents the completion of the Phase 2 study and recommends a Secondary Plan, Official Plan Amendment, Zoning By-law, Infrastructure Master Plans and implementation design guidelines for the Airport Employment Growth District (AEGD) for adoption.

FINANCIAL / STAFFING / LEGAL IMPLICATIONS (for Recommendation(s) only)

Financial: Watson and Associates Economists Ltd. on June 25, 2010 provided to Council a Study on the Financial and Economic Impact of the AEGD and a marketing strategy. Subsequently, Council at the Economic Development and Planning Committee on July 5, 2010 passed the following motion:

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“That staff report to the Economic Development and Planning Committee on the Financial Sustainability of the Airport Economic Growth District including, Carrying charges, Debt Loads, Phasing, etc”; and,

Council also wanted staff to report back on the status of a review of the City’s industrial development charge.

Financial Sustainability of the AEGD is reinforced by the following fiscal impact highlights:

By 2031, the full development of the AEGD Secondary Plan area is forecast to generate a positive impact on the City’s property tax base of approximately $66 million annually (net of expenses – refer to Table 2); and,

The $66 million is net of the capital cost that cannot be funded by growth. This recognizes the limitations of the Province’s Development Charges Act and is required to cover capital costs that are not fully covered by development charges (e.g., 10% reduction for soft services, ineligible costs, cost deductions related to level of service ceilings, etc). At current subsidized industrial DC rates, the estimated annual cost of this exemption associated with the AEGD is $13.85 million. This would reduce the forecast 2031 $66 million property surplus to $52 million.

<table>
<thead>
<tr>
<th>Employment Sector</th>
<th>Total Employees on Employment Land</th>
<th>Net Floor Area (Sq. Ft.)</th>
<th>Fiscal Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$3.01</td>
<td>14,065</td>
<td>17,581,250</td>
</tr>
<tr>
<td>Industrial</td>
<td>$2.39</td>
<td>9,695</td>
<td>5,332,250</td>
</tr>
<tr>
<td>Commercial</td>
<td>$0.85</td>
<td>600</td>
<td>420,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>24,360</td>
<td>23,333,500</td>
</tr>
</tbody>
</table>

1 Square Feet per Employee

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>1,250</td>
</tr>
<tr>
<td>Commercial</td>
<td>550</td>
</tr>
<tr>
<td>Institutional</td>
<td>700</td>
</tr>
</tbody>
</table>

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The financing cost, which will not be funded by growth, is for the $41.89 million in non-DC eligible costs shown in Table 4. Based on previous City debt issuances, the usual amortization period is for 15 years and the current budgeted interest rate is 6%. This would produce an annual debt charge (on $41.89 million) of approximately $5 million for 15 years. In the AEGD development plan (up to 2031), only 33% of forecast employment will occur by 2021 (phase 1 – refer to Table 2 of report PED10153/FCS10062). Existing infrastructure capacities within the AEGD could accommodate most of this growth and therefore there may be no need to issue debt for the $41.89 million until phase 2 of the AEGD Secondary Plan Area. This would mean that the City would already be achieving a positive cash flow to service the debt associated with the $41.89 million.

The report used assessment assumptions for commercial and industrial development based on industry standards (refer to Section 5.2). City-wide tax rates from 2008 were used in developing a per capita and per employee positive net operating revenue impacts. A residential (71.7%) vs. non-residential (28.3%) taxable assessment split from 2008 was used for estimating the positive property tax revenue impacts of industrial and commercial development within the AEGD.

### Table 3

**Hamilton Airport Employment Growth District**  
**Forecast Absorption on Employment Lands, 2011 - 2031**

<table>
<thead>
<tr>
<th>Year</th>
<th>Hectares</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011-2016</td>
<td>17</td>
<td>42</td>
</tr>
<tr>
<td>2016-2021</td>
<td>195</td>
<td>482</td>
</tr>
<tr>
<td>2021-2026</td>
<td>225</td>
<td>556</td>
</tr>
<tr>
<td>2026-2031</td>
<td>225</td>
<td>556</td>
</tr>
<tr>
<td>2011-2031</td>
<td>662</td>
<td>1,636</td>
</tr>
</tbody>
</table>

Capital Costs associated with the AEGD would be funded primarily through growth revenues provided the City takes steps to minimize the risk to the taxpayer. These steps are outlined on page 5 of this Report. The sources of funding for the AEGD Growth Capital Program are provided for in Table 4.
Table 4 illustrates the proposed sources of funding for the growth infrastructure required to service the AEGD for the period 2011-2031. From this information, the following should be noted:

The non-DC eligible costs which total $41.89 million are 85% for roads infrastructure ($38.76 million) and include such roads as Upper James (from Alderlea to Homestead - $19.6m) and Garner Road (from Fiddlers Green Road to Glancaster Road - $9.7m). While these costs would be funded from the tax levy over the period 2011-2031, it is important to note that these costs represent rehabilitation of the existing road footprint and would, for the most part, have incurred during this 20 year time period in any case.

The direct developer responsible costs of $114.9 million represent the costs of growth infrastructure internal to the subdivision (but not specific to a development). The bulk of these costs are, again, attributable to roads infrastructure ($88.7 million) and represent proposed collector roads within the AEGD. The $114.9 million when divided by the gross developable amount of acres within the proposed AEGD (2,102 acres for 2011-2031) equals $54,614 per acre which is representative of similar type industrial developments. Internal serving costs would be approximately $125,000 to $175,000 an acre depending on frontage. These are development costs a developer would be responsible for in addition to development charges.

Average industrial land values for vacant serviced industrial within the AEGD are anticipated to be in the $250,000 - $300,000 range per acre. In Burlington, they average $400,000 per acre and in Mississauga, $800,000 per acre. Competitive industrial land prices, combined with a diminishing supply of available vacant industrial land throughout many of the more heavily urbanized municipalities of the west and north GTA, enhances the market potential of the AEGD.
The DC eligible costs of $187.8 million are, for the most part, already included in the City’s 2009 Development Charges Background Study which was used to set the current Development Charge Rates (Industrial = $6.65 sq. ft., Commercial = $19.37 sq. ft.). The Industrial DC calculated rate for the City is equal to the commercial rate but is currently subsidized at $6.65 sq. ft. for economic reasons. This study has included some additional required growth infrastructure which would increase the non-residential DC rate by 43 cents per sq. ft. and the residential DC rate by $369 per single detached unit.

**Risk Management for the Financial Requirements of the City’s AEGD Capital Plan**

Minimizing the financial risk associated with the AEGD funding strategy includes the following options:

Stage the construction of the growth infrastructure for the AEGD in such a manner so that the City would not be required to front-end monies which would be recovered from development. This would entail encouraging development in the AEGD where existing infrastructure capacities already exist.

In the case where development wanted to locate where significant funds were required to put in growth infrastructure in advance of other major developments, staff would use financing tools such as front-end agreements to minimize cash flow risks to the City.

Currently, the industrial DC of $6.65 represents only the wastewater service component. Prior to development in the AEGD proceeding (2014), staff will provide to Council revised Industrial DC pricing options. These pricing options will be first presented to Council in the spring of 2011, congruent with staff’s presentation of the proposed new Water/Wastewater DC By-law (the current Water/Wastewater DC By-law expires July 6, 2011). These options will include:

At a minimum, for both City wastewater growth infrastructure and the AEGD, costs were to be 100% recovered, and then the industrial DC would have to increase from $6.65 per sq. ft to $8.94 per sq. ft. (using the assumption of a residential/non-residential split of AEGD costs based upon the City-wide growth distribution of population to employment, 50/50 for roads).

Full cost recovery for Industrial growth infrastructure which would then increase the industrial DC rate from the current $6.65 per sq. ft. to $19.80 per sq. ft.

**Staffing:** There are no staffing obligations as part of this plan.
Legal: As required under the Planning Act, Council shall hold at least one (1) formal Public Meeting to consider the Official Plan Amendment and Zoning By-law.

Municipal undertakings such as stormwater management ponds, roads, water and wastewater and transit projects are subject to Ontario’s Environmental Assessment Act. The Act allows for the approval of Class Environmental Assessments (EA) and the municipality has the option of following the planning process set out in the Municipal Engineers Association’s Municipal Class Environmental Assessment document (October 2000, as amended in 2007). The Transportation Master Plan, Sub-watershed Study and Stormwater Management Plan and the Water & Wastewater Master Plan are being completed in accordance with this document, including satisfaction of Phases 1 and 2 requirements for all identified Schedule B and C projects.

Under the provisions of subsection 16 of the Environmental Assessment Act, there is an opportunity for the Minister of the Environment to review the status of a project (Part II Order Request, commonly referred to as a “Bump-up”). During the review period, members of the public, interest groups and review agencies may request the Minister to require a proponent to comply with Part II of the EA Act (which addresses individual EA’s) for any individual project recommended in these Master Plans, before proceeding with the proposed undertaking. The Minister determines whether or not this is necessary with the Minister’s decision being final. Individual Schedule “B” and “C” projects recommended under each Infrastructure Master Plan are subject to the Part II Order Requests but not the master plan itself.

HISTORICAL BACKGROUND (Chronology of events)

In 2006, the preferred growth scenario developed for the Growth Related Integrated Development Strategy (GRIDS) identified the Airport Employment Growth District (AEGD) as one of the main areas to address Hamilton’s need for employment lands to 2031. Similarly, the Provincial Growth Plan for the Greater Golden Horseshoe (2006) encouraged municipalities to designate and preserve lands within settlement areas in the vicinity of existing airports “as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate”.

To accommodate the future employment growth and to recognize the importance of the John C. Munro Hamilton International Airport (HIA) as an employment node, the City of Hamilton prepared official plan amendments to designate lands surrounding the airport as a Special Policy Area. These amendments were subsequently approved by the
Ontario Municipal Board in September 2006 with direction to undertake a planning review process to consider lands subject to the amendments for urban designation. Further studies were required to demonstrate such matters as the amount of land required for the AEGD, the nature of the proposed employment uses, the infrastructure (particularly storm, sewage, water and transportation) needed to service the lands, provisions required to maintain the key functions of the airport, including the minimization of land use conflicts related to existing/planned airport operations, and the cost and method of financing the employment district.

In May 2007, Council approved the Terms of Reference and authorized staff to proceed with the preparation of the Secondary Plan and Master Servicing Studies including the required supporting studies. These studies were carried out in a coordinated manner in accordance with the Environmental Assessment Act and the Planning Act requirements. Dillon Consulting was retained by the City to undertake the Phase I – Background studies. In June 2008, staff presented the Phase I studies to the Committee of the Whole/Council (Report PED08149/PW08075) and authorized staff to proceed with Phase 2 of the project to:

- develop land use options and a preferred option for the AEGD;
- prepare Transportation, Water/Wastewater Master Plans, a Subwatershed Study and Stormwater Management Plan;
- prepare Secondary Plan, Zoning By-Law, Design Guidelines, Financing/Phasing Plan and Marketing Strategy; and,
- develop an Airport Land Use Study and Eco-Industrial Park initiative.

After an extensive period of public consultation with the CLC Committee, Public Information Centres, meetings with stakeholders/property owners, City and external technical staff, the project team have completed the Phase 2 works and are pleased to present Council with our recommendations.

POLICY IMPLICATIONS

Growth Related Integrated Development Strategy (GRIDS)

On May 18, 2006, City Council endorsed GRIDS which identifies the preferred "Nodes and Corridors" scenario for future growth to the year 2031. Included in the preferred growth scenario was the Airport Employment Growth District which addresses the City's need for employment lands to the year 2031.

Provincial Policy Statement (PPS)

The Provincial Policy Statement (2005) provides overall policy direction on a number of matters of provincial interest and provides the policy foundation for planning and
regulating the development and use of land. The Provincial Policy Statement (PPS) applies to all planning and development in Ontario. The proposed urban boundary expansion and establishment of the proposed urban land uses is consistent with the PPS. More specifically:

- Building Strong Communities (Part V, Policy 1.0);
- Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns (Part V, Policy 1.1);
- Settlement Areas (Policy 1.1.3);
- Rural Areas in Municipalities (Policy 1.1.4);
- Employment Areas (Policy 1.3);
- Public Space and Parks and Open Space (Policy 1.5);
- Infrastructure and Public Service Facilities (Policy 1.6);
- Long-Term Economic Prosperity (Policy 1.7);
- Energy and Air Quality (Policy 1.8);
- Wise Use and Management of Resources (Policy 2.0);
- Wise Natural Heritage (Policy 2.1);
- Water (Policy 2.2);
- Agriculture & Removal of Land from Prime Agricultural Areas (Policy 2.3);
- Cultural Heritage and Archaeology (Policy 2.6);
- Natural Hazards (Policy 3.1); and,
- Human-Made Hazards (Policy 3.2).

Greenbelt Plan

The Provincial Greenbelt Plan designates lands to the south and west of the study area as Protected Countryside. A “finger” is designated Natural Heritage System in the Greenbelt Plan. No development is contemplated for lands in the Natural Heritage System.

The Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (2006) is the growth management plan for the broad area east, west, and north of Toronto, including the City of Hamilton. The plan establishes a vision of growth of the region; comprehensive review requirements for urban boundary expansion; targets for population, housing, employment, intensification; and requirements for regional and local planning policy.

The AEGD, as a proposed area of employment requiring an urban boundary expansion, is subject to many of the policies of the Growth Plan. The proposed urban boundary expansion and establishment of the proposed urban land uses is consistent with the Growth Plan for the Greater Golden Horseshoe. More specifically:

- Vision for 2031 (Policy 1.2);
Growth Forecasts (Policy 2.2.1);
Managing Growth (2.2.2);
Employment Lands (Policy 2.2.6);
Designated Greenfield Areas (Policy 2.2.7);
Settlement Area Boundary Expansion (Policy 2.2.8);
Infrastructure to Support Growth (Policy 3.2);
Water and Wastewater Systems (Policy 3.2.5);
Community Infrastructure (Policy 3.2.6);
Natural Systems (Policy 4.2.1); and,
A Culture of Conservation (Policy 4.2.4).

Ontario Municipal Board Decision/Order No. 3080

Ontario Municipal Board Decision/Order No. 3080 implements the Minutes of Settlement relating to the amendments to the Regional Municipality of Hamilton-Wentworth Official Plan, the Town of Ancaster Official Plan, and the Township of Glanbrook Official Plan to identify a “special policy area in which to consider an Airport Employment Growth District centered around the John C. Munro Hamilton International Airport.” The settlement “clarifies the planning review necessary to consider these lands for an urban designation” and recognizes that further study is required to demonstrate such matters as “the amount of land required for the Airport Employment Growth District, the nature of the proposed employment uses, the infrastructure (particularly sewage, water and transportation) needed to service the lands, provisions required to maintain the key functions of the airport, including the minimization of land use conflicts related to existing/planned airport operations, and the cost and method of financing the employment district.”

The study process, proposed urban boundary expansion, establishment of the proposed urban land uses, and proposed policies for the development and implementation of the AEGD Secondary Plan is consistent with the OMB Decision/Order No. 3080.

Existing Region of Hamilton-Wentworth Official Plan

The proposed urban boundary expansion, establishment of the proposed urban land uses, and proposed policies for the development and implementation of the AEGD Secondary Plan is consistent with the Existing Region of Hamilton-Wentworth Official Plan.

