THE ECONOMIC DEVELOPMENT & PLANNING COMMITTEE PRESENTS REPORT 10-019 FOR THE INFORMATION OF COUNCIL:

The Chair welcomed everyone to the Special Meeting of the Economic Development and Planning Committee, respecting the Airport Employment Growth District.

(a) CHANGES TO THE AGENDA (Item 1)

The Clerk advised of the following changes to the agenda:

(i) Added list of the speakers who have registered with Clerks Office.
(ii) Added list of the written submissions received, respecting this matter.

On a motion (Pearson/Mitchell) the September 30, 2010 Agenda of the Economic Development and Planning Committee be approved.
(b) DECLARATIONS OF INTEREST (Item 2)

There were no declarations of interest.

(c) Airport Employment Growth District Secondary Plan, Zoning By-law and Infrastructure Master Plans (PED10153a/FCS10062a/PW10080)(City Wide) (Item 3.1)

On a motion (Pasuta/Clar) Committee received the added communications, respecting the Airport Employment Growth District, from the following:

3.1(a) Fred Bennink, Ancaster Christian Reformed Church, 7 Garner Road, Ancaster

3.1(b) Ralph and Jo-Anne Benedict, 9370 Whitechurch Road, Mount Hope

3.1(c) Nancy Frieday, Wellings Planning Consultants Inc., on behalf of 1224 Smith Road, Mount Hope

3.1(d) Nancy Kos, 72 Glanbrook

3.1(e) Sergio Manchia, IBI Group, respecting the blocks bounded by Twenty Road to the north, Glancaster to the west, Upper James to the east and Dickenson to the south

3.1(f) Suzanne McInnis, Coordinator, Watershed Planning, Niagara Peninsula Conservation Authority, respecting the Airport Economic Growth District Secondary Plan (May 19, 2010) and the Subwatershed Study (April 2010)

3.1(g) Dr. Tom Nugent, 9 Grandview Avenue, Stoney Creek

3.1(h) Chris Wilson, 489 Glancaster Road, Mount Hope

3.1(i) Peter Pickfield, Garrod-Pickfield, on behalf of 550 Glancaster Road, Ancaster

3.1(j) Peter McCann, McCann Corporate Consulting

3.1(k) Peter Pickfield, Garrod-Pickfield on behalf of Lea Silvestri Investments Ltd.

3.1(l) Tim Bullock, Chairman, Downtown Hamilton Business Improvement Area

3.1(m) Dr. Tom Nugent, 9 Grandview Avenue, Stoney Creek
Chair Ferguson advised that the Committee would hear an overview from staff and the City’s consultants and would then hear from the registered speakers. Following that, anyone in the audience who wished to speak would be asked to come forward. At that point, the Public Meeting would be closed, and the matters debated by the Committee.

Guy Paparella provided an overview and PowerPoint presentation, respecting the AEGD. Mr. Paparella’s presentation included, but was not limited to, the following:

- Phase 1 comprised the preparation of the Land Use Report, the Infrastructure Report and identifying the opportunities and constraints within the AEGD.
- The first Public Information Centre (PIC) was held in May 2008.

- Phase 2:
  - Enhancing Understanding of the Airport Land Use Options:
    - Refined the opportunities and constraints.
    - Held Visioning workshops to determine the Land Use Options, identify major infrastructure and evaluate the framework.
    - Held Development Options workshops to evaluate the alternative land uses.
    - Held the second set of PICs respecting the Land Use Options.

- Recommended Land Use Concept and Servicing Solutions:
  - Preferred Land Use Options and Phasing was determined.
  - Infrastructure Master Plan Alternatives.
  - Third set of PICs, respecting the Preferred Land Use Option, Infrastructure Alternatives and Preliminary Preferred Strategies
  - Subsequently, prepared the final draft reports for:

Council – October 13, 2010
o Secondary Plan and Zoning By-Law
  o Design Guidelines
  o Marketing, Financing Strategy and Phasing Plan.
  o Infrastructure Master Plans.
  o Urban Design and Eco-Industrial Guidelines.

o The fourth set of PICs was held in the summer: July 15 at the Ancaster Fairgrounds; August 3 at the Canadian Warplane Heritage Museum in the Dofasco Dome; August 10 at the Scottish Rite Club of Hamilton; and September 8 at the Ancaster Fairgrounds, respecting the Secondary Plan Planning Tools, Infrastructure Master Plans and the Financial and Marketing Strategy.

o The PIC format outlined the Secondary Plan, Zoning By-law Guidelines, Master Plan Recommendations and Financial Strategy, which were displayed on maps and in text on boards.
  o Members of the public were able to ask questions and provide comments in one-on-one informal discussions with staff and consultants.
  o Some of the points raised at the PICs were respecting the impact to property owners within the study area; buffering the existing communities next to the AEGD; urban expansion and loss of farmland; financial impact to the City and how the development will be financed; protection of greenspace and natural features, servicing infrastructure; and, transportation planning and transit impact to adjacent communities.

o The Notices and Review Stage:
  ● Economic Development and Planning Committee
  ● Notice of Adoption for the Secondary Plan
  ● Notice of Adoption of the Master Plans
  ● 30 Day Public Review

Mr. Paparella then introduced Ann Joyner, Dillon Consulting, who presented the Secondary Plan and Implementation Tools. Ms. Joyner’s presentation included, but was not limited to, the following:

● The Vision - What has been Achieved:
  o Vision and Objectives were developed, based on results of the Community Liaison Committee (CLC) Visioning Workshop.
  o The CLC’s Vision and Objectives appear in the Secondary Plan as the Vision and various Principles.
o Vision: the Hamilton Airport Employment Growth District (AEGD) 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.

o Is expected to provide employment for over 25,000 people.

o Opportunity for Hamilton residents to work near their homes; cutting commuting times.

o Wide range of employment opportunities geared to market potential.

o Capitalizing on airport potential (e.g., airside industrial).

o Contemplation of future airport expansions.

o Innovative, eco-industrial approach (low impact stormwater, active transportation, encourage district energy, sustainable building design and urban agriculture).

o Multiple modes of transportation.

o High quality urban design requirements, including transitions to adjacent uses.

o Protection and enhancement of natural/cultural heritage.