Town of Ancaster Official Plan

The proposed urban boundary expansion and establishment of the proposed urban land uses is consistent with the Existing Town of Ancaster Official Plan.
Town of Glanbrook Official Plan

The proposed urban boundary expansion and establishment of the proposed urban land uses is consistent with the Existing Town of Glanbrook Official Plan.

Adopted City of Hamilton New Official Plan (Urban)

The existing Airport Business Park falls within the extent of the Urban Hamilton Official Plan (UHOP). The AEGD will become part of the City’s urban area and be subject to the Urban Hamilton Official Plan.

The proposed urban boundary expansion, establishment of the proposed urban land uses, and proposed policies for the development and implementation of the AEGD Secondary Plan is consistent with the adopted City of Hamilton New Official Plan.

Conclusion

As outlined in Appendix “J” to Report PED10153a/FSC10062a/PW10080 the Planning Justification Report prepared by Dillon Consulting, June 2010, and staff’s analysis and conclusions contained in the supporting technical studies that have been undertaken as part of the AEGD study, staff has concluded that the expansion of the City of Hamilton’s urban boundary to encompass the AEGD Secondary Plan lands is appropriate and justified. It is further concluded that the future land uses and planning policies in the proposed Secondary Plan for the AEGD are also appropriate and justified.

City-Wide Transportation Master Plan (2007)

City of Hamilton’s Transportation Master Plan (2007) established some goals and objectives to be achieved for various modes of transportation including new and existing roads, transit, bicycle and pedestrian facilities, rapid transit etc. It also identified various infrastructure improvements to be made within the AEGD up to the 2021 horizon. The AEGD Transportation Master Plan is consistent with the City-wide Transportation Master Plan (2007).

Engineering Guidelines for Servicing Land Under Development Applications (June 2006)

The City of Hamilton’s Engineering Guidelines for Servicing Land Under Development Applications (June 2006) is a guide in assisting developers and all others involved in the residential land development process to evaluate the criteria for any engineering submission required in support of a development proposal. The Section 3 – Financial
Policies of this document will need to be amended to incorporate the recommendations of the AEGD Infrastructure Master Plans.

**Hamilton Goods Movement Study**

City of Hamilton is also conducting the Hamilton Goods Movement Study as part of the City’s on-going Growth Related Integrated Development Strategy (GRIDS). There are recommendations specific to AEGD such as establishing policies to accommodate 24-hour freight operations in the port, airport, and rail freight facilities and creating an east-west link connecting the Highway 6 extension from the airport to the Red Hill Valley Parkway or east of the City, in conjunction with the Province, evaluate the need and justification for a Niagara to GTA Corridor, including alternatives that would connect Hamilton directly to Highway 401 etc.

**Niagara-to-GTA Corridor Planning and Environmental Assessment Study**

The study is still on-going. The preferred alternative by Niagara-to-GTA Corridor Planning and Environmental Assessment Study (NGTA) team was recently brought forward and input from public and agencies is sought. The current plan is to finalize the NGTA report in fall of 2010. The two project teams have shared information for the sake of consistency.

The NGTA study proposes a combination of widening existing highways (including Highway 403 through Hamilton, the QEW from St. Catharines to Hamilton, and Highway 6 and constructing new corridors (i.e. connecting Highway 403 to Highway 407 in the west and connecting Highway 406 to the QEW in the Niagara Region). Should congestion reach unacceptable levels on the QEW in the Niagara area, a new multi-modal corridor between Welland and Hamilton (i.e. Mid-Peninsula corridor) would then be explored. None of the potential projects are proposed to create a direct link with the Hamilton AEGD.

The Hamilton AEGD Transportation Master Plan (TMP) modeling examined travel demand needs and phasing between 2009 and 2031. Results of this modeling indicate that Highway 6 may need six lanes of capacity by the 2031 horizon year. This is consistent with the Ministry of Transportation (MTO) Highway 6 Pre-Design Report which recommends providing a six-lane divided facility for Highway 6 beyond the year 2021. The NGTA Study listed a potential need to widen Highway 6 to four lanes as part of the Draft Transportation Development Strategy.

**Rapid Transit**
The City of Hamilton is working with Metrolinx on Rapid Transit Feasibility Study, Design and Construction to investigate potential for both Bus Rapid Transit (BRT) and Light Rail Transit (LRT) in the City.

In the context of the AEGD, the southern portion of the proposed A-Line will terminate within the study area. Routing of the A-Line has been analyzed in AEGD Transportation Master Plan along with other local routes within the AEGD. The proposed S-Line will also run along the northern boundary of AEGD on Garner and Rymal roads.

City-Wide Stormwater Master Plan (2007)

City-wide Stormwater Master Plan (2007) was completed as part of the GRIDS process. It has set some goals and objectives to be achieved to improve and enhance the existing conditions in terms of environment and water quality, quantity and erosion. The AEGD Subwatershed Study and Stormwater Management Plan are based on this Plan and are consistent in principle.


Water and Wastewater Master Plan for Lake Based Systems (2006) was also completed as part of the GRIDS process. It has set some goals and objectives and recommendations specific to AEGD. This Plan’s recommendations were considered in the development of the AEGD Water & Wastewater Master Plan.

Public Works Strategic Business Plan

The proposal complies with the Public Works Strategic Business Plan, Innovate Now, under on the following basis:

Communities’ objectives: The proposal will provide safe, secure, timely infrastructure network services for the residents of Hamilton. The proposal focuses on greening infrastructure by utilizing eco-industrial principles for industrial development. The City will be a leader in “greening” through this plan.

People objectives: The project has provided opportunities for staff engagement in a challenging assignment.

Process objectives: The proposal complies with objectives related to business planning processes that are aligned, in that interdepartmental staff worked collaboratively to prepare land use and infrastructure planning studies in an efficient manner.
Financial: A multi-year budget process is being planned for. Work is proposed at approved service levels with proposed budgets that match.

RELEVANT CONSULTATION

Public Consultation

The Hamilton AEGD Study has an important consultation component which informs and gathers input from the different stakeholders with interest in the project. Residents, landowners and other stakeholders were engaged throughout the process. Public consultation to fulfil the requirements of the Planning Act and the Environmental Assessment Act exceeded the minimum requirements set out under these legislations. Public consultation included the following:

Community Liaison Committee (CLC)

City of Hamilton Council formed a CLC to give the opportunity to local residents, businesses, and community leaders to provide comment and advice on the AEGD study at the commencement of Phase I. The CLC met regularly to review project information, provide comments on consultant and staff presentations and reports, provided input on proposed solutions, and each CLC member provided information to the stakeholder organizations on the project during Phases I and II of the project.

At the beginning of Phase II, the CLC participated in workshops for developing a vision and development option for the AEGD as an eco-industrial park. These workshops discussed the principles of eco-industrial development and opportunities for making the AEGD a sustainable, innovative and competitive development. Later on, CLC provided key input in the development, evaluation and selection of the preferred land use and infrastructure alternatives. Comments received from CLC were considered and where appropriate were incorporated in the studies.

Public Information Centres (PICs)

Four series of PICs were held to encourage public participation. Notices of Public Information Centres were advertised in the Hamilton Spectator and the community newspapers inviting surrounding landowners and residents to attend the PICs. Notices were also sent via mail to about 1400 residents and key Agencies which includes a list of First Nations representatives.

PIC #1 was held on May 21 and 27, 2008, at the Mount Hope Community Centre and Hamilton Convention Centre in Downtown to present the results of the Phase 1 background report and to invite written submissions from the public and agencies.
There were approximately 300 attendees at this PIC. Notices were published in the Hamilton Spectator on May 10, 2008 and May 16, 2008 and in the community newspapers on Friday May 16, 2008. Individual Notices were also sent to approximately 1400 residents, landowners and other stakeholders by mail informing them of the PIC.

PIC #2 was held on May 25 and 26, 2009 at the Scottish Rite and the Warplane Heritage Museum to present the Land Use Options and the evaluation framework and infrastructure background information. Written submissions were invited from the public. Notices were published in the Hamilton Spectator on Friday May 08, 2009 and Friday, May 15, 2009 and in the community newspapers on May 8th, 2009. There were approximately 200 attendees at this series of PICs. The mailing list was expanded to include abutting existing developments, a broader list of agencies and individuals who had requested to be on the mailing list. Individual Notices were sent to approximately 4,000 residents, landowners and other stakeholders by mail informing them of the PIC.

PIC #3 was held on October 5 and 6, 2009 at the Warplane Heritage Museum and Scottish Rite to present the Preferred Land Use Option, Infrastructure Servicing alternatives, evaluation of alternatives and Preliminary Preferred Servicing alternatives. Written submissions were invited from the public. Notices were published in the Hamilton Spectator on September 18, 2009, September 26, 2009 and in the community newspapers on September 25, 2009. There were approximately 200 attendees at this series of PICs. Individual notices were also sent to approximately 4,000 residents, landowners and other stakeholders by First Class mail informing them of the PIC.

At it’s meeting held on June 23, 2010, Council directed staff to hold additional Public Information Centres. Three PICs were held in July and August and a fourth PIC was held in September to provide the public with an additional opportunity to review the draft secondary plan, zoning by-law and Master Plan documents that have been revised to address the comments received after the Preferred Land Use Option, Infrastructure Servicing alternatives, evaluation of alternatives and Preliminary Preferred Servicing alternatives that were presented to the public in October, 2009.

Written submissions were invited from the public. Notices were published in the Hamilton Spectator and the Hamilton Community Newspaper on June 30, 2010; on July 15, 2010 and July 22, 2010 in the Hamilton Community Newspapers; and, on July 24, 2010 in the Hamilton Spectator. Approximately 4,000 Notices were sent out to property owners in the area by First Class mail. Over 200 residents attended the first 3 PICs with a fourth PIC scheduled for September 8th which is after the date this report was written. Staff will prepare a follow up report if there are new issues arising out of the last PIC.

Since July 2010, staff has received approximately 50 written mail, e-mail messages and telephone calls. Of these submissions, approximately 17 responses were received on the provided Comment Sheets as well as e-mail messages; eight (8) telephone calls and four (4) letters. After analyzing these submissions, seventeen (17) expressed some
concern or disagreement with the AEGD, while thirteen (13) were supportive of the AEGD. The remaining comments were mainly requests for additional information from Staff or questions specific to the callers’ property.

While many of the comments received through the public consultation process were supportive of the project, a number of issues and concerns have been received. These can be summarized as follows:

- land use compatibility with existing land uses;
- urban boundary expansion instead of focusing on brownfield sites;
- loss of foodland;
- existing business parks are underutilized;
- Niagara-to-GTA Corridor implications;
- lack of high paying jobs;
- cost to taxpayers;
- size of AEGD;
- impact on property values;
- traffic impacts;
- expropriation; and,
- lack of new residential.

These are addressed under the Summary of Issues and Concerns Section of this Report below.

**Agencies**

The following agencies were circulated a copy of the draft Secondary Plan and invited to submit written comments on the secondary plan:

- Transport Canada;
- Ministry of Municipal Affairs and Housing;
- Ministry of Transportation;
- Municipal Property Assessment Corporation;
- Ministry of Natural Resources;
- Ministry of Environment;
- Niagara Escarpment Commission;
- Hamilton Conservation Authority;
- Niagara Peninsula Conservation Authority;
- Grand River Conservation Authority;
- Haudenosaunee (Six Nations Traditional Council);
- Huron-Wendat First Nation at Wendake;
- Six Nations of the Grand River Territory;
- Mississauga of the New Credit First Nation Canadian National Railway;
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The agencies listed above were circulated on PIC notices and invited to provide the feedback on infrastructure and land use planning. The following key agencies were circulated draft Infrastructure servicing studies to comment:

- Hamilton Harbour Remedial Action Plan (RAP) office;
- Niagara Peninsula Conservation Authority (NPCA);
- Grand River Conservation Authority (GRCA);
- Hamilton Conservation Authority (HCA); and,
- Ministry of Transportation (MTO).

The following City of Hamilton departments were circulated a copy of the draft Secondary Plan and where appropriate they were also circulated with draft Infrastructure Studies inviting to submit written comments:

- Planning and Economic Development Department, Planning Division, Development Engineering Division, Strategic Services and Special Projects Division, Economic Development and Real Estate Division, Tourism Division, Downtown and Community Renewal Division, Building Engineering and Zoning Division;
- Public Works Department, Operations and Maintenance, Forestry and Horticulture Division, Environment and Sustainable Infrastructure, HSR, Waste Management Division;
- Horizon Utilities Corporation;
- Public Health Department, Health Protection Division; and,
- Emergency Services Department.

Stakeholders
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- Surrounding landowners;
- Ancaster Community Council;
- Chamber of Commerce;
- Hamilton Construction Association;
- Hamilton-Halton Home Builder’s Association; and,
- Hamilton’s Jobs Perspective Collaborative.

Additional meetings were carried out with developer groups and their representatives, condominium development boards and individual residents who requested to meet. Written and telephone responses to responses were also provided throughout the process.

First Nations

Consultation with First Nations, and consideration of their interests and rights are established in law, has been repeatedly upheld as a defining principle for best practices in land use planning. Although the study area does not appear to fall within the boundaries of any current First Nations land claim, it does fall within the bounds of the 1701 Nanfan Treaty which demarcated hunting territory of the First Nations.

A representative from Six Nations participated in the projects’ CLC. Throughout this project, regular communications with First Nations group were provided seeking their input and to keep them informed on project status. The following First Nation groups were circulated:

- Assembly of First Nations;
- Association of Iroquois & Allied Indians
- Department Indian and Northern Affairs: Comprehensive Claims Branch;
- Department Indian and Northern Affairs: Environment and Natural Resources;
- Department Indian and Northern Affairs: Lands and Trust Services;
- Department Indian and Northern Affairs: Litigation Management & Resolution Branch;
- Department Indian and Northern Affairs: Specific Claims Branch: On mail list - no reply;
- Huron-Wendat, Ministry of Aboriginal Affairs;
- Mississauga of the New Credit;
- Six Nations Council; and,
- Haudenosaunee Resource Centre.

Project Website
The City maintained and regularly updated a project website (www.hamilton.ca/aegd) where stakeholders can view agendas, meeting notes, presentation materials, project news and related studies and plans, including contact information.

Notices

Notices of Public Information Centres and Public Meetings were published in the Hamilton Spectator and the community newspapers inviting the public to participate in the project.

Individual Notices were also sent by mail to surrounding residents, landowners and other stakeholders.

ANALYSIS / RATIONALE FOR RECOMMENDATION
(include Performance Measurement/Benchmarking Data, if applicable)

Airport Employment Growth District Secondary Plan

The land use plan for the Airport Employment Growth District is attached as Map “B.8-1” as shown on Appendix “E” to Report PED10153a/FSC10062a/PW10080 to be adopted as an Official Plan Amendment to the former Ancaster, Glanbrook, Regional, and the new City of Hamilton Rural and Urban Official Plans.

The AEGD will be developed within the context of a sustainable eco-industrial business park, integrating sustainability in all disciplines such as land use planning, stormwater management, transportation and water and wastewater master plans and urban design.

The AEGD will include many sustainable design elements, including the following:

- Transportation - multi-modal and active transportation, including transit, pedestrian & cycling networks;
- Water - water conservation and wastewater efficiency;
- Stormwater – Low Impact Development (LID) measures;
- Energy - promotion of renewable and district energy, air quality protection and green house gas reduction;
- Sustainable Materials - resource use reduction and solid waste management;
- Economic - local diverse employment and business synergies;
- Social Sustainability – high quality public spaces and access and proximity to amenities;
- Site Development - minimal site disturbance, protection of natural features, corridors and greenways; and,
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- Agriculture – Protection and support of local food production lands and infrastructure and community gardening opportunities.

The Refined Preferred Land Use Plan

Three land use options were developed based on the Phase 1 background studies which provided a comprehensive understanding of opportunities and constraints that will affect the overall developable area and land use configuration. In addition to this, land use options were evaluated against the Vision, Principles and Objectives document prepared in conjunction with the CLC.

Based on the input from the CLC, public, agencies and landowners/stakeholders, and the evaluation criteria of the options by the Study team, a refined preferred land use option (Option 3) and attached as Map “B.8-1” of Appendix “E” to Report PED10153a/FSC10062a/PW10080 is recommended for adoption. This refined option fits best with the “Vision” developed based on the result of the January, 2009 CLC visioning exercise:

“The employment area is vibrant and visually appealing and the natural and cultural heritage resources in the area have been preserved and used to establish a distinct character for the area. It is a working community that attracts a range of airport related and other businesses providing both conventional and knowledge-based services. The environmental footprint of the area has been managed through a range of sustainable design techniques and the character of the surrounding land uses have been protected through appropriate land use transitions and transportation planning.”

The Vision and objectives were placed into categories that lend themselves to evaluation criteria for growth options and Class Environmental Assessment servicing alternatives, as well as categories for secondary plan design guidelines.

The refined preferred land use concept provides a large portion of lands designated Prestige Business Park (PBP) located in the north-western portion of the AEGD, adjacent to the residential areas north of the AEGD and along both sides of the major transit network. The PBP designated lands has a high level of visibility, has access to major transit network and from Highway 6 will have easy access to Highway 403 and ultimately Highway 401. The Light Industrial (LI) designation is focused on the interior areas of the northern portion of the AEGD. The Airside Industrial (AI) designation is limited to the northern fringe of the Airport. Lands in the southern portion of the AEGD, adjacent to Airport Road and Highway 6, are designated Airport-Related Business (ARB).
The refined preferred land use concept provides elements to achieve each of the AEGD’s principles as follows:

- **Sense of Place:** Through the implementation of Urban Design and the Eco-Industrial Design Guidelines the AEGD will be vibrant and visually appealing. In addition, the design will provide connections to the natural environment. Connections to the Airport will be reinforced with the Airport-Related Business areas and the Airport-Related Commercial areas;

- **Public Realm:** Through the Urban Design and the Eco-Industrial Design Guidelines the AEGD will provide beautiful public spaces, streets and parks that will reinforce the district’s character as a green, vibrant and prosperous community;

- **Built Form:** Through the use of the Urban Design and the Eco-Industrial Design Guidelines the AEGD will be an attractive, energy efficient and sustainable employment area;

- **Movement and Connections:** The AEGD will provide multiple modes of transportation. The Transportation Master Plan for the AEGD establishes a well connected employment area, with a multi-modal transportation network that will provide a high level of service for goods movements, automobiles, active transportation and transit;

- **Tenants/Occupants:** The high quality of public realm, amenities for employees, including small employment supportive centres; accessibility and urban design will attract businesses and employees to the AEGD;

- **Shape of the Employment:** The AEGD will offer a range of employment and lot sizes and configurations with Prestige Business Park and Light Industrial designations in large portions of the AEGD; it also will include Airport-Related Business and Airside Industrial uses. It will also provide an adequate proportion of lands adjacent to the main accesses to the Airport for Airport Related Commercial uses;

- **Relationship with Surrounding Uses:** Policies in the Secondary Plan, and the Urban Design Guidelines, intend to protect the character of the surrounding land uses through appropriate transitions;

- **Services and Infrastructure:** The AEGD Secondary Plan and Infrastructure Master Plans (Transportation, Water and Wastewater, and Stormwater)
incorporate sustainable development techniques, propose to protect and enhance the natural environment while make efficient use of existing infrastructure;

- **Fiscal Responsibility**: The AEGD will provide for a prosperous and prestigious employment district which will enrich the entire City. A Financial Strategy Study is being prepared as part of the AEGD study. This study provided strategies for financing the infrastructure needed for the employment district. In addition, the Secondary Plan includes development phasing policies that will allow the City to wisely invest in the water, wastewater, stormwater and transportation infrastructure;

- **Natural Heritage**: The policies in the Secondary Plan, the recommendations in the three Infrastructure Master Plans and the Eco-Industrial Design Guidelines intend to protect natural heritage resources and incorporate them into the design;

- **Cultural Heritage**: There are buildings and sites in the AEGD with potential built or cultural heritage significance, including sites of interest to First Nations. These building or sites are to be assessed for their merit for retention and incorporation into a proposed development. The Secondary Plan includes policies requiring the completion of Stage 2 heritage and Stage 2 archaeological assessments prior to development approvals; and,

- **Agriculture**: There are numerous agricultural operations within and outside the AEGD. The AEGD Secondary Plan encourages the protection of local food production, the development of synergies between agricultural operations within and outside the AEGD and employment uses and the inclusion of community gardening in the site development.

**Secondary Plan - Urban Structure, Land Use and Supporting Components**

The *urban structure* components of the Secondary Plan’s development concept are:

**Existing Hamilton International Airport**

The John C. Munro Hamilton International Airport (HIA) is located in the centre of the development concept.

**Airport Reserve**

Lands to provide for runway expansions and airfield operations are needed to ensure the long-term viability of the airport. The lands necessary were determined through a
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report prepared by LPS Avia for the City of Hamilton and are part of the development concept; however, as future airport operations lands rather than employment lands, they are not counted as part of the land supply for employment uses.

Existing Airport Business Park

The development concept encompasses the existing Airport Business Park lands (note: these lands are already within the urban area and designated Airport Business Park so consequently they are not considered urban area expansion lands).

Natural Open Space

Core natural features outside of the Greenbelt such as provincially and municipally significant environmental features as evaluated by the environmental studies conducted for the AEGD are lands planned for protection from development. The AEGD Secondary Plan recognizes, preserves, and protects natural heritage features as a key element of the area’s character and eco-industrial design. A scoped EIS is required to determine the classification of those streams that have not been classified as part of an EIS, subwatershed study, or other study.

The Secondary Plan reflects policies of the Hamilton Urban Official Plan in Section C.2.0 (with the exception of Section C.2.4) which apply to wetlands, streams, woodlands, meadows, successional areas and hedgerows which are identified in the Secondary Plan.

Lands Designated for Development to 2031

662 net hectares of new Greenfield lands, over and above the 97 net hectares of lands already designated as Airport Business Park, are proposed for urban boundary expansion. The 662 net hectares of AEGD lands provide for a range of employment, airport-related, and employment-supportive amenity uses to serve the forecasted employment land demand to 2031.

The urban land use components of the Secondary Plan’s development concept are:

Prestige Business Park (PBP)

Prestige Business Park are areas planned for employment uses that will benefit from frontage on the existing and future major roads in the AEGD, incorporate urban design treatments because of their visibility from major roads, and are able to accommodate buffering from sensitive land uses. Planned land uses include:
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- manufacturing, assembly, warehousing, repair service, transportation terminals, research and development, office, communication establishment, private power generation, high technology industry, and post-secondary schools;

- uses which primarily support industry including labour association halls, hotels, trade schools, training facilities, commercial motor vehicle and equipment sales, commercial rental establishments, and utility activities benefiting from proximity to airport services; and,

- 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.

Light Industrial (LI)

Light Industrial areas are planned for employment uses that do not necessarily require frontage on the existing or future major roads in the AEGD, but will incorporate urban design treatment and are able to accommodate buffering from sensitive land uses. Planned land uses include:

- 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 post-secondary schools;

- uses which primarily support industry including labour association halls, trade schools, training facilities, commercial motor vehicle and equipment sales, commercial rental establishments;

- 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 benefiting from proximity to airport services;

- outdoor storage of goods that do not cause interference with airport operations; and,

- 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.
Airside Industrial (AI)

Airside Industrial areas are planned for employment uses that need to be adjacent to the John C. Munro Hamilton International Airport. Planned land uses include:

- warehousing, transportation terminals, research and development, office, communication establishment, fuel storage, and airport catering services;
- 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; and,
- outdoor storage of goods that do not cause interference with airport operations.

As a condition of development approval, the City may require confirmation from the HIA operator that a proposed development in the AI designation warrants and shall be granted direct access to the airport.

Airport Related Business (ARB)

Airport-Related Business is planned for employment uses that benefit from proximity to the airport or provide services to travellers. Planned land uses include:

- labour association halls, conference and convention centres, trade schools, commercial motor vehicle and equipment sales, commercial rental establishments, hotels, private health and recreational facilities, restaurants, personal services, motor vehicle service stations and washing, commercial parking facilities, catering services, automobile rental / leasing and services, taxi terminals, and financial institutions; and,
- convenience stores up to a maximum of 500 square metres of gross floor area.

It should be noted that all of the development in the above land uses shall be subject to the supporting policies, principles and requirements of the AEGD Eco-Industrial Design Guidelines and Urban Design Guidelines.

The supporting components of the Secondary Plan’s development concept are:

**Employment Supportive Centres within the Prestige Business Designation**

Sub-areas within Prestige Business proposed as Employment Supportive Centres are planned for a limited range of amenity uses that serve the employees of the AEGD. The
Employment Supportive Centres are directed to specific locations within the business park, so that the amenities in these centres would be within a reasonable walking distance of the majority of the AEGD’s employees. Limitations on the total gross floor area and floor area of an individual Employment Supportive Centre use is proposed. The additional land uses planned where an Employment Supportive Centre is identified are:

- convenience stores;
- private health and recreational facilities;
- financial establishments;
- restaurants;
- personal services; and,
- gas bars and/or car washes, but no truck washes.

To exercise control over the development of Employment Supportive Centre land uses are permitted subject to a Zoning By-law amendment. As a nodal development, Employment Supportive Centre uses are encouraged to be developed in buildings with Convenience stores and personal services on the main floor and offices in the upper floors, or as a main street configuration with multiple Employment Supportive Centre uses.

**Three Site Specific Land Use Permissions within the Prestige Business Designation**

Three site specific land use permissions recognize existing land uses, specifically:

- a golf driving range;
- a landscape contractor’s business; and,
- a high school.

**Specific Urban Design within the Prestige Business Designation**

Prestige Business lands along the north edge of the Secondary Plan area which abut residential development are subject to mandatory urban design policies in the Secondary Plan. The intent of these mandatory urban policies is to encourage employment development that effectively integrates with nearby residential uses by minimizing and/or mitigating potential impacts through specific urban design.

**Transportation**

The proposed transportation strategy is to promote a variety of modes of travel, including active transportation (e.g., cycling and walking), transit, and automobiles. The transportation strategy provides access to the employment area, the safe and efficient movement of goods, and allows employees to access the amenities provided within the
employment area through walking and biking opportunities. The elements of the transportation strategy include:

- **Transit, Pathways, and Roads:** To encourage increased transit modal share and reduce reliance on the personal automobile, the development concept proposes enhanced transit stops, car pool lots, and a future rapid transit connection to the Airport / AEGD. Bike / pedestrian trails are proposed to be integrated throughout the AEGD. Arterial and collector roads have been planned to provide automobile access to and within the AEGD, and future interchanges with Highway 6 are encouraged when necessary;

- **Green Servicing Corridor:** An allowance in the right-of-way for a servicing corridor is proposed which would support the eco-industrial design of the business park and be capable of accommodating sustainable design elements such as, but not limited to distribution of renewable energy, distribution of district energy, water recirculation systems, or light rail; and,

- **Road Extensions and Widening:** Extensions and widening of existing roads are part of the development concept.

**Stormwater Management**

- **Storm Water Management Strategy:** The recommended stormwater management strategy is to implement low-impact development techniques consistent with the eco-industrial design of the AEGD. In compliance with Transport Canada’s Document TP 1247, Traditional storm water management (swm) ponds (which may attract birds and wildlife) are discouraged in the vicinity of an airport for safety reasons. As, part of the flood control strategy “dry” swm ponds are proposed. The proposed conceptual locations of these facilities determined through the AEGD study are identified in the Secondary Plan.

**Summary and Highlights of Supporting Studies**

**Employment Area Land Budget Update, Hemson Consulting, September 2009**

Hemson Consulting was retained to prepare an update of their 2006 Comprehensive Employment Study (Land Budget Update; Appendix “K” to Report PED10153a/FSC10062a/PW10080), which examined the supply and demand for employment land in Hamilton to 2031 to determine the amount of land required and the preferred location. Based on this study, it was determined that the City’s supply of employment land was not sufficient to accommodate growth and that approximately

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1,000 gross hectares of additional lands were required in addition to existing designated employment lands. In the short term, Hemson recommended a small extension of the former North Glanbrook Business Park, now the Red Hill Business Park to take advantage of the completion of the Red Hill Valley Parkway. For the long term, Hemson identified a preferred location at the interchange of Highway 6 and 403 and adjacent to the HIA.

At the time, Hemson relied on an analysis of 2001 Census employment information and an inventory of employment lands prepared by the City’s Planning staff in 2004. However since then, more recent 2006 Census employment figures have become available including an updated employment land inventory to year-end 2008.

As part of the AEGD study, Hemson was retained to update the City’s employment land requirements based on the more recent information available. Based on this, Hemson has concluded that approximately 660 net ha, or 830 gross ha of new employment lands are required in addition to current designations to meet Hamilton’s employment land needs to 2031.

**Airport Market Analysis and Land Needs Study, LPS AVIA Consulting, August 2009**

The Airport Market Analysis and Land Needs study (Appendix “L” to Report PED10153a/FSC10062a/PW10080), serves as a key part of both the Hamilton’s John C. Munro Hamilton International Airport’s (HIA) future land use planning and integrated land use planning for AEGD. These studies outline potential land uses. In conjunction with the projections, the study quantifies future activity levels and projects the future aggregate land requirements for an expanded airport in the future.

Hamilton’s airport has established its credibility as a scheduled service gateway. In addition to integrated carriers United Parcel Service (UPS), DHL and Purolator have developed Hamilton into an important nodal collection point for air cargo and CargoJet has become a major air freight presence in Hamilton. However, passenger traffic has been volatile which is similar to other characteristics experienced by other similar secondary airports located in close proximity to a larger competitor like Pearson Airport in Toronto.

With suitable improvements the existing will likely be capable of development to serve future traffic levels without the need of a third runway. Provisions will be made to extend Runway 12-30, in addition to extending Runway 06-24, based on passenger and cargo traffic growth.

To facilitate Hamilton’s Airport expansion as a secondary airport, LPS Avis has recommended that all lands north of Airport Road, south of the runway taxiway system, east of West Cargo Road and the west of East Cargo Road be reserved for future air terminal and apron development. This area falls within the existing airport boundary.
However, the study recommends that approximately 30 ha of land be reserved for future airport parking south of Airport Road by the year 2030.

As Hamilton Airport undergoes major passenger growth and continued air cargo growth, commercial and general aviation will also expand significantly. To accommodate this, LPS AVIA has recommended a total of 88 ha of new commercial lands primarily for airside and also groundside access and circulation.

A series of potential aviation-related commercial developments are identified for consideration within the AEGD. It should be noted that AEGD lands bordering the northerly boundary of the airport could be ideally situated for businesses wanting to own their own land and facilities and have occasional access to the airport. Approximately 210 ha of additional land on the south side of the airport are needed, if and when the Hamilton airport becomes a secondary airport to Toronto Pearson International Airport.