**Vision for the AEGD Secondary Plan:**

- Employment Related Land Uses
- Employment Supportive Centres
- Natural Heritage System
- Phasing Plan and Infrastructure Policies
- Eco-Industrial Design and Urban Design Guidelines
- Zoning By-Law Highlights
- Planning Justification Report

**AEGD Secondary Plan Land Use Designations:**

- Light Industrial
- Prestige Business
- Airport-Related Business
- Airside Industrial
- Natural Open Space
- Utility
- Airport Reserve
Other Features:
- Area or Site Specific Policy
- Employment Supportive Centres
- John C. Munro International Airport
- Greenbelt Natural Heritage System
- Lands in Rural Area
- Urban Boundary
- Study Area Boundary

Employment Supportive Systems:
- Includes the development of Employment Supportive Centres in several locations throughout the AEGD.
- These will provide amenities for employees within walking distance.
- Permits uses such as convenience stores, private health and recreational facilities, financial establishments, restaurants, personal services and, gas bars and/or car washes.
- Maximum total gross floor area permitted per centre is 2,500 square metres.
- Uses are encouraged to be developed in mixed use buildings.

Natural Heritage System:
- The Airport Employment Growth District Secondary Plan recognizes, preserves, and protects natural heritage features as a key element of the area’s character and eco-industrial design.
- An Environmental Impact Study (EIS) is required and will determine the classification of those streams that have not been classified as part of an EIS, sub-watershed study or other study. The EIS also protects the mapped natural features.
- Reflects policies of the Hamilton Urban Official Plan.

Phasing Plan and Infrastructure Policies:
- The AEGD shall be developed in two Phases with a flexible boundary between Phase 1 and Phase 2.
- Transportation and infrastructure is provided according to the Secondary Plan policies and the Master Plans.
- Policy allows development to continue into Phase 2, if there is available residual servicing and transportation connections.
- Phasing Plan:
  - Optimizes use of existing infrastructure.
  - Allows for a range of different designations within each phase.
o Eco-Industrial Design and Urban Design Guidelines:

  o The AEGD is intended to be a place of employment where sustainability is a key component of the vision for development.
  o Special Plan (SP) Policies give direction to eco-industrial and urban design guidelines.
  o An Energy and Environmental Assessment Report, demonstrating how the development meets or exceeds the sustainability provisions of the Guidelines, is required prior to development approval.
  o Includes policies to minimize and/or mitigate potential impacts to nearby residential uses through urban design.
  o Through the use of the Eco-Industrial Design Guidelines for the AEGD, the City of Hamilton aims to improve individual and social well-being, enhance and protect the environment, reduce developments' carbon footprint, and improve economic vitality.
  o The Airport Employment Growth District is envisioned to be a place of employment, which is developed with a high degree of urban design.

o Airport Operations and Airport Reserve:

  o All development shall conform to the airport policies of Section C.4.8 of the Urban Hamilton Official Plan.
  o Developers within the Federal Airport Zoning are expected to pre-consult with the Hamilton International Airport operator to assist the proponent with identifying the technical matters related to federal airport regulations.
  o Airport Reserve considers the John C. Munro Hamilton International Airport future growth and provides for additional lands for runway expansions and airfield operations.

o Existing Residential, Institutional and Recreational Uses:

  o Recognizes existing residential, institutional, and private recreational establishments within the Plan’s area, although these uses are designated for future employment and employment-related uses.
  o Recognizes the legal non-conforming and non-complying status of these uses and anticipates that these lands will be redeveloped at an appropriate time.
  o Until such time as these existing uses are redeveloped, the Plan requires assessment of impacts and mitigation measures of abutting employment and employment-related uses on these properties.
o **Zoning By-Law:**

- Five new Industrial Zones are proposed in the Comprehensive Zoning By-law 05-200, to implement the designations of the Airport Employment Growth District Secondary Plan:
  - M7 Airside Industrial Zone
  - M8 Airport Related Business Zone
  - M9 Airport Reserve Zone
  - M10 Airport Light Industrial Zone
  - M11 Airport Prestige Business Park Zone
  - Other Zones also included are:
    - P4 General Open Space (P4) Zone
    - P5 Conservation/Hazard Lands Zone

o **Planning Justification Report:**

- Needed to assist with satisfying Provincial interest in the AEGD.
- Justifies the urban boundary expansion, the phasing and the arrangement of land uses.
- Demonstrates that the planning and design of the AEGD meets all Provincial policies.
- Demonstrates that the planning and design of the AEGD meets Hamilton New Official Plan policies.
- Concludes that the AEGD is appropriate and justified.

Bill Allison, Dillon Consulting, provided the presentation with respect to the Servicing Strategy. Mr. Allison’s presentation included, but was not limited to, the following:

o **Servicing Strategy Outline:**

  - The 3 Master Plans – Process Overview:

    Master Plans have been completed in accordance with the Environmental Assessment Act (EA) and follows the Municipal Engineers’ Association Class EA Process.

    - Extensive Consultation Process:

      - The Identification of Problem and Opportunity (Phase 1 EA) - Public Information Centres (PICs), May 2008.
      - Phase 2 EA works, including the evaluation criteria and analysis of alternatives - May 2009 PICs.
o Infrastructure servicing options/strategies, evaluation of alternatives and preliminary preferred infrastructure servicing option/strategies (Phase 2 EA) - October 2009 PICs.

o Preferred Infrastructure servicing strategies – Summer 2010 PIC.

o **Transportation Master Plan:**

  o **Vision: Movement and Connections:**

    The employment area is well connected to the city and region by a seamless, multi-modal transportation network providing a high level of service for goods movement, automobiles, active transportation and transit. Movement within and to the industrial park is an easy experience due to the variety of options.

  o **Transportation Goals:**

    o Achieve a 20% reduction in auto trips by the year 2031 (compared to 2001).
    o Target 12% Transit Mode Share by 2031.
    o Provide facilities for alternative modes of transportation (i.e. cycling, walking).

Stephanie McNeeley, Dillon Consulting, was asked how many kilometres of new and upgraded roads were proposed.