The total expansion will increase the overall area of the airport by about 36% from 590 ha to about 800 ha. Even with this increase, Hamilton's airport will still occupy one of the smallest land areas of comparable airports in North America.

**Airport Zoning Preferred Option 3, LPS AVIA Consulting, August 2009**

The Airport Zoning Considerations – Preferred Option 3 report provided detailed analysis of a range of possible issues related to the physical zoning, electronic zoning (radar, VHF/UHF, instrument Landing System), ILS electromagnetic, bird hazards and aircraft noise for the Preferred Option (Hybrid). The Preferred Option was refined based on comments received from various City departments, stakeholders and agencies and based on the conclusions from the Airport Zoning Considerations – Preferred Option 3 report and Airport Market Analysis and Land Needs Reports prepared by LPS Avia.

The primary purpose for having airport zoning standards (as outlined in Airport Zoning Preferred Option 3, Appendix “M” to Report PED10153a/FCS10062a/PW10080) is to ensure that the airport lands and surrounding areas are developed for uses that are compatible with the safe operation of aircraft on the airport. Transport Canada has established airport zoning standards and recommendations which place limits on the allowable building and obstacle height within the airport environs, ensure that airport navigational equipment are free from interference, provide guidelines concerning airport noise exposure and the mitigation of wildlife hazards.

Certified airports are required to comply with national standards for airport activities and construction. All current operations and future planning activities must be based on adherence to Transport Canada’s Aerodrome Standards and Recommended Practices.
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Compliance with these Standards is also mandatory in order to maintain the airport’s Operating Certificate. Hamilton’s Airport is a certified airport.

The City of Hamilton’s Zoning By-Law 05-200, Section 4 General Provisions, subsection 4.17 Airport state that: “All development in the City of Hamilton shall comply with the Hamilton Airport Zoning (Height) Regulations established by Transport Canada, which are registered at the local Land Titles Office and which may be amended from time to time.” These Transport Canada regulations are contained within the Transport Canada documents TP 312 and TP1247. In addition, these documents contain additional guidance on the use of land on and in the vicinity of airports.

The following measures were applied to the preferred option and policy documents to address the conclusions of the Airport Zoning Considerations – Preferred Option 3 Report:

- Airport lands (existing and future) contain most areas where significant potential conflicts may exist. Adherence to the Official Plan policies regarding development near the Airport are referenced in the Secondary Plan policies and, where relevant, in the Zoning By-law.

- Preferred land use option was reviewed and adjusted to ensure that no significant conflicts appear to exist.

- Airport activities may influence specific building requirements such as height, materials, electronics/voltages and activities attracting birds and uses sensitive to noise. Policies regarding the airport are included in the Secondary Plan and Zoning By-Law to ensure these potential issues are addressed. The Secondary Plan recommends circulation of applications for review to airport staff at the discretion of City staff.

- The Airport influence area is extensive but in many or most cases potential conflicts can be mitigated or avoided. The Hamilton Official Plans (Rural and Urban) identify the Hamilton Airport Influence Area and include specific policies that regulate development inside that area.

Physical Zoning

- The planned extensions of Runway 06 and Runway 12 will result in physical zoning conflicts with the preferred Option 3 Hybrid. (Refer to Fig 10 in the report.) The following physical zoning issues were noted in the analysis: Parts of Runway
06 extension, fall outside the current airport boundary and within lands designated as light industrial; and,

- Parts of the proposed Runway 06 extension and approach lighting fall outside the current airport boundary. Additional airport land has to be reserved for runway extension purposes. The area allocated for Runway 06 expansion is definitely inadequate and needs to be expanded to include some of the light industrial land area.

Electronic Zoning

From a review of Figure 11 in the report of the preferred Option 3 Hybrid, the following electronic zoning issues can be observed:

- Part of the light industrial lands area is within the electronic protection zone area “D” for the Glide path antenna array for Runway 12 and extended Runway 06. Transport Canada recognizes that this is the “ideal” situation and that in practice, compromise may be necessary at existing airports. However it should be noted that the glide path area E/F and the first 900 m of area D are particularly sensitive areas and exemptions in these areas are unlikely;

- Part of the prestige business park falls within the electronic protection zone area “B” of the localizer antenna array of Runway 24. This area would have to be adequately protected from incompatible development;

- Parts of the airport related business lands fall within the protection zone of the radar array. At 1000 m from the radar the allowable obstruction elevation is 247 m ASL, and at the boundary of the AEGD approximately 500 m from radar, the allowable obstruction height is 244 m ASL. NAV CANADA and Transport Canada would have to be consulted if aircraft hangars or warehouses etc. are constructed in the area between Runway 30 R and the main terminal; and,

- Parts of the light industrial lands fall within the 500 m restricted zone of the VHF communications system. For these areas, electrical noise sources cannot be permitted. Other areas would have the height limitations as indicated by the elevation contours.

ILS Compatibility
Significant areas of the light industrial area fall within the ILS electromagnetic compatibility zoning of both runways (Figure 12). Potential scientific, industrial and medical equipment conditions may apply. Any zoning concerns should be addressed during refinement of the preferred option land use plan and recommended zoning. Consultation with NAV CANADA and Transport Canada would be necessary in order to get exemptions to these regulations.

**Bird Hazards**

The preferred option attempts to maintain as much green space as possible as part of the design and vision for the site. The Transport Canada document TP 8240 wildlife management bulletin no. 38 has indicated that there are many natural habitats that attract birds that pose little threat to aircraft safety unless the habitat and its birds are located close to airport runways. These habitats include forests and woodlots, and hedgerows. Several of the option 3 core green areas are located close to the Runways 12 and 06 future runway extensions. It is recommended that guidance from a bird hazard specialist be sought concerning the species and habits of birds in this area. The 8km from the airport prohibition on refuse and putrid waste facilities should be adhered to.

**Aircraft Noise**

The current noise exposure forecast is valid for a 5 year planning horizon. In the long term planning horizon, the advances in technology in terms of aircraft noise, removal of older noisier aircraft and replacement of existing cargo/passenger aircraft with quieter models will require updated forecasts to be performed. It can be expected however that given the technological trends, the current noise foot print of the airport should not grow appreciably and may actually reduce in size.

**Airport Economic Impact Report, LPS AVIA Consulting, August 2009**

In the spring of 2009, the City of Hamilton requested an Update to the Economic Impact Statement prepared in 2002 for the Hamilton International Airport. The Update (Airport Economic Impact Report, Appendix “N” to Report PED10153a/FSC10062a/PW10080), describes how the Airport contributes to the region, in terms of employment; gross output and value added (Gross Domestic Product). It estimates impacts for 2008, based on the Airport tenant mix on December 31, 2008. The following are some of the highlights:

- The “direct” impacts occurred primarily at the Airport and involved activities performed by airlines, ground handlers and other organizations in the immediate provision of air travel services for persons and goods. The “indirect” activities occurred off-airport, and involved the provision of goods and services to the
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direct participants. “Induced” activities resulted when the direct and indirect agents spent their earnings in the community at large;

- In 2008, the Airport generated 1,382 person-years of direct employment and 2,876 person years of total employment. The total output was $469.8 million and the value added (Gross Domestic Product) was $181.2 million;

- Direct activity at the Airport generated $12.9 million in Federal taxes and $8.3 million in provincial taxes. Hamilton Airport’s economic impact has increased by 4.9 percent since 2002. During the 2002-2008 period, Hamilton passenger levels fell by 35.5 percent however freight traffic increased by 12.0 percent;

- The Airport’s economic impact, as measured by full-time equivalent employees, is commensurate to the population of Greater Hamilton. Since the Airport loses most of its traffic to Toronto Pearson, its passenger volumes are small in relation to the population. The Airport’s very strong air freight business has offset the relatively limited passenger traffic. In the event that the Airport recovers a significant portion of the passenger traffic “leakage” to Pearson it will have an extraordinarily high economic impact on the greater Hamilton area; and,

- By 2025, the Airport could generate up to 6,954 direct person-years of employment, and 15,818 person-years including indirect and induced impacts. It would contribute $360 million to GDP in direct effects, and $960 million including indirect and induced impacts.

Urban Design Guidelines, Dillon Consulting, August, 2010

The Urban Design Guidelines (Appendix “O” to Report PED10153a/FCS10062a/ PW10080), are an integral component to the Hamilton Airport Employment Growth District (AEGD) Secondary Plan. They should be read in conjunction with the Secondary Plan and Zoning By-Law and used as a framework to fulfil its development goals and design principles. The guidelines describe the expectations and requirements for future development applications and are written to convey the potential for flexible and innovative development.

The guidelines are structured under the following major sections:

- Introduction;
- Site Planning Guidelines;
- Built Form Guidelines;
- Open Space Guidelines; and,
- Design Guidelines for Specific Designations.
The guidelines will be utilized by municipal staff and in conjunction with other planning policy documents as a tool to evaluate individual developments. Applicants will be required to demonstrate that the design principles of these guidelines and other components of this study have been fulfilled.

The Urban Design Guidelines are intended to be used in combination with the Hamilton Airport Employment Growth District Eco-Industrial Design Guidelines. Both Guidelines have been prepared following the Eco-Industrial and Urban Design Principles outlined in the Hamilton Airport Employment Growth District Secondary Plan.

The Hamilton Airport Employment Growth District Secondary Plan is intended to provide guidance for development applications, to ensure that the lands are developed in a comprehensive and integrated manner over time. Development in the AEGD is guided by the AEGD Secondary Plan and Zoning by-Law, the Transportation, Storm Water and Water/Wastewater Master Plans, the Eco-Industrial Design Guidelines and these Urban Design Guidelines. According to the Secondary Plan, the Urban Design Guidelines will be part of the Plan of Subdivision or Site Plan approval process for the Airport Employment Growth District.

A new Zoning By-law is being written to ensure that the Secondary Plan policies are reflected into the Urban Design Guidelines. All new Draft Plan of Subdivisions, Site Plan Approvals and Building Permits must conform to this new Zoning By-law.

**Eco-Industrial Design Guidelines, Dillon Consulting, May, 2010**

The City of Hamilton is committed to developing the Airport Employment Growth District (AEGD) as a model of sustainable development – i.e. to build a business park that is economically viable and contributes significantly to providing local jobs for Hamilton residents while showcasing sustainable design principles including protection of local natural systems and features.

The Eco-Industrial Design Guidelines (EIG) (Appendix “P” to Report PED10153a/FCS10062a/PW10080), provide an integrated set of principles and measures to guide the development of the AEGD area. The Guidelines are an important tool that developers will follow when planning a site and City staff will follow when evaluating planning applications. Staff will be able to test and document that each new development in the AEGD has fully considered innovation in sustainable design. The EIG provide “guard rails” to ensure that the plans and projects are fully considering a wide range of innovative sustainable design solutions.

The Eco-Industrial Design Guidelines are intended to be used in combination with the Hamilton Airport Employment Growth District Urban Design Guidelines. The elements of

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eco-industrial and urban design are intended to work together to create development that reduces its negative impact and optimizes its positive impact, in the physical context of an urban form and built from that can be characterized as a high quality place and space. Both Guidelines have been prepared following the Eco-Industrial and Urban Design Principles outlined in the Hamilton Airport Employment Growth District Secondary Plan.

Eco-Industrial Design Guidelines (EIG) for:

- Transportation;
- Energy, Renewable, Air Quality and GHG Reduction, Water and Wastewater Conservation/Efficiency;
- Stormwater;
- Materials, Resources, and Solid Waste;
- Economic Sustainability and Business Synergy;
- Social Sustainability;
- Site Development, Disturbance, Natural Corridors and Greenways; and,
- Food Production and Community Gardening.

The EIG are intended to complement but not replace regulations in the Zoning By-Law.

**Eco-Industrial Initiative: Incentives & Funding Options – Technical Memo, Dillon Consulting, January 19, 2010**

As part of the City’s commitment to promote sustainability, the Eco-Industrial Initiative: Incentives & Funding Options (Appendix “Q” to Report PED10153a/FCS10062a/PW10080) includes recommendations on incentives that the City could implement in order to promote sustainable design techniques in the development of the AEGD. Any incentives offered by the municipality can be supplemented and supported by incentives and support funding offered by other levels of government and organizations.

The objective of incentives is to encourage the use of sustainable design techniques related to energy, water, wastewater, stormwater, transportation and materials in the development of the AEGD.

The following sub-sections offer recommendations on incentives that the City of Hamilton could implement to support a sustainable AEGD:

- Training and Education Programs;
- Financial, Marketing and Networking Incentives;
- Fast-Tracking Planning Approval Process;
- Servicing Priority; and,
- Awards and Recognition.
Airport Employment Growth District - Phase 2 Land Use Report, Dillon Consulting, May, 2010

The Phase 2 Land Use Report (Appendix “R” to Report PED10153a/FCS10062a/PW10080) was prepared to document the development of the Vision for the AEGD, the creation and evaluation of land use options and the refinement of the preferred option. Three development options were identified and evaluated. These options were based on findings of the Land Use and Infrastructure Phase 1 reports, meetings with Community Liaison Committee and other stakeholders, findings of the other components of the study (i.e. Infrastructure Master Plans and Airport Studies), and comments received from the various City departments, agencies and the general public.

The refined preferred land use option that is described in this Report served as a guide in the formulation of the policies in the Secondary Plan and for the Zoning by-Law, Eco-Industrial Design Guidelines and Urban Design Guidelines to direct the future development of the AEGD.

This Phase 2 Land Use Report addresses the following topics:

- Introduction, study process, public consultation and policy context;
- AEGD Vision, Principles and Objectives;
- Summary of the Natural Environment Review (terrestrial) – The full Natural Environment review is appended to the Land Use report;
- Development options;
- Evaluation of the options;
- Preferred concept plan, the sustainable development and eco-industrial elements in the AEGD and development phasing; and,
- Next steps for the AEGD Study.

Natural Environment Review (Terrestrial)

A review of the identified terrestrial natural heritage features on the study area was conducted as part of the AEGD – Phase 2 project. The purpose of this review was to confirm the presence of features identified in database searches and to make preliminary determinations of the sensitivity of these features. The natural environment review examined the woodlots and wetlands in the study area that were previously identified by the City of Hamilton. The review was completed from public right-of-ways
adjacent to the site and also included air photo interpretation as well as a general search of the Natural Heritage Information Centre Database to determine if Species at Risk have been previously identified on the site.

The results of this review helped to inform the policies in the Secondary Plan for the AEGD. The main conclusions of this review are as follows:

- The presence of 26 woodlots and 12 wetlands on the AEGD lands were confirmed. All of these ‘Core Area’ features are protected in the Section 2.5 of the 2009 Urban Official Plan;

- Twenty one of the 26 woodlots that were identified are greater that 4 hectares in size. In addition, many of the woodlots meet additional criteria of significance including proximity to water or proximity to other natural features;

- The wetlands were predominantly riparian wetlands associated with watercourses or open water marshes that were caused by human created flooding or ponding. There were two Provincially Significant Wetlands located on the site;

- Three species of special concern within or adjacent to the AEGD lands were identified. The habitat preference for these species includes forested areas and will be maintained through the protection of the ‘Core Area’ forests; and,

- The protection of the ‘Core Areas’ in the planning of the AEGD will serve as the baseline for protecting the natural environment in this area. During future planning stages, additional study of smaller features may be required at a site level. Issues such as the size of buffers, limits of development and mitigation measures for the protection of the core areas are beyond the scope of this report.