Chris Hamilton, AECOM, spoke to the Preferred Water and Wastewater Servicing Options portion of the presentation: Mr. Hamilton’s presentation included, but was not limited to, the following:

o **Water/Wastewater Master Plan:**

  o **Preferred Water Servicing Option:**
    o Services the majority of the AEGD from Pressure District 6.
    o Areas north of Book Road are serviced from Pressure District 18.
    o No additional pumping station upgrades are required.
    o 7 million litres of Elevated Storage is required to service Ancaster and AEGD (approved through 2006 Water and Wastewater Master Plan for Lake Based Systems).

  o **Preferred Wastewater Servicing Option:**
    o Maximizes the use of the new Dickenson Trunk Sewer.
    o Northwest development is to be serviced by existing Ancaster gravity sewer network with minimal additional infrastructure requirements.
Northeast development requires upgrades to existing Twenty Road - Upper James Street.

New Sewage Pumping Station and Forcemain required to service the south and west portions of the AEGD.

Brian Hindley, Aquafor Beech, spoke to the Sub-Watershed Plan/Stormwater Master Plan portion of the presentation. Mr. Hindley’s presentation included, but was not limited to, the following:

- **Subwatershed Plan/Stormwater Master Plan:**
  - **Subwatershed Study Recommendations:**
    - The Recommended Natural Heritage Systems identifies important terrestrial and aquatic features (including the adjacent buffer areas) to be protected.
    - A Groundwater Management Plan was also prepared, which was consistent with the City and the Conservation Authority Source Water Protection Planning Initiative.
    - Fish habitat buffer areas are also targets for streamside plantings of native vegetation and localized restoration projects, as part of the Stormwater Master Plan.

- **Stormwater Master Plan Features:**
  - The Stormwater Master 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, the multiple uses of open spaces.
  - Stormwater Management for the AEGD requires a state-of-the-art approach to managing stormwater, which includes using Low Impact Development (LID) techniques as part of a Treatment Train Approach.

- **Stormwater Master Plan Recommendations:**
  - LID Source Controls (Special Bio-retention, Permeable Pavement, Rainwater Harvesting):
    
    Undertaken by the land owner as a requirement for land development, these features will be located within individual land parcels according to the land-use and site requirements.
LID Conveyance Controls (Vegetated Channel, Grass Channel, Perforated Pipe)

These features will be located in the road right-of-way. A 3m allowance has been provided within the standard, local and arterial road cross-sections as part of the Transportation Master Plan.

End of Pipe Controls:

- The Stormwater Master Plan recommends a group of LID source and conveyance controls in combination with end-of-pipe dry-ponds.
- Utilized primarily as flood control facilities, 43 potential flood control facility locations have been identified and presented in the recommended Stormwater Master Plan.
- The ultimate land use pattern, density and development type may affect the design of these facilities.

Jamie Cook, Watson & Associates, provided the Financial Impact Analysis and Marketing Strategy portion of the presentation. Mr. Cook’s presentation included, but was not limited to, the following:

What is the Competitive Advantage of the AEGD Lands?

- The AEGD is located within one of the fastest growing Cities/Regions in North America: the Greater Golden Horseshoe (GGH).
- At a regional level, the AEGD lands are competitive due to their Western GTA/H location; highway access (Hwy. 403, Hwy. 6 and Red Hill Valley Expressway); and, large supply of contiguous vacant Greenfield land.
- These unique attributes of the AEGD, coupled with the competitiveness of the region as a whole, provide a competitive advantage for this area.
- The proximity and association with a major airport, the John C. Munro Hamilton International Airport, is an added strategic advantage of the AEGD.
- The employment area is well connected to the City and region by a seamless, multi-modal transportation network providing a high level of service for goods movement, automobiles, active transportation and transit Movement within and to the industrial park is an easy experience due to the variety of options.

Target Employment Sectors Advanced Manufacturing:

- Energy
- Information Technology & Communications
- Maintenance, Repair and Overhaul (NRD)
o Aircraft Parts Manufacturing
o Auto Parts Manufacturing

o Research and Development Corporate Offices:
  o Airport Related
  o Airport Dependent
  o Airport Prestige
  o Other Office Uses, Including Head Offices

o Warehousing, Transportation and Logistics Accommodation and Food Services:
  o Hotels
  o Restaurants
  o Convention Centres
  o Other On-site Amenities

o Economic Impacts of Growth:
  o Total direct employment of 24,300 forecast by 2031.
  o Potential for indirect or “spin-off” jobs forecast throughout Hamilton and beyond by 2031.
  o Development of the AEGD employment lands (excluding infrastructure) would potentially generate 2,000 construction jobs by 2031.
  o Induced economic effects from increased labour income and wealth generated from local employment growth.
  o Reduced commuting dependency, improved environmental and socio-economic conditions.
  o Increased property tax revenues.

o Assessing the Fiscal Impacts of Growth:
  o The development of the AEGD lands is expected to generate a positive impact on the City’s property tax base.
  o The net operating impacts summary of annual tax surplus generated from AEGD is estimated at (in millions):

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Assessing the Fiscal Impacts of Growth:

- Capital Fund Impacts (Millions)
  - Development charges (DCs) are the primary financing source for eligible growth-related capital works.
  - Approximately 88% of total AEGD capital costs for hard infrastructure have been identified as a direct developer responsibility or DC eligible cost.
  - DC funding for transit services is limited to a 10 year planning horizon. Additional DC revenue will be available to fund AEGD transit capital costs after 2019.
  - The proposed capital costs associated with the AEGD will result in a moderate increase in the City’s calculated municipal-wide residential and not residential DC rate.

Conclusion:

- AEGD lands offer a highly competitive, multi-modal industrial/business park within a large, well defined employment precinct.
- The future development of the AEGD represents an opportunity for the City of Hamilton to enhance and diversify its local economic base; reduce commuting dependency; provide for a more balanced tax assessment base; and, foster a more complete and sustainable community.
- A healthy balance between local populations and employment.
- Development of the AEGD represents an important component of the long-term vision for the City of Hamilton and the Greater Golden Horseshoe.

Next Steps:

- Approve the Official Plan Amendments
- Approve the Zoning By-law and Amendments
- Approve the Transportation, Water/Wastewater, and Stormwater Master Plans and the Subwatershed Study
- Endorse the Eco-Industrial and Urban Design Guidelines
- 30-day Review Period for the Master Plans (Class EA Requirement)
- Seek Provincial Approval

Chair Ferguson advised the meeting of the following, in accordance with the provisions of the Planning Act:

(a) If a person or public body does not make oral submissions at a public meeting or make written submissions to the Council of the City of Hamilton before the Official Plan Amendments are approved, and the by-law passed, the person or public body is not entitled to appeal the decision of the Council of the City of Hamilton to the Ontario Municipal Board.
(b) If a person or public body does not make oral submissions at a public meeting, or make written submissions to the Council of the City of Hamilton before the Official Plan Amendments are approved, and the by-law passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to do so.

On a motion (Bratina/Clark) the presentation, respecting the Hamilton Airport Employment Growth District, was received. CARRIED

The Chair then invited the registered speakers to come forward to address the Committee. The following speakers addressed the Committee:

(a) Ed Fothergill, as a resident of Hamilton, 62 Daffodil Crescent, Ancaster addressed Committee. Mr. Fothergill’s comments included, but were not limited to, the following:

- Here as resident respecting how the AGED process has unfolded.
- Was on the AEGD CLC, familiar with community, lived here entire life.
- Thanked staff and recognized work that they have done, and, for the many hours spent trying to come up with a plan that works.
- Hamilton needs employment to match the population growth.
- Reality is that businesses have been going elsewhere because there are not enough area choices available in the city, and Hamilton has not had the facilities to attract these types of business.
- Need right type of land in the right locations.
- Investors are usually looking at a range of land, in many municipalities with a lot of choices.
- Will not be successful unless we have enough shovel ready land – need more than we currently have.
- Important to understand foundation upon which plan is prepared. A few details: (a) employment density – within airport growth district it’s about transportation - 20% less than what is need to accommodate future growth; and, (b) Need to match employment with population – need enough jobs in Hamilton and need to balance of employment lands and office jobs. Consultants have suggested a lot of growth in downtown area. 156,000 sq ft of office space required downtown to make this work.
- Concerned about how much land to designate in the Airport lands
- Urban boundary definition – Phases 1 and 2, staging, services, and marketing are okay. After that, an urban boundary review is needed.
- Agree we need staging policies, but put in context with larger plan
- Don’t have to develop all at once, doesn’t have to even be agricultural land
- Take a big picture approach and then implement how we develop through a staging policy.
• Province wanted an urban boundary review as a way of making our community grow, they didn’t want staging.
• Need to offer more options to businesses.
• Proposed that entire Study Area be included in the Urban Boundary.

(b) John Dolbec, on behalf of the Hamilton Chamber of Commerce, addressed Committee. Mr. Dolbec’s comments included, but were not limited to, the following:

• The Chamber supports the recommendations in the report, and expresses gratitude for all the hard work
• The Chamber strongly encourages Council to adopt the staff recommendations
• Staff recommendations will ensure that the City of Hamilton will be able to take advantage of emerging opportunities for private sector jobs, and attract badly needed business assessment growth.
• The Chamber believes that the fundamental foundation of our collective community Vision must be establishment of a strong economic base.
• Need employment objectives to offset job losses of last few decades, and to develop Hamilton as a community of sustainable job creation.
• The Chamber commissioned an independent public opinion survey of City residents, by Hendershot Research Consultants. 54% of Hamiltonians felt that taxes and/or jobs/prosperity were amongst the three top areas of concern
• The City needs business assessment growth and Hamiltonians need jobs
• Cannot force private business owners to locate where they do not feel it is in their best interests to locate. If you don't have what they want, they will go elsewhere.
• Need a selection of employment lands.
• Insufficient, under utilized sites in Hamilton to create the level of employment growth that we need.
• Hamilton will need a minimum of 95,000 net new jobs just to maintain where we are. To come close to reducing poverty, may need to more than double that amount.
• In conclusion, we need the AEGD, and soon. Let’s simply get on with it.

(c) Fred Bennink and Dr. Justin Cooper, on behalf of the Ancaster Christian Reformed Church, 70 Garner Road East, Ancaster, addressed Committee. Mr. Bennink’s comments included, but were not limited to, the following:
• Member of the Church, serve on Board of Directors, and resident of Ancaster.
• Ancaster Christian Reformed Church has 711 members.
• Purchased 19 acres behind church to expand ministry program.
• Will bring many professional jobs to Hamilton as well will provide a buffer between the residential neighbourhoods and the AEGD.
• Requesting to include church’s property in AEGD
• Already have all the necessary services – water, sewer, hydro, highway access, etc.
• Christian Reformed Church, with its head office on this property, would provide positive exposure to the city – will bring additional revenue to City of Hamilton through various conferences, visiting NGOs.
• Difficult to get others to locate offices here when you cannot give timelines.
• 19 acres will be tax assessed acres – revenue for City of Hamilton.
• If not successful with plan, partners who are already outside of Hamilton will remain outside of Hamilton.
• Envision ministry campus with many NGO’s on site.
• Will create clean, well paid sustainable jobs – all done with private money.
• Understanding that exercise of AEGD is to attract more business and jobs.
• Request is to have Church’s property added to the AEGD.

Dr. Cooper’s comments included, but were not limited to, the following:

• Past president of Redeemer University College.
• supports AEGD.
• Is in support of and sees the Ancaster Christian Reformed Church’s plan as being complementary to the Redeemer property.
• Four ways ministry campus would complement Redeemer and City: (1) educationally – provide field placement, teachers, partners with agencies such as CIDA; (2) conference facilities; thereby, bringing more visitors to Hamilton, including using the airport; (3) name of Hamilton will be positively represented throughout north America, and with other NGOs from around the world; and, (4) Church’s plan will immediately bring a few hundred jobs from Burlington to Hamilton.
• Is urging Council to open the way for Ministry project.

(d) Ross Godsoe, on behalf of the Realtors’ Association of Hamilton-Burlington addressed Committee. Mr. Godsoe’s comments included, but were not limited to, the following:

• Realtors Association of Hamilton-Burlington has 2,500 members.
• Participated on the airport CLC.
• Sees idea of employment lands as being transformed from something vague and abstract into what is before you today.
• Hamilton has an opportunity to add valuable and shovel ready lands to its inventory.
• There is a better quality of life for the city when everyone thrives.
• Believes that development of the AEGD will further quality of life.
• Quality of life starts with good job – key is good employment.
• Will attract new residents.
• Development of this land will generate much new revenue to City.
• Preserving our environment – parts are designated greenbelt, eco-industrial design guidelines, and reduce carbon footprint.
• We need to build better communities – Hamilton does not currently have enough jobs to fill the current projected growth.
• Must act to retain our newly-trained graduates within city. Graduates are leaving to find jobs elsewhere.
• Need a supply of shovel ready land for new employers in order to remain competitive with other municipalities.
• If we don’t act now – other municipalities will fill the void.
• We strongly support the staff report recommendations.