The complete report, titled “Airport Employment Growth District - Phase 2: Natural Environment Review” is included in the AEGD Phase 2 Land Use Report, Appendix C. Analysis of the Aquatic features in the AEGD was completed as part of the Subwatershed Study and Stormwater Management Plan.

**Hamilton Airport Employment Growth District - Phase 2 Land Use Report: Public and Agency Consultation Report, Dillon Consulting, August, 2010**

The Hamilton Airport Employment Growth District study has an important consultation component which informs and gathers input from the different stakeholders with interest in the project. The Public and Agency Consultation Report (Appendix “S” to Report
PED10153a/FCS10062a/PW10080) was prepared to document the results of the public and agency consultation activities during Phases 1 and 2 of the AEGD study. The Land Use Planning, and the Transportation, Water/Wastewater and Stormwater Master Plans were prepared in a coordinated manner, thus the public consultation activities for the AEGD Study covered both the Planning Act and the Municipal Engineer’s Association Municipal Class Environmental Assessment, Phases 1 and 2 requirements for public and agency consultation.

The Public and Agency Consultation Report documents the consultation activities undertaken during the AEGD study. Public and agency consultation included discussions with the CLC, agencies, stakeholders and First Nations, as well as events and communications including workshops, public information centres, public meetings, notices and the project website. The report includes minutes of the CLC meetings; public consultation materials and input; communications with external agencies; and, communications with First Nations.

CLC meetings were chaired by a professional independent facilitator, Sue Cumming. Ms. Cumming was in charge of preparing agendas, taking notes and preparing minutes of the CLC meetings. In addition, she facilitated the presentation and question/answer period during the Public Information Centers (PICs) and was in charge of taking notes and preparing PICs summary reports.

**Phasing of Development**

The Secondary Plan includes phasing policies. The development of the lands must be phased over time on the basis of the prevailing employment land supply/demand, Growth Plan targets, and availability of infrastructure. It is anticipated that the overall development of the urban expansion lands for the AEGD will proceed to 2031 with blocks of land being developed at a time.

The phasing strategy for the total 759 net hectares comprising the Secondary Plan lands is as follows:

- Phase 1 in the Short-Term / Medium-Term.

Phase 1 of the phasing strategy includes approximately 227 net hectares of land for urban employment uses. It comprises:

- The existing Airport Business Park, representing 97 net hectares of land; and,

- Urban area expansion lands totaling 130 net hectares of land. The new greenfield employment lands in Phase 1 which are subject to the urban boundary expansion are a contiguous and logical extension to Hamilton’s urban area. All of
the lands in Phase 1 can be adequately serviced by reserve capacity in the municipality’s water and wastewater systems.

• Phase 2 in the Medium-Term / Long-Term (to 2031):

Phase 2 of the phasing strategy includes approximately 532 net hectares of land for urban employment uses. It comprises:

• Urban area expansion lands totaling 532 net hectares of land. As with Phase 1, the Phase 2 lands which are subject to the urban boundary expansion are planned as a contiguous and logical extension to Hamilton’s urban area. The lands in Phase 2 can only be developed once the municipal water and wastewater systems have been appropriately upgraded to provide the capacity needed to adequately service these lands. It is proposed that the lands in Phase 2 be subject to a holding provision in the Zoning By-law to prevent their premature development. The development of lands in Phase 1 and Phase 2 is not subject to strict timelines; rather, it is dependent on Market forces, the take-up of these lands, and the availability of servicing. It is proposed that the Secondary Plan include policies that allow for the swapping of lands between Phase 1 and Phase 2 as well as the build-out of any Phase 2 lands as long as servicing is available. Inherent to the build-out of the AEGD is the recognition of existing residential, institutional and private recreational establishments within the plan’s area – although these uses are designated for future employment and employment-related uses. It is proposed that the Secondary Plan recognize the legal non-conforming status of these uses and anticipates that these lands shall be redeveloped at an appropriate time. Furthermore, maintenance and enhancement of the productive agricultural capacity of the lands will be encouraged and any existing activities related to the productive agricultural Capacity of the lands, including farm vehicle access, will remain for as long as feasible in the Secondary Plan’s policies.

To implement the Airport Employment Growth District Secondary Plan, official plan amendments, an amendment to Zoning By-law 05-200 and the endorsement/approval of Infrastructure Master Plans are required.

Official Plan Amendments

There are five (5) Official Plans (Attached as Appendices “A-C” to Report PED10153a/FCS10062a/PW10080) that require amendments to implement the Airport Employment Growth District Secondary Plan:

• The Region of Hamilton-Wentworth – in effect;
• Town of Ancaster- in effect;
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- Township of Glanbrook - in effect;
- Rural Hamilton Official Plan – not in effect, currently before the OMB due to appeals; and,
- Urban Hamilton Official Plan - not in effect, before Ministry of Municipal Affairs and Housing for approval.

The lands fronting on Upper James Street and a parcel of land on the north side of the Airport are currently within the Urban Area and are designated for employment (industrial) uses. The remaining lands, subject to these amendments are within the Rural Area.

The extent of the lands affected by each of the amendments differs because they apply to different geographic areas.

Region of Hamilton-Wentworth, Town of Ancaster and Township of Glanbrook (Existing Official Plans)

There are three (3) existing Official Plans - Region of Hamilton-Wentworth (ROP), Town of Ancaster and Township of Glanbrook that are in effect at the time of the writing of this report. Each of them requires a separate amendment to implement the Airport Employment Growth District Secondary Plan.

As noted in the Policy Implication Section of this report, the OMB approved three Amendments (Region Municipality of Hamilton-Wentworth ROPA 25, Town of Ancaster OPA 105 and Township of Glanbrook OPA 50) for the AEGD which had the effect of adding an Airport Influence Area and policies directing the completion of a secondary plan for the AEGD (SPA 9-Region, SPA 57-a-Ancaster and SPA 2a-Glanbrook).

Region of Hamilton-Wentworth (ROP)

The ROP identifies the location of the urban boundary, industrial business parks on a region-wide basis, rural land uses, sets policies for environmentally significant areas, sub-watershed planning, major transportation networks, and infrastructure. In addition the ROP includes 3 Special Policy Areas (SPA) as follows:

- SPA 1 – lands north of the Airport to be developed once additional airport related industrial/commercial land is required and the land is serviced;
- SPA 2 – lands south of the Airport to be included within the urban boundary for airport related businesses once Highway 6 was constructed and the land is serviced; and,
- SPA 9 – specific policies requiring the completion of a Secondary Plan for the Airport Employment Growth District.
The current amendments included in this OPA and attached as Appendix “A” to Report PED10153a/FCS10062a/PW10080 are:

- to amend the urban boundary to include lands within the urban area;
- to redesignate lands from Rural Area to Airport Employment Growth District;
- to rename the existing Business Park designation to Airport Employment Growth District;
- to incorporate new policies and map for the natural heritage system;
- to modify the noise policies to ensure sensitive lands uses are not permitted in the Airport Employment Growth District area; and,
- to delete Special Policy Area 1,2 and 9 which are redundant.

Town of Ancaster and Township of Glanbrook

The Town of Ancaster and Glanbrook OP’s provide greater detail on the land use designations and policies, including secondary plans, cultural heritage resources, and the road network. In addition, there are 4 SPA’s in Ancaster and 2 SPA’s in Glanbrook within the Airport Employment Growth District area as follows:

- Ancaster - SPA 2, 45, 50 (individual properties) that will be retained and transferred to the Secondary Plan;
- Ancaster SPA 57a and Glanbrook SPA 2a - specific policies requiring the completion of a Secondary Plan for the Airport Employment Growth District; and,
- Glanbrook SPA 1 - lands north of the Airport to be developed once additional airport related industrial/commercial land is required, the timing of a new north terminal and the land is serviced.

The amendments included in these OPA’s, attached as Appendix “A”, are as follows:

- to amend the urban boundary to include lands within the urban area (Ancaster and Glanbrook);
- to redesignate the lands from Agriculture and Open Space to Airport Employment Growth District, Airport Reserve and Open Space (Ancaster and Glanbrook);
- to rename the Airport Industrial business Park to Airport Employment Growth District (Glanbrook);
- to add a new Secondary Plan for the Airport Employment Growth District (Ancaster and Glanbrook);
- to amend the road classifications to reflect the Secondary Plan (Ancaster and Glanbrook); and,
- to delete redundant Special Policy areas (SPA 24, 45, 50 and 57a-Ancaster; SPA 1 and 2a-Glanbrook).
Rural Hamilton Official Plan (Approval pending OMB appeals)

In September 2006, City Council adopted the Rural Hamilton Official Plan which applies to all lands outside the urban area. Approval of the OP rested with the Ministry of Municipal Affairs and Housing, which issued a notice decision to approve the Plan, with modifications and deferrals, on January 9, 2009. The entire Plan was appealed to the OMB. Staff have been working with the various appellants to resolve and scope their appeals so that the majority of the Rural Hamilton Official Plan can come into effect. Based on the number of appellants and the complexity of the issues, the scoping of the appeals will not likely be resolved until early 2011.

Notwithstanding the OP is not in effect at the time of the writing of this report, it is prudent for the City to prepare and adopt the necessary amendment to remove the Airport Employment Growth District lands from the Rural Hamilton Official Plan and to delete Special Policy Area “C” (SPA “C”). Appendix “B” in Report PED10153a/FCS10062a/PW10080 details the amendment.

Urban Hamilton Official Plan

In July 2009, City Council adopted the Urban Hamilton Official Plan. Similar to the Rural Hamilton Official Plan, approval of the OP is the jurisdiction of Ministry of Municipal Affairs and Housing. The Urban Hamilton Official Plan is before the Ministry for approval with modifications. After the Ministry approves the Plan, there is a 20 day appeal period in which any person or public body that has requested notification may lodge appeal against the OP. Depending on the scope of the appeals (the entire plan or site specific issues), the effective date of the new Plan is unknown at this time. Similar to the Rural Hamilton Official Plan it is prudent for the City to prepare and adopt an amendment to facilitate the AEGD development due to the timing of the repeal of the existing OP’s. If the Urban OP is not appealed to the OMB in its entirety than a portion of the Plan may become effective.

Appendix “C” in Report PED10153a/FCS10062a/PW10080 details the amendment.

Zoning By-Law

Five new Industrial Zones are proposed to be amended into Comprehensive Zoning By-law 05-200 to implement the designations of the Airport Employment Growth District Secondary Plan.
The new Airport Industrial Zones (Attached as Appendix “D” to Report PED10153a/FSC10062a/PW10080) are based on the Industrial Zones that were approved in June 2010, for the existing Industrial Business Parks, By-law 10-128, which has currently been appealed to the Ontario Municipal Board. The definitions, general provisions, and parking requirements that were established in the Industrial Zones have been carried forward for consistency purposes. During the consultation process a variation of the General Industrial (M2) Zone and the Prestige Business Park (M3) Zone were presented. Given the modifications that were required to the newly approved M2 and M3 Zones, in order to implement the Airport Employment Growth District Secondary Plan policies, two new airport specific zones have been created. The new zones maintain the regulations that were presented, however, are now called the Airport Light Industrial (M10) Zone and the Airport Prestige Business Park (M11) Zone.

The proposed Zones recognize the significance of proximity to the airport and limit uses so to eliminate any operations that may interfere with airport operations. The maximum building height in any of the proposed Airport Industrial Zones is restricted by Transport Canada as referenced in Section 4.17 of the General Provisions of By-law 05-200. There are also a number of regulations included to minimize the impacts of employment type uses where proposed adjacent to existing stable residential.

Airside Industrial (M7) Zones

The proposed Airside Industrial (M7) Zone lands abut the northern portion of the John C. Munro Airport, permitting a range of employment uses such as, offices, manufacturing, warehouse as well as airport storage, maintenance and operations establishments that benefit from accessibility to the Airport. The regulations for the M7 Zone minimize the amount and location of outdoor storage.

Airport Related Business (M8) Zone

The proposed Airport Related Business (M8) Zone is applicable to lands directly south of the Airport. The permitted uses are meant to allow businesses that will compliment the airport operations and provide services for those accessing the Airport, such as, hotels, personal services, restaurants and financial establishments. The M8 Zone regulations prohibit outdoor storage and establish minimum setbacks to residential and institutional uses. Given proximity to other commercially designated lands, retail is restricted to a maximum of 500 square metres, allowing smaller convenience oriented establishments.

Airport Reserve (M9) Zone

The proposed Airport Reserve (M9) Zone has been applied to lands abutting the southerly and easterly portions of the Airport. The zone only allows existing uses and airport storage, maintenance and operation establishments.
Airport Light Industrial (M10) Zone

The proposed Airport Light Industrial (M10) Zone has been applied to the lands to the north of the airport and in the interior of the proposed Business Park. The M10 Zone permits a wide range of manufacturing and employment uses with minimum urban design standards. Outdoor storage is permitted as an accessory use to a permitted use with regulations restricting the quantity and location.

Airport Prestige Business Park (M11) Zone

The proposed Airport Prestige Business Park (M11) Zone is proposed for the exterior of the business park, permitting a range of light industrial uses, offices and research and development uses. The regulations include higher urban design standards established to enhance the design of new developments to foster the image of a prestige business park. As a part of the consultation process, outdoor storage has been prohibited even as an accessory use, to maintain the aesthetics of the exterior of the park.

General Open Space (P4) Zone

The General Open Space (P4) Zone has been proposed for a portion of the Hydro Line running parallel to Twenty Road West. The P4 Zone restricts uses to passive recreational uses, creating a buffer between the residential uses along the north side of Twenty Road West and the lands proposed to be Airport Prestige Business Park (M11) Zone.

Conservation/Hazard Lands (P5) Zone

The Conservation/Hazard Lands (P5) Zone is proposed for lands that have been identified through the Natural Heritage mapping, and consultation with the Conservation Authorities. These areas have been identified as having natural features and/or hazard lands that require protection. The P5 Zone restricts uses to conservation and passive recreation uses.

Special Exceptions and Holding Provisions

There are special exceptions proposed for uses identified in the Secondary Plan, such as a driving range, high school and landscaping businesses. The special exception allows the uses in addition to those proposed in the Airport Prestige Business Park (M11) Zone.
A Holding Provision has been established to address the phasing of development as shown on Map B.8-4 Phasing Plan for AEGD Secondary Plan, Holding Provision 37 restricts any development until the provision of adequate municipal water, municipal wastewater, and transportation infrastructure has been demonstrated to the City.

**Municipal Class Environmental Assessment (EA)**

Infrastructure servicing studies were completed to support the land use planning for AEGD. A coordinated approach was undertaken to complete the Secondary Plan for the AEGD and the Infrastructure Master Plans for transportation, stormwater and water and wastewater. Public, agency and staff consultation was coordinated. During the Phase I of the process, a background review was completed to identify transportation, stormwater and water and wastewater environmental opportunities and constraints. The infrastructure information was used extensively throughout the land use planning process. In Phase II, land use alternatives were developed considering the major infrastructure and environmental opportunities and constraints.