• Joe Minor, Sterling Street, Hamilton

• Member of Environment Hamilton and Hamiltonians for Progressive Development
• Part of the problem with the process is that it is consultant driven work in general.
• Raised issues that are not in the documentation provided
• From environmentalist perspective – not right place.
• Global warming and peak oil – is this a good idea.
• Significant restrictions on development on land surrounding an airport.
• Rushed process – politically irresponsible, not fair to staff or citizens to decide when information available for such a short time
• 2,100 pages of material that has been available to members of the public for only 1 week.
• Would like to see his detailed comments considered in the documents, and included. Has had no response from staff since he made them some time ago.

(e) Nancy Frieday, on behalf of the Smith Family Farm, 1224 Smith Road, Hamilton addressed Committee. Ms. Frieday’s comments included, but were not limited to, the following:

• Is a Land Use Planner with Wellings Planning Consultants.
• Assisting Mr. and Mrs. Smith who own two farms in AEGD area.
• Asking for one of the farms to be included in the AEGD site, presently half in and half outside.
• Showed a map on the presentation – where the Smith's farms are located – the second not included in urban area expansion.
• Has airside access, adjacent to airside lands, and should be airside prestige business - represents approximately 23 hectares of land.
• Would like to include one entire farm holding in the urban area plan.
• Land itself has a number of attributes that would lend itself nicely to the airport developments.

(f) Craig Smith, on behalf of the Smith Family Farm, 1224 Smith Road, Hamilton addressed Committee. Mr. Smith's comments included, but were not limited to, the following:

• Farmer in area, parts of land owned have been in family since 1801.
• Farming in this pocket will become a non conforming use. Also, will be difficult to maneuver slow moving farm equipment.
• Requesting to have entire farm brought into the AGED – not half in / half out.

(g) Bob Lehman and Peter Pickfield, Garrod Pickfield, respecting Lia Silvestri Investments, addressed Committee. Mr. Pickfield's comments included, but were not limited to, the following:

• Silvestri Investments has 181 acres located on the west side in SPA 1.
• Silvestri lands also hold a number of parcels in SPA 2.
• A major portion of Silvestri lands will be excluded from planning area.
• Team was assembled by Silvestri Investments – to look at market impacts associated with employment area to determine if the employment lands would be successful.

Mr. Lehman's comments included, but were not limited to, the following:

▪ Involved in major employment areas for 30-40 areas.
▪ Retained by growth secretariat to prepare paper on employment areas in GTA.
▪ To make a successful employment area you require:
  • Relationship between Employment Lands and major highways – any significant employment area is adjacent to the 400 series of highways. Goods are shipped by truck access to the United States, highway visibility is important as well.
  • Pearson International Airport – largest employment area in Canada. Not successful primarily due to airport, has accesses to the five 400 series highways and has restricted land uses.
  • AEGD looks very attractive, but is lacking highway access.
Proposed Modification to Land Use Schedule:

- Most attractive lands initially are those on either side of main highway access, Highway 6. This area should be developed early on, can be serviced almost immediately with existing services.
- SPA 2 would be the most difficult to attract employers, should be the last area to be developed and should be used for residential use. Hydro corridor as buffer.
- Suggested to Committee, that from a market perspective, they are taking a risk, which could be mitigated by following his two amendments
- Proposing that SPA 1 be established to allow for some additional work to be done to.
- SPA 2 will not develop within the 2031 timeframe, needs further study.
- Industries like visibility and access will bring in high end/high profile users.
- Some of the findings were lost and not brought through to the secondary plan. The Province came in and gave you numbers for land budget, the decision was made to remove the piece of land west of Highway 6, and was done primarily because the Province came in saying - we want this much land.
- Not a legislative issue – it’s an issue of how Hamilton can develop a successful planning area.
- Long range planning that needs to be looked at carefully.

He recommended the following:

(a) That the proposed secondary plan be approved, but in a refined form, which designates he areas shown on Exhibit 3 to his opinion letter as Special Policy Area 1 and Special Policy Area 2. This modification would allow an opportunity for additional review to establish specific policies that are appropriate development of these two critically important sub-areas within the AEGD study area. The specific recommended policies are provided at pages 5 and of Mr. Lehman/s attached option;

(b) That Council revise the Airport Employment Growth District Secondary Plan as recommended for approval by staff, in accordance with the recommendations set out in the Lehman & Associates planning opinion letter of September 20, 2010;

(c) That the Hamilton City Council approve the AEGD Secondary Plan as so revised.

(h) Peter Pickfield, on behalf of Alex Milojevich, 550 Glancaster Rd., Hamilton, addressed Committee. Mr. Pickfield’s comments included, but were not limited to, the following:
• Mr. Milojevich is a single property owner who is building a family home on lands proposed to be re-designated (on Glanbrook just north of Book Road).
• Issue is that client has obtained a building permit to build a home on the 10 acre property. It should be specifically placed in a special exemption zone 8-16, which provides specific exemptions. Before the home is even built, it will become legal, non-confirming. It would be appropriate to put into special zone to make it a legal, conforming use, as the lands will never be employment lands and need to be recognized as a residential use.
• Staff is concerned that other applicants may want to be added into this zone but this is a unique property. These lands, along with two others, are entirely within the open space designation and are sheltered from becoming employment lands, will never be adjacent to employment lands. Other properties are all proposed to be employment uses or a combination of employment and greenspace uses.
• Recommendation is to include these lands within Section 8-16 of the proposed Secondary Plan so that they become legal, conforming rather than legal, non-confirming.

(i) Mr. Ken Chartrand had advised the Clerk’s Office that he was unable to attend.