Infrastructure planning is subject to Ontario’s Environmental Assessment Act. Municipal undertakings such as stormwater management ponds, roads, water and wastewater and transit projects are subject to the Act. The Act allows for the approval of Class Environmental Assessments and the municipality has the option of following the planning process set out in the Municipal Engineers Association’s Municipal Class Environmental Assessment document (October 2000, as amended in 2007). The Transportation Master Plan, Sub-watershed Study and Stormwater Management Plan and the Water & Wastewater Master Plan are being completed in accordance with this document, including satisfaction of Phases 1 and 2 requirements for all identified Schedule “B” and “C” projects. Schedule “C” projects require the completion of Phases 3 and 4 prior to implementation. The infrastructure master plans provide the basis for future investigations for specific Schedule “C” projects.

**Transportation Master Plan (TMP)**

The Hamilton AEGD Transportation Master Plan (TMP) (Attached as Appendix “G” to Report PED10153a/FCS10062a/PW10080) was undertaken to prepare a transportation strategy that would suitably accommodate the employment projections and the City of Hamilton’s long-term vision.

The specific objectives of the study included:

- Preparing a transportation strategy that supports development of the AEGD;
- Identifying any problems or opportunities and related alternative solutions to transportation issues to 2031;
- Identifying and protecting future transportation corridors;
• Integrating policies, programs, funding and infrastructure needs;
• Identifying preliminary cost estimates for transportation infrastructure improvement projects;
• Developing a Transportation Master Plan for the AEGD; and develop a staging implementation Plan; and,
• Satisfying Phases 1 & 2 of the Municipal Class Environmental Assessment process.

As a result of the development phasing, three horizons are utilized within the TMP:

• Horizon Year 2021 generally represents land areas that have sufficient water and wastewater servicing capacity (Phase 1 of the Secondary Plan area);
• Horizon Year 2031 is used as the Top’s final horizon (Phase 2 of the Secondary Plan area); and,
• Full development of AEGD Secondary Plan area and an additional study area was included for future consideration to represent industrial development at some time beyond 2031.

Existing roads within the AEGD study area are primarily two and four lane arterial and collector roadways, with the exception of provincial Highway 6. Transit service within the study area is currently limited. Cycling, pedestrian, and trail accessibility is also limited due to barriers and/or missing pathway connections.

The Existing Network was assessed as part of Phase 1 of the AEGD study and no capacity deficiencies were identified. There were pre-existing planned transportation improvements coordinating with roadway, transit, cycling network, and goods movement that were taken into consideration for this study.

The City of Hamilton’s AM Peak Hour EMME/2 Model was used to determine the travel demand needs and phasing between 2009 and 2031, and beyond. Problem areas were identified and addressed through the development of three possible network alternatives for the AEGD’s ultimate build-out for the Secondary Plan area and additional study area beyond 2031.

Alternative #1 – 6-Lane Dickenson Road with Enhanced Road Grid

Alternative #2 – 4-Lane Dickenson Road with Multi-Use Path Connections

Alternative #3 – 6-Lane Dickenson Road with Multi-Use Path Connections

All three identified AEGD network alternatives were examined for the 2031 horizon year and the additional study area beyond 2031. This was done to analyze network
operations, using the level-of-service (LOS) measurement. In addition to traditional signalized intersections analysis, roundabout feasibility was also examined for major intersections within the AEGD.

Specific transportation goals identified for the AEGD network include:

- Achieve a 20% reduction in auto trips by the year 2031, compared to the 2001 baseline;
- Target a 12% transit modal share by 2031; and,
- Provide facilities for alternative modes of transportation.

Consistent with the Municipal Class EA process, the proposed network alternatives were evaluated according to a number of criteria related to transportation service, cost, engineering, socio-economics, cultural environment, and natural environment factors. Based on these criteria, Alternative #2 – 4-Lane Dickenson Road with Multi-Use Path Connections was ranked the highest of all alternatives and was chosen as the preferred network alternative.

In order to achieve the preferred road network alternative, a number of infrastructure improvements were identified and a transportation strategy was developed.

**Proposed Transportation Network**

The following summarizes the proposed transportation strategy for the AEGD:

**Road Network Improvements**

- Improve the existing roadways through road widening and new roadway construction projects as identified in Tables 1A and 1B attached as Appendix F” to Report PED10153a/FSC10062a/PW10080;
- Design AEGD road network to accommodate and promote transit accessibility to development lands. Design the road cross-sections to accommodate bike lanes, sidewalks or multi-use pathways. Providing for ditches for drainage rather than storm sewers and setting aside “5.0m Green Corridor” within the ROW for future green infrastructure;
- Capacity constraints were forecasted on corridors to/from the east of the AEGD. In particular, the Dickenson Road, Twenty Road, and Airport Road corridors were identified as likely requiring future improvements such as widening;
A significant portion of trips on Highway 403 westbound, east of Highway 6, are destined to the AEGD. A more detailed review should be undertaken of traffic forecasted on Highway 403 westbound to determine whether any operational issues might arise;

While Highway 6 within the AEGD is forecasted to operate within available capacity, timing of improvements (e.g. widening) and interchange construction at Book Road, Butter Road, and the airport access will have to be assessed in coordination with MTO to plan and construct interchanges along Highway 6 when development levels warrant this;

Corridors accessing the Lincoln Alexander Parkway to the north of the AEGD study area, including Garth Street and Upper James Street, should be considered for improvements to address potential capacity issues; and,

Fiddler’s Green Road, south of Garner Road is forecasted to receive a significant proportion of traffic destined for the AEGD and was identified as likely requiring future improvements such as widening.

Transit

The plan promotes transit accessibility by locating development within 400 metres walking distance of bus-based development transit stops or within 800 metres walking distance of Rapid Transit stations, integrated transit hubs and/or stations within Ancillary Commercial Centres. Also, the plan, where applicable, preserves transit ROWs or provides plans for exclusive transit lanes along Upper James and Garner Road, within the AEGD for the future use of Rapid Transit (BRT and/or LRT) opportunities.

Extension of some existing Hamilton HSR transit routes is also recommended through this plan.

It is also recommended to carry out further assessment to provide enhanced transit accessibility to the Airport for the Rapid Transit A-line and surrounding road network to accommodate future airport growth. Enhanced Transit Stops are proposed at four locations as shown on “Transit Routes and Trails Map” in AEGD Secondary Plan attached as Appendix “E” to this Report PED10153a/PSC10062a/PW10080.

Cycling, Pedestrian Connection and Trails, Parking and Transportation Demand Management (TDM)

Comprehensive and interconnected cycling network is proposed consistent with the City-wide Transportation Master Plan (2007). A comprehensive trails and pedestrian
network comprised of multi-use pathways and side walks is recommended through this Plan. TDM initiatives are proposed and encouraged as part of this plan. Park and ride carpool lots are proposed to be considered in the vicinity of Garner Road and Smith Road and at the northwest corner of Upper James Street and Dickenson Road.

**Truck Routes, Goods Movement**

Potential Truck Routes are identified based on the need for goods movement between the study area and major goods movement destinations. These findings were consistent with those of the ongoing Truck Route Master Plan.

**Water and Wastewater Master Plan**

The City of Hamilton Water and Wastewater Master Plan for Lake Based Systems (2006) set out the overall servicing strategies for all the City’s growth areas. Included in these strategies were the trunk infrastructure requirements to service the AEGD. This current planning process for the AEGD provides opportunity to review the servicing strategies in detail to ensure sustainable, flexible and implementable solutions are developed and evaluated in accordance with the Municipal Class EA process.

The objectives of the study included:

- Review existing servicing conditions in the AEGD and neighbouring systems;
- Confirm servicing principles and criteria to be used for alternative development and evaluation;
- Develop alternatives for water and wastewater servicing and selection of the preferred solutions in accordance with the EA process;
- Develop sound water and wastewater servicing strategies which are cost effective;
- Optimize existing infrastructure, minimize impact to or enhance the natural;
- Develop a staging implementation Plan; and,
- Satisfy Phases 1 & 2 of the Municipal Class Environmental Assessment process.

While preparing this Water & Wastewater Master Plan, design criteria and the sensitivity of using eco-industrial criteria for the servicing options was reviewed. The existing Water & Wastewater Master Plan for Lake Based Systems (2006) approved criteria was validated and used for this analysis. Opportunities for alternative water use, reuse and wastewater discharges have been considered and documented. It will need further analysis if the City considers implementing these opportunities on a site specific level for future phases of growth. Guidelines will need to be developed for this in future.

**Phasing Considerations**
The growth in AEGD will require separate, progressive phases of development in order to ensure that the land is developed in a logical and cost-effective manner. When determining the location of the preliminary phase of growth, many factors were considered:

- Proximity to existing water and wastewater infrastructure;
- Maximizing the available capacity within existing water and wastewater infrastructure;
- Incorporating all land use types;
- Minimizing initial servicing costs; and,
- Developing logical gateways/entrances to the AEGD.

A significant factor in determining phasing is the wastewater servicing strategies and ability to maximize gravity service areas and minimize new infrastructure. With no existing infrastructure in the central areas of the AEGD, wastewater servicing limitations will dictate the logical employment lands development. It is assumed that development will tend to move inwards with the extension of the infrastructure from areas of existing servicing along the northern and eastern boundaries of AEGD. In order to determine the optimum phasing for the AEGD, four (4) options were developed:

**Phasing Option 1** focuses on initial growth areas in the north (Garner Road and Glancaster Road), Northeast (Twenty Road and Upper James Street) and south (Airport Rd) corners of the AEGD.

**Phasing Option 2** focuses initial growth areas in nodes (Highway 6 & Garner Road, Twenty Road. and Upper James Street and Airport Road.) and corridors (Twenty Road, Dickenson Road). The initial growth could take place in major intersections and roads, followed by development filling in outward from these areas.

**Phasing Option 3** focuses initial growth areas around the airport with subsequent future development moving outwards to the rest of the study area.

**Phasing Option 4** focuses initial growth areas in the northwest (Garner Road and Highway 6), Northeast (Twenty Road and Upper James Street) and south (Airport Road) corners of the AEGD. This strategy is similar to Phasing Option 1 in that it satisfies the majority of the factors listed above. Phasing Option 4, however, provides a section of initial growth at the Garner Road and Highway 6 Intersection, which can be a beneficial location for a gateway to the AEGD and would be ideally suited for preliminary development. This option was selected as the Preferred Phasing Option.

**Water**
Drinking water is currently treated at the Woodward Avenue Water Treatment Plant located on Woodward Avenue in the City of Hamilton. Treated water is supplied to the AEGD and Hamilton Mountain by being pumped up the escarpment in two trunk feeder mains; a 1,050 mm pipe near Upper Ottawa Street and a 1,500 / 1,200 mm pipe near Greenhill Ave. Servicing for the AEGD area is provided by two different pressure districts; Pressure District 18 (PD18) and Pressure District 6 (PD6). Servicing Design Criteria was developed consistent with the City of Hamilton’s Water & Wastewater Master Plan for Lake Based Systems (2006), in consultation with City staff and by considering the eco-industrial and environmental objectives. Future Airport (HIA) requirements were also considered. In total, three water servicing alternatives were developed:

**Alternative A - Maximized PD18 Servicing**

The overall strategy for water servicing Alternative A is to maximize the Pressure District (PD)18 service area. Under this alternative, the PD18 area will generally consist of all lands within the AEGD to the west of Glancaster Road between elevations of approximately 220 m and 250 m. The PD6 areas will lie east of Glancaster Road and have elevations ranging from approximately 220 m to 240 m. There are currently PD18 service areas as well as existing water infrastructure in Ancaster along Garner Road which would provide an opportunity to extend servicing into the AEGD growth areas to the south;

**Alternative B - Maximized PD6 Servicing**

The overall strategy for water servicing alternative B is to maximize the Pressure District 6 service area. Under this alternative, the PD6 area will consist of lands east of Glancaster Road and south of Book Road between elevations of approximately 220 m to 240 m. PD18 areas will lie north of Book Road and west of Glancaster Road and have elevations between approximately 240 m and 250 m. PD6 currently has flexibility for development within the AEGD due to the existing PD6 water mains through the AEGD and along the AEGD boundary as well as excess capacity in the HD06A pumping station;

**PD6**

PD6 will be serviced via a new 400 mm trunk watermain along Glancaster Road, Book Road and the Garth Street extension. Internal looped 300 mm water mains along the AEGD road network will service the remainder of Pressure District 6. Areas within PD6 at the southern limits of the AEGD will be fed off the existing 300 mm and 400 mm water mains on Airport Road and White Church Road

**PD18**
Pressure District 18 will generally be limited to lands north of Book Road. They will be serviced by two 400 mm watermains south of Garner Road as well as looped 300 mm watermains along the existing and future AEGD road alignments. Pumping Station HD006A has sufficient capacity to service the proposed Pressure District 6 area and will not require any upgrades, however servicing in PD18 will require an elevated tank that will service both the existing PD18 in Ancaster and the PD18 growth area in the AEGD. This elevated tank will provide operational flexibility as well as floating storage within the Pressure District.

**Alternative C - Split PD6/PD18 Servicing**

The overall strategy for water servicing alternative C is the split of the pressure zones in order to better balance the demands from Pressure District 6 and Pressure District 18. Under this alternative, the areas serviced by PD18 will have elevations between 220 and 250 m and lie north of Book Road, and will include the corridor between Highway 6 and Fiddler’s Green Road. Pressure District 6 areas will lie mainly to the south of Book Road and east of Highway 6. PD6 will include lands generally south of Book Road and east of Highway 6 between elevations of 220 m and 240 m. Pressure District 18 will be serviced by pumping station HD018 and the 400 mm and 750 mm feedermains along Garner Road. A looped network of 300 mm and 400 mm watermains lying along existing and future roadways will provide internal water servicing for the district; and,

Evaluation Criteria was developed by considering technical, economic, legal, social and environmental impacts. The alternatives were assessed in detail and Alternative B- was selected as the preliminary preferred Water Servicing Option. The recommended projects are attached as Table 2A Appendix “F” to Report PED10153a/FCS10062a/PW10080.

**Servicing Phase 1**

Servicing of Phase 1 areas will be provided by connecting to existing watermains throughout the three initial growth areas. The northwest PD18 Servicing Phase 1 area will connect to the existing 400 mm watermain on Garner Road with a 300 mm watermain on a new road alignment and a 400 mm watermain on Southcote Road. The northeast PD6 Servicing Phase 1 area will connect 300 mm watermains to the existing 300 mm and 400 mm pipes on Dickenson Road, Twenty Road and Upper James Street. The southern PD 6 Servicing Phase 1 area will connect to an existing 300 mm and 400 mm watermains on Provident Way and Airport Road, respectively.

**Servicing Phase 2**

Servicing Phase 2 will continue to build off the existing infrastructure and introduce new 400 mm trunk watermains within PD18 and PD6. In PD18, 400 mm watermains will extend south along Southcote Road, ending before Book Road and east along an
internal road parallel to Garner Road. Within PD6, a 400 mm watermain will follow the Garth Street extension alignment to Glancaster Road, connect with the existing 600 mm watermain, and continue north of Twenty Road to the intersection of Rymal Road and Garth Street. A 400 mm watermain will also extend west along Book Road to the extents of the growth area.

Wastewater

Wastewater flow from most areas within the City of Hamilton is treated at the Woodward Avenue Waste Water Treatment Plant on Woodward Avenue in the City of Hamilton. This WWTP is currently approaching its rated capacity. Consequently, the City of Hamilton is implementing a plant expansion which is intended to support growth within the City as well as the anticipated flows generated by the AEGD. The Airport and surrounding areas are serviced by a series of sewage pumping stations along Upper James Street which ultimately flow to the 1,500 mm – 1,950 mm Red Hill Creek Sanitary Interceptor. Flows in Ancaster are picked up by the Ancaster Fennell Trunk sewer which splits and sends flow east to the Fennell Trunk and north to the Highway 403 Trunk. Wastewater from the southern end of the airport is conveyed to the existing trunk sewer system on the Hamilton Mountain via a series of sewage pumping stations and gravity sewers along Upper James Street. A gravity sewer of varying diameters is also planned for Garner Road between Raymond Road and Southcotte Road. This will be the main collection sewer for the northwest AEGD catchment north of the existing hydro corridor.

The City of Hamilton Water and Wastewater Master Plan for Lake Based systems (2006) recommended a solution for servicing the AEGD that consisted of a new sewage pumping station at the southern limits of the area on White Church Road, a new forcemain along White Church Road/Upper James Street and a new trunk gravity sewer, sewage pumping station and forcemain along Dickenson Road, Golf Club Road and Upper Centennial Parkway. The 1,200 mm trunk sewer along Centennial Parkway/Upper Centennial Parkway is currently in the detailed design phase and is estimated to be constructed in approximately 3 to 5 years. The extension of the trunk sewer along Golf Club Road and Dickenson Road to the extents of the AEGD at Upper James Street is proposed to have a diameter of 900 mm and will be required in order to service the majority of the study area. The conceptual design phase for this section has been completed with an estimated construction date that is anticipated to coincide with the Servicing Phase 2 growth within the AEGD.

Servicing Design Criteria was developed consistent with the City of Hamilton’s Water & Wastewater Master Plan for Lake Based Systems (2006), in consultation with city staff and by considering the eco-industrial and environmental objectives. Future Airport (HIA) requirements were also considered. In total, three wastewater servicing alternatives were developed:
Alternative A - Dickenson Trunk/Twenty Road SPS

Alternative A splits the flow that is generated within the AEGD between existing serviced areas and the new Master Plan recommended Dickenson/Centennial Trunk sewer. In general, areas in the northwest will be serviced by the existing Ancaster sewers while areas in the northeast will be serviced by the existing Twenty Road SPS and the existing Hamilton Mountain sewers. A portion of the flow produced by the central area of the AEGD will flow north to the Twenty Road SPS while the majority of the flows from the central area will be fed by gravity directly to the Dickenson/Centennial trunk sewer. Flow from the western area of the AEGD will flow south by gravity before being pumped to the Dickenson/Centennial trunk sewer. This option makes efficient use of natural topography to maximize the amount of flow received by the existing infrastructure to the northwest, northeast and south. It also utilizes the trunk sewer to service numerous adjacent catchment areas;

Alternative B – Dickenson Trunk/Twenty Road SPS/New AEGD SPS

Alternative B splits the flow that is generated within the AEGD between existing serviced areas, the new AEGD SPS and the Dickenson/Centennial Trunk sewer. In general, areas in the northwest will be serviced by the existing Ancaster sewers while areas in the northeast will be serviced by the existing Twenty Road SPS and the Hamilton Mountain sewers. A portion of the flow produced by the central area of the AEGD will flow north to the Twenty Road SPS while the majority of the flows from the central area will flow by gravity to the west, then south around the airport to the new AEGD SPS before being pumped to the north and discharged to the Dickenson/Centennial trunk sewer. Flow from the western area of the AEGD will also be collected by gravity and sent south to the new AEGD SPS to be pumped to the Dickenson/Centennial trunk sewer. This option maximizes the benefits of a new AEGD sewage pumping station by bringing additional flows from the central AEGD by gravity to the south. It also maximizes the capacities of the existing infrastructure in the northwest, northeast and south areas;

Alternative C – Dickenson Trunk

Alternative C splits the flow that is generated within the AEGD between existing serviced areas and the new Dickenson/Centennial trunk sewer. In general, areas in the northwest will be serviced by the existing Ancaster sewers while areas in the northeast will be serviced by the existing Twenty Road SPS and the Hamilton Mountain sewers. All of the flow produced by the central area of the AEGD will flow to the east, and be discharged to the Dickenson/Centennial trunk sewer. Flow from the western area of the AEGD will flow south by gravity before being pumped north to the Dickenson/Centennial trunk sewer. This alternative best utilizes the capacity within the new trunk sewer and provides flexibility at existing northeast AEGD infrastructure. It also maximizes the capacities of existing infrastructure in the south and northwest; and,
The Evaluation Criteria was prepared based on triple bottom line approach. A comparison of technical, economic, legal, environmental and socio-economic factors has been developed. Alternative C was selected as the Preliminary Preferred Wastewater Servicing Option. The recommended projects are attached as Table 2B of Appendix “F” to the Report PED10153a/FCS10062a/PW10080.

**Servicing Phase 1**

Servicing Phase 1 areas in the northwest will be with gravity flow, north to the existing sewer systems in Ancaster. Servicing Phase 1 areas in the northeast will be with gravity flow to the existing Twenty Road Sewage Pumping Station, which pumps into the existing Hamilton Mountain gravity drainage area. The Twenty Road SPS will require pump and electrical upgrades in order to accommodate these flows. Servicing Phase 1 south area will send flows to the east to the existing Homestead Sewage Pumping Station where they will be pumped north along the Upper James Street sewer infrastructure.

**Servicing Phase 2**

Flows generated in the central Servicing Phase 2 area will be sent to the east by gravity via a new AEGD Trunk sewer which will run from Southcote Road to Upper James Street and will discharge to the Dickenson/Centennial trunk sewer at Upper James Street. Northeast areas between Dickenson Road and Twenty Road will also flow to the new AEGD trunk. Northern areas between the existing hydro corridor and Garner Road will be serviced by the Meadowlands sewer in Ancaster infrastructure north of Garner Road. Southern Servicing Phase 2 area flows will be pumped via the new AEGD Pumping Station and Forcemain along White Church Road and Upper James Street discharging to the new Dickenson Trunk Sewer.

**Subwatershed Study and Stormwater Management Plan**

The Subwatershed Study and Stormwater Management Plan is part of this coordinated planning exercise for the AEGD. To satisfy the Class EA requirements, a background review was completed, existing conditions were assessed, and a wide range of stormwater management design alternatives were considered and evaluated based on social, economic and environmental criteria. Public and agency consultation was undertaken to the extent possible in a coordinated manner with other studies. The objectives of the study were to:

- Review of background information and field investigations;
- Develop goals and objectives based on existing legislative requirements;
- Develop alternative solutions to meet multiple objectives;
- Evaluate and select a preferred alternative;
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- Prepare land use based SWM criteria: and develop a staging implementation plan;
- Satisfy Phases 1 & 2 of the Municipal Class Environmental Assessment process.

The surface drainage features within the AEGD study area are part of the headwaters of four (4) watersheds within the jurisdiction of three Conservation Authorities (CA):
- Sulphur Creek – Hamilton CA
- Welland River and Twenty Mile Creek – Niagara Peninsula CA
- Big Creek – Grand River CA

This study is somewhat unique in terms of the planning process to develop a recommended subwatershed plan and infrastructure components. Typically a subwatershed study would be prepared in advance of and separate from the secondary planning study, thus establishing the natural heritage system and stormwater/groundwater management framework within which the secondary plan would be developed. In this case, the two studies have been completed in a fully coordinated, yet iterative process, which has allowed for the concept of an eco-industrial park concept to be more fully explored, while at the same giving more consideration to subwatershed study components. This has also led to the development of a Stormwater Management Plan that integrates the environmental components of the subwatershed plan and the planning and infrastructure elements of the land use plan.

As part of this study, aquatic and terrestrial features were documented and stream classification was completed. Surface and ground water resources, water quality, geology and a soils study was conducted. The Stormwater Management Plan is part of the surface water management component of the subwatershed study. The development of the Stormwater Management Plan was completed following the Municipal Class EA process. The Stormwater Management Plan complements the proposed eco-industrial land use concept and is consistent with the key principles of water and energy conservation, open space and greenway systems, and multiple uses of open spaces.

The following are general recommendations with respect to stormwater management within the study area:

- Generally, there needs to be an emphasis on “lot level” and conveyance control measures, consistent with the industrial character of the lands and a predisposition to maintain a rural road cross section in most areas, as the headwater drainage features in the study area are too shallow to provide outlets for conventional stormwater management facilities;
- Due to the sensitivity of downstream areas to water quality impacts (fisheries, erosion susceptibility, ESA/wetland features, and Great Lakes Areas of
Concern), all proposed development will require level 1 or enhanced stormwater treatment;

- Numerous headwater features exist within the study area and preliminary mapping of features to be protected based on floodplain and fisheries requirements have been identified. Additional studies and site visits with Conservation Authorities’ staff will be necessary to finalize which features require protection, versus which may be replaced with stormwater management facilities. It is important to note that most features, except those currently identified as warm or cool water streams, may be altered in terms of their location, although they may still have to be maintained as natural features;

- From a stormwater management perspective, centralized facilities, where they are feasible, will require about 5% of the developable land area;

- Because the lands are gently undulating to flat, the floodplains tend to be very wide and shallow along the watercourses, and occupy a significant land area; and,

- A water budget approach is recommended to maintain the existing hydrologic cycle in newly developed areas. Because much of the lands in the study area have a low potential for infiltration, innovative source and conveyance control measures will be necessary, perhaps even in combination with end-of-pipe measures. This is in keeping with the eco-industrial development concept being considered for these lands. This is also consistent with a “comprehensive urbanization approach” recommended in the City of Hamilton’s Stormwater Management Strategy (Aquafor Beech, 2007).

To manage the complexity and constraints inherent within the AEGD study area for stormwater management and to ensure a transparent selection process (as part of the Class EA process) that considers all possible design alternatives, a two-phased evaluation process has been used. The two-phased approach is composed of a screening level assessment followed by a detailed assessment. Subsequent steps involved the evaluation of the preferred alternative in the context of potential implementation considerations within the AEGD.

**Screening Level Assessment**

The screening level assessment is intended as a coarse screening tool, used to identify those techniques that are feasible (and infeasible) for use in the AEGD and therefore, which SWM techniques are to be carried forward to the more detailed assessment phase. To this end, nine (9) screening level assessment criteria have been developed based on the primary stormwater management objectives within the AEGD study area.
The primary objectives include:

- Technical feasibility;
- Ability to meet targets for flooding, erosion and water quality;
- Ability to meet targets for water balance;
- Cost effectiveness;
- Consistency with eco-industrial design approach;
- Public acceptance; and,
- Regulatory agency approval – municipal, provincial, Federal and respective Conservation Authority.

Screening Level Assessment Recommendations

- Stream Restoration and EOP (Dry ponds) techniques together with Low Impact Development (LID) Source and LID Conveyance Controls provide benefits in regards to the individual primary criteria and are more consistent with the Eco-Industrial design approach and the protection of headwater drainage features and therefore are deemed feasible and carried forward to the detailed assessment.

- Due to air travel safety concerns the use of open water end-of-pipe facilities such as Wet pond and Wetland are not acceptable techniques, and therefore are not carried forward to the detailed assessment.

- Due to the inability of the “Do Nothing” technique to meet flooding, water quality, erosion, water balance and therefore the inability to meet regulatory agency approvals, the technique is not carried forward to the Detailed Assessment.

- Due to the inconsistency of Rapid Conveyance system (traditional Curb and Gutter) with the principles and objectives of eco-industrial design and its inability to satisfactorily address environmental criteria without the use of wet ponds, the technique is not carried forward to the Detailed Assessment.

Detailed Assessment

The SWM techniques carried forward from screening level assessment (Stream Restoration and end-of-pipe dry ponds, Low Impact Development (LID) source and LID conveyance controls have been used to develop eight (8) SWM alternatives for the AEGD. The eight alternatives are made up of both individual approaches (i.e. LID source control alone) and combinations of approaches (consistent with the Ministry of Environment’s (MOE) treatment train approach to SWM). The eight (8) SWM alternatives include:
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- dry ponds end-of-pipe controls only;
- LID conveyance controls only;
- LID source controls only;
- combination of LID source controls and LID conveyance controls;
- combination of LID source controls and dry pond end-of-pipe controls;
- combination of LID source controls, LID conveyance controls and dry pond end-of-pipe controls;
- combination of LID conveyance controls and dry pond end-of-pipe controls; and,
- stream restoration measures (Note- this alternative is common to all others as it will be implemented regardless of which alternative is preferred).

The detailed assessment is a much more rigorous and thorough assessment of each alternative, based on a set of 21 selection criterion which included physical and natural environment, social and cultural, technical and financial. The criterion developed to satisfy the SWM objectives were used to score the alternative and select/identify the preferred alternative.

Detailed Assessment of Preferred Alternatives

The preferred SWM alternative for the AEGD study area is Alternative 6- LID source controls in combination with LID Conveyance Controls and end-of-pipe dry ponds facilities, along with stream restoration measures, consistent with the Ministry of the Environment’s treatment train approach to stormwater management. Proposed stream restoration measures are to consist of riparian planting in accordance with the AEGD Subwatershed Plan and the recommended Stormwater Management Plan. LID source and conveyance controls provide aquatic habitat protection, water quality, erosion, and water balance control, while dry-ponds provide flood protection. Stream restoration provides the additional benefits of improved stream corridor functions, moderating stream temperatures and improving aquatic and terrestrial habitat conditions.

The complexity of the existing surface drainage systems and resources requires site specific, integrated solutions, such as those included in the LID suite of techniques that can adequately deal not only with water quality, but also infiltration, erosion and natural features concerns.

Recommended Stormwater Plan

There needs to be an emphasis on “lot level” and conveyance control measures, consistent with the industrial character of the lands and a predisposition to maintain a rural road cross section in most areas, as the headwater drainage features in the study area are too shallow to provide outlets for conventional stormwater management facilities. A water budget approach is recommended to maintain the existing hydrologic
cycle in newly developed areas. Because much of the lands in the study area at the low end of the range of suitability for infiltration facilities, innovative source and conveyance control measures will be necessary, in combination with end-of-pipe measures. This is in keeping with the eco-industrial development concept being applied to these lands. This is also consistent with a “comprehensive urbanization approach” recommended in the City of Hamilton’s Stormwater Management Strategy (Aquafor Beech, 2007).

A comprehensive hydrogeological assessment will be needed through site plan application process. Site Plan application process will also identify existing or abandoned private servicing infrastructure on the lands, and will commit to and outline the process by which wells (O.Reg.903) and sewage disposal infrastructure (Sec. 53 Ontario Water Resources Act) will be appropriately decommissioned prior to the development of the site.

- **Low Impact Development (LID) Source controls** - are physical measures that encourage the infiltration of water into the ground and reduce stormwater runoff. A suite of these measures are recommended for each land use category of AEGD.

- **Conveyance Controls** - are linear stormwater transport systems that are generally located within the road right-of-way.

- **End-of-Pipe Controls** - involve addressing SWM using conventional stormwater facilities such as wet ponds, wetlands and dry ponds at the end of the flow conveyance system.

- **Stream Restoration** - This involves the replanting of floodplain and native stream side vegetation to improve stream corridor functions and water quality, slowing runoff, moderating stream temperatures, reducing erosion and improving aquatic and terrestrial habitat conditions.

The proposed stormwater management projects are attached in Tables 3A and 3B Appendix “F” to Report PED10153a/FCS10062a/PW10080.