(j) Rob Schreiber addressed Committee. Mr. Schreiber’s comments included, but were not limited to, the following:

• Member of AEGD CLC for last few years.
• Air traffic controller at Pearson International Airport, commutes to Toronto daily.
• Father of two children, who are currently in post secondary and will be looking for work
• Want to create jobs and prosperity – create a chance for our children to find jobs and live in Hamilton.
• Need to create some place that the business community wants to come to.
• CLC had a plan with a vision that was sound. Moving in a good direction, then things changed as a result of people who weren’t involved.
• At the end of the process, the Province and Hemson came up with different numbers.
• Most financially viable lands are with highway access.
• 40-50,000 people that drive out of the city for work every day.
• Try to keep educated youth in Hamilton.
• Risk of doing nothing will leave us exactly where we are.
• Look at what Kitchener and London are doing – they have serviced all their airport lands, and have an innovation park as well.

Council – October 13, 2010
• We need stronger advocacy to stand up to the Province.
• Don’t want to continue to go cap in hand to province – want to stand on our own.
• 2010 airlines are starting to see a comeback in both personal and corporate travel.
• Huge opportunity for Hamilton – secondary airport to service private planes.
• GTAA would love nothing better to see Hamilton fail. Wonders how much help we would get from province because GTAA is better connected to Province, and will run Pickering.
• The Province is building all HOV lanes, and spending millions of dollars on transit. They want people to travel into larger cities to work – to create more bedroom communities.
• End goal would be sustainability – if Hamilton has jobs we become more sustainable. People are just living here – they aren’t working here.
• The type of aircraft now being used to carry cargo has changed, now carrying more cargo, more efficiently and effectively in fewer planes
• Glycol is a necessity – containment is used to catch as much as possible. Cars use more windshield washer fluid, which contains glycol, than any airlines uses.
• As far as Federal Zoning – restrictions the same worldwide. Industry is very aware of it – high tech industries are even more aware because they have to use high tech equipment that does not interfere with airline frequencies and equipment.
• Tradeport is helping potential businesses because they know the right people to contact. They are not setting the rules.
• We have to project a better face to the business community – one that shows we are confident and ready to move forward.
• Foot dragging has a negative impact on business – we need to work harder at advocating for Hamilton and for creating jobs.
• In full support of the AEGD – need to create more jobs.
• Both sides of highway – in full support of the concept of where we were heading. Is disappointed in changes made by Province.

(k) Sydney Hamber, on behalf of Colliers International, addressed Committee. Mr. Hamber’s comments included, but were not limited to, the following:

• Here as taxpayer – lived in Hamilton for many years
• Real estate broker for many years
• Decrease in commercial – increase in residential
• 70 to 75 cents of every tax dollar is from residents
• Jobs needed in community right now.
• McMaster, Redeemer and Mohawk generating well educated graduates – who in turn are going to leave.
• Graduates will go where the taxes are cheaper and that is where the people will go
• Brownfields are important – only about 300 acres available that are ready to be used in its present form
• A lot of brownfield properties are paying taxes; however, many are not functional – lower ceilings, etc.
• If you do not offer all different options you can, companies will disappear or not show up.
• Many companies have looked at brownfields, but said they require too much work and money – they might as well start from scratch.
• Global communities would like to look at areas next to international airports, where they can get in and out in a timely manner.
• 400 series highways are important, but slow for truck drivers so they will come into Hamilton at night to move cargo.
• What better place to build completely self-sustaining properties. Solar energy, Zenon waste treatment systems, costs are insignificant. $2 or $3 per sq ft extra – not significant.
• Numerous times, businesses locate to other municipalities because Hamilton does not have what they need.

(l) Dr. Tom Nugent, 9 Grandview Ave., Stoney Creek, addressed Committee. Dr. Nugent’s comments included, but were not limited to, the following:

• Welfare has increased in Hamilton.
• Unemployment is number one reason for depression.
• Desperately need to provide employment for Hamiltonians.
• Strongly support the AEGD.
• Would like assurances that, at no time in the future, will Hamilton City Council allow part of these lands to be residential.
• Twenty Road lands were overlooked – natural and logical choice to provide affordable housing for employees of both these employment districts.
• Will allow a live, work, play lifestyle.
• Will allow people to live in townhouse or small detached house.
• Twenty Road is known as the hole in the donut. Residents in this area could ride bikes, walk, and take transit to get to work.
• This area will be fully serviced and will be of sufficient size to service the Twenty Road area.
• This area also has access to multiple private and public services, also close to the Upper James / Rymal community node.
• Will also be dissected by the proposed LRT, if the plans go through.
• Would like a meeting between the Province and Hamilton City Council to find a resolution to the Twenty Road issues.
(m) Michael Desnoyers, on behalf of Hamiltonians for Progressive Development, addressed Committee. Mr. Desnoyers’ comments included, but were not limited to, the following:

- Resident of Ancaster.
- Magnitude of information that needed to be reviewed is astounding.
- Need to outline the negative impacts, not addressed in staff report.
- By 2031 the full development forecasted provides an optimistic forecast for revenue.
- There have been no impact studies.
- Major issues – fossil fuels, peak oil
- Employment activities are closely tied to airport.
- Should be looking at best and worse case scenarios.
- Projected forecasts for airport in Tradeport Agreement are off.
- Airport Master Plan – forecasts are off. Passenger projections off.
- Current report is an optimistic forecast.
- Recent layoffs at Hamilton Airport.
- A lot of airlines will disappear, due to the cost of oil. Oil companies will not be able to keep up with demand.
- Projected that, over time, the AE GD will need $226 million in roads. Has cost of oil, asphalt been given any consideration.

(n) Joel Farber, on behalf of Fogler Rubinoff, addressed Committee. Mr. Farber’s comments included, but were not limited to, the following:

- Solicitor for the Twenty Road Land Owners Group.
- GRIDS identified clients’ lands.
- Lands between Upper James and Glancaster, on south side of Twenty Road.
- Land along Upper James is already designated for employment use. Lands to west are golf course lands.
- In GRIDS, recognition of lands in the Twenty Road area.
- Comments from Twenty Road lands discussion has been left out of the report.
- GRIDS and Rural Plan permit consideration for non-employment lands.
- Staff recommendation does consider non-employment potential.
- No urban boundary expansion, but polices for consideration of airport growth.
- Density is required to support eventual transit.
- Twenty Road plan reduces the amount of traffic.
- Key advantages:
  - Commercial area is where Garth Road would intersect.
  - Need to have further discussions to determine if we can get our clients on board to create a cost effective delivery manner, with shared costs between all users.
  - Key Phase 1 stormwater facilities.
• Wastewater services and PS upgrades.
• Do accept employment land designations, do recognize residential and proposed commercial. 100 net hectares is what they are looking for in a revised use model.
• Defer decision until discussions can take place with clients.
• In the resolution of client’s appeal of the rural plan in 2006 there was a settlement whereby there was the creation of a Special Settlement Area. Through that settlement, with the consent of City and Ministry that there could be consideration for compatible residential uses within that area.
• Bottom line is to see some residential uses on the south side of Twenty Road. Other than that they are happy with the AEGD.