**Summary of Issues and Concerns**

**Land use compatibility with existing lands uses**

While residential and other non-employment uses are present within the AEGD, all employment development adjacent to these uses will have adequate set-back, landscaping treatment and buffers.
With respect to compatibility with existing land uses outside the AEGD, the employment district will respect the character of surrounding areas. The Secondary Plan and the Urban Design Guidelines intend to protect the character of the surrounding land uses through the location of Prestige Business areas adjacent to the residential areas located north of the AEGD. A transition zone will provide compatible employment uses and stringent urban design standards that will include: special set backs; landscaping; no outdoor storage fronting the residential area; special regulations to assembly and
loading; and, high quality design and materials. In addition, the recommendations in the Ministry of Environment Guideline D-6 respecting minimum separation distances and undertaking of special studies for noise, dust, and odour in advance of development will be requirements for all development abutting Twenty Road or Glancaster Road.

**Urban Boundary Expansion Instead of Focusing on Brownfield sites**

The AEGD is intended to complement the employment land base in Hamilton to meet employment land needs to 2031. Existing brownfield sites are not conducive to modern large scale industries which are more land intensive and require easy/direct access to major transportation corridors, airports, etc., sites that present a "business-park like" setting and image, and away from traditional type heavy industries where most of our Brownfield sites are located. Based on research, high tech or prestige type businesses prefer sites that are in close proximity to similar type industries. In addition, the cost implications of environmental clean-up in brownfield sites may be high for many businesses, which may affect Hamilton’s potential to attract new employment.

**Loss of Food Land**

The PPS requires the protection of prime agricultural areas for the long-term use of agriculture, in the priority order of, from highest to lowest, specialty crop areas, Class 1 soils, Class 2 soils, and Class 3 soils. Policy 2.3.5 of the PPS details the characteristics and conditions of agricultural land that would result in its qualification for removal from agricultural use. The land must not be a specialty crop area and there needs to be no reasonable alternative location for development in which avoiding prime agricultural areas is feasible.

There are no specialty crop areas within the AEGD. Urban expansion lands in the AEGD Secondary Plan lands fall on lands designated as Rural in the New Hamilton Official Plan; these lands are defined as “having lower capability for agriculture” (whereas the lands designated Agriculture specifically protect prime agricultural areas). A small portion of Phase 2 lands comprising 39 net hectares (96 acres) located south/west of Highway 6 and north of White Church Road East are on lands designated as Agriculture in the New Hamilton Official Plan. These lands are expected to continue in their rural/agricultural use until servicing is extended to provide for the development of Phase 2. The lands are planned for airport-related business such as hotels and taxi terminals and it is appropriate for these uses to be located near the entrance to the airport.

At the July 5, 2010 meeting of the Economic Development and Planning Committee, the following motion was passed:
Staff be directed to report back with an analysis of the economic, environmental and social value of agricultural lands within and around the Airport Economic Growth District, out to 2031. (Phase One AEGD through to Phase Two and Three of AEGD into the future).

That the report be based on existing information using staff resources Committee discussed the Motion, and agreed that it was appropriate to request this information, notwithstanding Council’s decisions, as many things had changed since the first airport reports were considered. Committee also agreed that this report should be prepared using existing information, and not with the use of outside consultants and should be ready for the Special Public Meeting in September.

As of 2006, a total of 133,205 acres (53,907 Ha) of farmland were identified within the City of Hamilton municipal boundary. The agricultural sector represents an important component of Hamilton’s regional and local economy. In 2008, Planscape prepared an Agricultural Profile which estimated gross farm receipts (total output) at approximately $224.8 million in 2006. It was further estimated by Planscape that the agricultural sector will generate somewhere between $433.7 and $823 million annually in total output across all sectors of the Hamilton economy and beyond including all direct, indirect and induced economic impacts. Notwithstanding the importance of the agricultural sector in Hamilton, the AEGD lands represent a very small portion of the City’s agricultural sector in terms of land area. In accordance with the May, 2008 Phase 1 AEGD Secondary Plan, a total of 2,363 acres (956 Ha) of lands are designated for “Agriculture” or Rural in the AEGD Secondary Plan area. This represents less than 2% of the total City-wide farmland inventory. It is noted that the extent of farmland currently in production within the AEGD secondary plan is less than the total designated Agriculture and Rural land area and economic output.

The current and future economic potential of the AEGD lands for agricultural purposes will depend how much of these lands are use for farmland today and in future as well as the nature of the farming activity (e.g. poultry vs. nursery vs. greenhouse vs. vegetable vs. cattle/dairy vs. fruit vs. cash crop vs. horse vs. hog) as there is a significant difference per acre in economic value, depending on use. As of 2006, the total estimated number of direct full-time/part-time employees in the agriculture sector (including work at employment) within the AEGD is 97. It is further estimated that an additional 50 indirect employees could be associated with the direct AEGD agricultural employment base within the Hamilton area and beyond. Identified major agriculture-based businesses within the AEGD Secondary Plan Area include Bennett’s Apples & Cider Ltd. and Sharples Greenhouses and Nurseries.

As identified in the June 18, 2010 City of Hamilton AEGD Phase 2 Financial/Economic Impact Analysis and Marketing Strategy, the AEGD Secondary Plan Area is forecast to generate a total of 24,300 direct new industrial/commercial jobs by 2031. In addition, the AEGD lands are anticipated to generate an additional 11,500 indirect jobs in the Hamilton area and beyond. From a municipal perspective, agricultural land produces a
relatively low tax yield, in comparison with urban land, but also produces a relatively low municipal service requirement. Based on the City’s 2008 Financial Information Return (FIR), Hamilton’s total farmland inventory accounts for less than 1% of total City-wide taxable assessment. Annual taxable assessment on farmland within the AEGD is estimated at less than $1 million per year.

Existing housing units assessed as “residential” within the AEGD currently generate a negative fiscal impact for the City of Hamilton of approximately $1,941 per single-detached housing unit. This based on an average annual operating expenditure of $5,288 per single-detached unit vs. an estimated $3,347 in annual property tax revenues. From 2014 to 2031, the AEGD Secondary Plan area is forecast to generate a total tax surplus of approximately $509 million. The estimated annual tax surplus in year 1 (2014) is approximately $2 million. By 2031, the estimated annual tax surplus is forecast to increase to approximately $66 million.

With respect to the environmental and social value of agricultural lands, staff advises that there are no tangible or empirical impacts that can be assessed with the internal staff resources.

**Underutilized Existing Business Parks**

Designated employment areas in Hamilton do not have enough vacant land to accommodate the City’s future employment growth to 2031. As directed by the Province, the City is required to accommodate a 20 year supply of employment lands. The AEGD lands are required to ensure that the City can meet this 20 year land requirement. If the AEGD is not created, the City of Hamilton will need to look elsewhere within the City to create future employment areas or risk losing longer-term employment growth potential (and associated economic benefits) to surrounding municipalities.

**Niagara-to-GTA Corridor Implications**

The solutions identified within the Niagara-to-GTA Corridor Planning and Environmental Assessment Study (MTO) is proposed to be “incremental”. The first group of priorities optimizes existing networks and the second group of priorities expands or builds new non-road infrastructure (e.g. transit, rail, HOV). The study then proposes a combination of widening existing highways (including Highway 403 through Hamilton, the QEW from St. Catharine’s to Hamilton, and Highway 6) and constructing new corridors (i.e. connecting Highway 403 to Highway 407 in the west and connecting Highway 406 to the QEW in the Niagara region). Should congestion reach unacceptable levels on the QEW in the Niagara area, a new multi-modal corridor between Welland and Hamilton (i.e. Mid-Peninsula corridor) would then be explored. None of these potential projects are proposed to create a direct link with the Hamilton AEGD.
Analyses for the Hamilton AEGD Transportation Master Plan (TMP) recognized the need to provide road connection between the approved Trinity Church Arterial Corridor and the Airport to more accurately reflect the City of Hamilton infrastructure proposed to be in place by 2031. Corridor and alignments for this roadway link have yet to be determined through further studies, but a link from Upper James Street was included for modeling purposes with the following assumptions:

- This corridor has been identified in the Rymal Road Planning Area Study (ROPA 9) and the Trinity Church Arterial Corridor Class EA (however alignment yet to be determined);
- The connection to the AEGD study area was approximated at Upper James Street between Airport Road and White Church Road; and,
- The location of this roadway connection to the AEGD would not significantly affect model results.

Trinity Church connection was considered as part of the modeling to more accurately reflect what the City's infrastructure will look like in 2031. In the AEGD TMP report, it is indicated that only a "modest number of vehicles would use a Trinity Church Road connection to access the RHVP. Upper James Street is the most direct route to RHVP for most road users". We have assumed that this connection will be in place in 2031, but if it is not, there will not be a major impact to AEGD traffic.

The Hamilton AEGD TMP modeling examined travel demand needs and phasing between 2009 and 2031. Results of this modeling indicate that Highway 6 may need six lanes of capacity by the 2031 horizon year. This is consistent with the MTO Highway 6 Pre-Design Report which recommends providing a six-lane divided facility for Highway 6 beyond the year 2021.

The Niagara-to-GTA Study listed a potential need to widen Highway 6 to four lanes as part of the Draft Transportation Development Strategy as noted above. That may well signal that a more detailed study of phasing for Highway 6 should be undertaken once the Niagara-to-GTA Study is completed.

The need for 6 lanes on Highway 6 is not explicitly written into the AEGD TMP report. It can be said that the expansion of Highway 6 is likely necessary and that it may need to be expanded to 6 lanes as per the MTO pre-design report.

**Lack of Quality High Paying Jobs**

At the June 23, 2010 meeting of City Council, a number of Councillors raised concerns about the projected proportion of jobs dedicated to warehousing. Staff notes that most manufacturing jobs have warehousing as part of their manufacturing operation and not necessarily purely warehousing operations. Targeted employment sectors in the AEGD
include advanced manufacturing, research and development, corporate offices, warehousing, transportation and logistics and accommodation and food services. There will be employment opportunity created for all segment of our community.

Financial Impacts

AEGD’s benefits to the City will include direct and indirect employment growth, temporary construction employment, induced economic effects from increased labour income and wealth generated from local employment growth, reduced commuting dependency, improved socio-economic conditions and increased property tax assessment. The potential tax revenues generated will far outweigh the tax dollars required to develop the AEGD. By 2031, the full development of the AEGD is forecast to generate a positive impact on the City’s property tax base of approximately $66 million annually. Total forecast tax revenues are net of annual operating expenditures and the City’s estimated tax contribution for AEGD capital works.

Size of AEGD

The size of the AEGD is responding to the projected land needs to meet Hamilton's employment growth forecast to 2031 and is supported by the Employment Area Land Budget Update prepared by Hemson Consulting, September 2009. This study evaluated Hamilton's employment lands needs based on their analysis of 2006 census information related to employment and employment trends in the Hamilton area. According to the report, the City of Hamilton requires an additional 660 net ha of employment lands in order to accommodate future employment growth to 2031.

Property Values

Staff have not received or are aware of any empirical evidence to suggest that property values will be affected as a result of this development. However, the cost of serviced employment lands is considerably more expensive than unserviced rural lands.

Traffic Impacts

There will be increased traffic as a result of development. However, the Transportation Master Plan sets out a future transportation strategy to ensure that traffic flows in a safe an efficient manner. There will be widened and new roads within the AEGD Secondary Plan area. The proposed network will provide cycling and pedestrian facilities, trails and efficient access to public transit. The truck route analysis carried out for AEGD considered public concerns; e.g., about Twenty Road which is not proposed as a potential truck route. Eco-industrial principles are kept in mind while proposing the transportation strategy to underscore any social and environmental impacts and concerns.

Expropriation
There have been no decisions to expropriate properties to implement the AEGD. Existing uses may continue until such time as current landowners decide to sell their properties. Residents can remain in their homes and stay as long as they wish. When ready to sell, residential owners have the option to sell the property as a residence or as an employment use. All road widenings and future road allowances will be dedicated to the City as a precondition to development.

New Residential

No new residential uses are proposed within the AEGD.

The OMB Decision/Order No. 3080 implements the Regional Official Plan policy that states “the City shall prohibit all new residential, retail commercial or other forms of development that are incompatible with future industrial and employment development objectives for this area”.

The Provincial Policy Statement (2005) defines employment areas as clusters of business and economic activities including manufacturing, warehousing, offices, and associated retail and ancillary facilities. Moreover, the Ministry of Municipal Affairs (MMAH) and Ministry of Energy and Infrastructure (MEI) issued a direction letter on April 09, 2010, which states their support for planning for an employment growth district adjacent to the Hamilton International Airport.

**ALTERNATIVES FOR CONSIDERATION:**

(include Financial, Staffing, Legal and Policy Implications and pros and cons for each alternative)

The development of an AEGD Secondary Plan was directed by the Ontario Municipal Board to implement the Minutes of Settlement relating to amendments to the Hamilton-Wentworth Official Plan, the Town of Ancaster Official Plan and the Township of Glanbrook Official Plan to identify a “Special Policy Area” surrounding the John C. Munro Hamilton International Airport for future employment purposes. If Council decides not to approve the AEGD Secondary Plan, the City must identify an alternate location to accommodate Hamilton’s future employment land needs as required under the Growth Plan.

City Council may also consider the alternative of including additional lands to the recommended urban area. However, this alternative would require the removal of an equivalent land area to ensure that there is compliance with the land budget of 830 gross developable hectares. Any adjustments to the secondary plan area should be carried out through a comprehensive analysis.
CORPORATE STRATEGIC PLAN (Linkage to Desired End Results)


**Financial Sustainability**
- Full life-cycle costing for capital

**Growing Our Economy**
- The current proposal plans for future job creation in the Secondary Plan area

**Environmental Stewardship**
- The current proposal is based on high environmental goals and focuses on eco-industrial principles

**Healthy Community**
- The current proposal supports healthy community planning principles

**APPENDICES / SCHEDULES**

List of Appendices that form Part of Report PED10153a/FSC10062a/PW10080 but not attached due to the size of these documents

- Appendix “A” Amendment to Hamilton-Wentworth Official Plan
  Amendment to former Ancaster Official Plan
  Amendment to former Glanbrook Official Plan

- Appendix “B” Amendment to Rural Official Plan

- Appendix “C” Amendment to Urban Official Plan

- Appendix “D” Amendment to Zoning By-law 05-200

- Appendix “E” Airport Employment Growth District Secondary Plan

- Appendix “F” List of Recommended Infrastructure Projects

- Appendix “G” AEGD Transportation Master Plan

- Appendix “H” AEGD Water & Wastewater Master Plan

- Appendix “I” AEGD Subwatershed Study and Stormwater Management Plan

- Appendix “J” Planning Justification Report, Dillon Consulting, June 2010

- Appendix “K” Land Budget Update, Hemson Consulting, September 2009


- Appendix “M” Airport Zoning Preferred Option 3, LPS Avia Consulting, August 2009

- Appendix “N” Airport Economic Impact Report, LPS Avia Consulting, August 2009
Vision: To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.

Values: Honest, Accountability, Innovation, Leadership, Respect, Excellence, Teamwork

Appendix “O” Urban Design Guidelines, Dillon Consulting, August, 2010
Appendix “P” Eco-Industrial Design Guidelines, Dillon Consulting, May 2010
Appendix “Q” Eco-Industrial Initiative: Incentives & Funding Options, Dillon Consulting, January 2010
Appendix “R” Airport Employment Growth District - Phase 2: Land Use Report, Dillon Consulting, May 2010
Appendix “S” Public and Agency Consultation Report, Dillon Consulting, September 2010