(o) Jason Mapplebeck, on behalf of Express Employment Professionals, had advised Clerks this morning that he was unable to attend

(p) Marlene Gibson addressed Committee. Ms. Gibson’s comments included, but were not limited to, the following:

• Resident of Ancaster and a business and land owner in Mt. Hope.
• Urban boundary expansion to include these lands is ideal and required to attract businesses to our community.
• The real cost to the taxpayers is not the cost of doing the AEGD, but rather the cost of not doing the project.
• Encourage City to aggressively approach this project.
• It is Council’s responsibility to act for the greater good and act on behalf of the citizens of Hamilton.
• Without the AEGD area, menu is limited, those who need choice will go elsewhere.
• You will be irresponsible if you do not act now.

(q) Arend Kersten, on behalf of the Flamborough Chamber of Commerce, addressed Committee. Mr. Kirsten’s comments included, but were not limited to, the following:

• Executive Director of the Flamborough Chamber of Commerce.
• Comparison of property taxes between Hamilton, Burlington, and Flamborough – Flamborough taxes are over $1,000 more per year than they are in Burlington and Halton.
• A specific company in Waterdown pays over $30,000 more per year than in Burlington.
• Hamilton-based entrepreneurs have relocated or expanded to Burlington.
• Hamilton is facing a significant fiscal crisis. The AEGD presents a unique and extraordinary opportunity for Hamilton to correct this.
• How does Hamilton look after its citizens – Code Red – poverty and employment. Those facing poverty simply want an opportunity to better their situations. These current opportunities present real hope.
• Economic development and job creation are the best way to fight poverty.
• Four out of his 10 grandchildren live off Book Road. Stayed to watch kids – the first night heard every flight, the second night only heard only half the planes, by the third night he slept like a baby.
• This proposal screams out for leadership – postponing the AEGD is not an option.
• Hamilton should be open for business like its neighbours in Brantford and Burlington.

(r) John Best, on behalf of the Southern Ontario Gateway Council, addressed Committee. Mr. Best’s comments included, but were not limited to, the following:

• Executive Director of Southern Ontario Gateway Council, which is comprised of members from all modes of transportation.
• Aim to be the voice of the goods movement sectors – members include rail, air, truck, marine, seaway, etc.
• Supporting the AEGD.
• Will create workspace for 24,000 jobs – will assist in reducing the current over reliance on residential property taxes.
• Transportation needs to be viewed on a regional level – Hamilton is poised to be a hub for the entire GTA – Hamilton is the only one with marine transport and has many rail lines.
• Hamilton airport is a major cargo facility with tremendous capacity to grow.
• There will be all kinds of development in that area.
• Been meeting with the Minister to reconsider widening of the QEW and create a new corridor paid for by users.
• If businesses do not find what they want here, they will go to Burlington, London or Brantford.
• SOGC thinks the AEGD is not only a good idea for Hamilton, but for the entire region.

(s) Peter O’Hagan addressed Committee. Mr. O’Hagan’s comments included, but were not limited to, the following:

• Recognized tremendous amount of work done by staff that has gone into this report to date.
• Served on JPC Land Planning Committee since its inception.
If considering approval of only Phase 1 today, would be in agreement.
Longer term development is based on assumptions and therefore, should be examined.
Shipping is better suited to Port of Hamilton.
In 20+ years, you will see more shipping traffic in a global community.
Premature to make a long term decision without further review.
Lands within the study fall within the boundary of the 1701 Nanfan Treaty.
London and Buffalo are going after the same market that Hamilton is.
Postpone a final decision for further review.

Richard Koroscil, on behalf of the John C. Munro Hamilton International Airport, addressed Committee. Mr. Koroscil’s comments included, but were not limited to, the following:

As partner in the airport and sitting with staff, you should be very proud of the work they have done.
Airport has a long and very good future. We would not have put $150 Million dollars into the airport if we did not see it succeeding.
Saw 14% growth in last year.
No violations from Niagara Conservation Authority.
Ground water study showing no evidence of releasing de-icing liquid.
Asked by the City to be point of contact for proponents.
Not a competitor – very much interested in growth around area.
Air transportation is projected to double and air cargo is projected to triple.
Sits on many other boards and organizations – everyone is focusing on jobs.
Now is the time to move forward.
Take the challenge on and do not delay any further.
Glycol – collection and recycling system in place, large vacuums to pick up excess on tarmac, working with City on treatment system to ensure material does not get into environment.
Every business has been affected by the current economic times – steel, automotive, etc.
November 2009 was biggest month in air cargo history.
MITL has completed study to determine whether or not Hamilton could be as transportation gateway and it was determined that we already are. Looking at how to get Gateway concept moving (air, LRT, etc.).
Hamilton has an opportunity that others don’t have to become one of the best intermodal hubs in North America – a chance to do something that people have been unable to do.
Cost of oil affects everybody from air to how you pick up your groceries. Innovation is constantly taking place – solar, bio fuel, etc. Airline industry knows this is a big issue and the airline industry,
automotive industry, etc. are looking innovative, new ways of doing business.

- Cargo is measured in aircraft weight. Cargo weight and flights are both up.
- 911, SARS, H1N1, worst economy in years – these are reasons why forecasts are off. All forecasts are off – whether they are high or low.
- Passenger flights will be profitable for 2010. Cargo business helps to offset some of the decrease in passenger flights.
- Also have three charters per week that fly to the oil sands.
- AEGD success is not entirely dependent on the success of the airport, but there is a link. Airport is a natural attraction to the AEGD, but not the driving force.

(u) Pitman Patterson on behalf of Bryna Wasserman addressed Committee. Mr. Patterson’s comments included, but were not limited to, the following:

- The Wassermann family own 56 acres of land fronting onto Highway 6 and Upper James and behind front row of lots behind street.
- Land is vacant and farmed now.
- Nepean Principal has been upheld at OMB and in courts.
- Decisions make it clear that municipalities cannot misuse their authority.
- Glenbrook OP – client’s lands are designated Airport Industrial Business park
- Permissible use – existing uses and airport storage facilities. These plans are to acquire additional lands for runway expansions in future. Interim land uses are not appropriate and might conflict.
- Asking the City to stop its attempt to down zone and open discussions with client for reasonable compensation in a reasonable time.

(v) Linda Lukasik, Environment Hamilton. Ms. Lukasik’s comments included, but were not limited to, the following:

- Report and other speakers have given impression that CLC endorsed a particular position for the AEGD; they did not. We don’t all have the same opinion.
- CLC support for higher level policy.
- Places to Grow, Greenbelt Act – appreciative of these.
- Nine places for development under GRIDs, all scenarios included airport.
- Players in the community have a different idea as to how economic development should occur.
- Concerns respecting food security, agricultural land, climate change, water/sewer, etc.
• Lack of awareness and understanding within the broader community – more press time on stadium matter than on airport.
• Tried to access information about this on City web-site-Priority Projects and Initiatives link on web site doesn’t work, difficult for a member of public to find information
• For the broader public, there is not an easy link to the AEGD.

(w) Larry Pomerantz, Chair, Hamilton Civic League, Resident and Owners of Rainbarrel.ca, addressed Committee. Mr. Pomerantz’s comments included, but were not limited to, the following:

• Long time Hamilton resident.
• Growth along Longwood – smart growth.
• Had a business on Longwood, also on Oliver Street across from Burlington. His business had to relocate because of the Biodiesel business.
• Has a Rain barrel business. Some of his stock was shipped by container, some by air. Cost him $25 in gas to pick up materials flown into Toronto airport.
• Have you had enough time and enough information to make the decision today.
• If Places to Grow Legislation is guiding your decisions, think that it may be flawed. Reject the legislation and send a message back to the Province.
• Downtown Core is heart of City.
• Only one budget to spend.
• Need to differentiate between wants and needs.
• Concerned about food lands.

(x) Virginia Cameron

• Shipping is the way of the future.
• Less expensive to ship by water.
• Flew a few times this year. First time out of Buffalo, second time out of Toronto. Third time wanted to fly to Montreal from Hamilton. Checked flights from Hamilton – none available.

(y) Fred Rudolph, Rudolph Law Office, on behalf of Freeland Developments Limited, addressed Committee. Mr. Rudolph’s comments included, but were not limited to, the following:

• Freeland Developments is the owner of approximately 100 acres at the south east quadrant of Garner Road and Highway 6.
• Suggesting approval the staff recommendations, with the amendments outlined in the Lehman and Associates planning opinion letter of September 20, 2010.
• Freeland Developments has a concern with the proposed Secondary Plan with respect to the proposed natural heritage designation at the south end of their property. The area is not included in the Greenbelt Plan’s natural heritage system.
• Will be considered in a process with the Urban Plan that is currently with the Minister.
• Everything east of Highway 6 could be included.

(z) Fred Rudolph, Rudolph Law Office, on behalf of second client, Johal Singh, addressed Committee. Mr. Rudolph’s comments included, but were not limited to, the following:

• Lot 44 and Lot 45 on Concession 6, Ancaster.
• This property should be in urban boundary expansion.

(aa) Richard Reble addressed Committee. Mr. Reble’s comments included, but were not limited to, the following:

• Concerned with the loss of food lands.
• Has been researching peak oil issue for 5 to 6 years. We’ve already passed the peak – it refers to a plateau, we reached that in 2005, which was the world’s highest point of global productions.
• The other peak – part that will take us down. Had that in 2008.
• Things are picking up again because people backed off the use of oil.

(bb) Don McLean came forward to address Committee.

The Chair noted that the Committee was about to lose quorum, and that it was essential to hear the speaker, as part of the meeting. Committee agreed that Mr. McLean should speak on October 3, 2010, at the next scheduled meeting.

On a motion (Whitehead/Pearson), Committee approved that Don McLean’s rights under the Planning Act public meeting process be preserved as a speaker at the public meeting, and that he be heard as a delegate at the October 5, 2010 Economic Development and Planning Committee, respecting the AEGD matter. The Rules of Order will be waived in order that Don McLean may speak longer than the 5 minutes normally provided under the Procedural By-law.

Mr McLean agreed to come forward at the next Committee meeting, as a pre-approved delegate.
On a motion (Whitehead/Mitchell) the Public meeting respecting the AEGD was declared closed.

The Chair suggested that there were a number of issues where questions raised today needed answers. Committee agreed that the following issues should be addressed by staff, with a report back for the next meeting. Committee directed staff to report back on the following:

**Outstanding Issues:**

1. Whether there is a legislative need for Niagara Peninsula Conservation Authority to concur with Subwatershed Study and Stormwater Management Master Plan.
2. Request from Ed Fothergill to include the entire Airport Employment Growth District Secondary Plan study area into Urban Area boundary.
3. Request by Peter Pickfield, Solicitor for Lea Silvestri Investments Limited to include their lands into the Urban Area boundary and designate lands as Special Policy Areas 1 and 2.
4. Request from Nancy Frieday, Planner for Craig and Nancy Smith, to include one of their lands farms, rather than one half of the farm, within the Urban Area boundary.
5. Request by Fred Rudolph, Solicitor for “Freeland Developments Limited”, to include their lands in the Urban Area boundary.
6. Request from Peter Pickfield, Solicitor for Alex Milojevich, to recognize a future residential dwelling as “legal conforming” within a Natural Open Space designation.
7. Request from Joel Farber, Solicitor for certain landowners on south side of Twenty Road West, to designate a portion of their lands for residential purposes.
8. Objection from Pitman Patterson, Solicitor for Solomon and Marvin Wasserman, respecting the down-zoning of their lands to Airport Reserve Zone.
9. Request from Don McLean, resident, for clarification on size of Urban Area boundary expansion and whether it includes lands proposed to be designated and zoned as Airport Reserve.
10. Request from Councillor Clark regarding the inconsistency of the prohibited uses within Section 9.8 - Airport Related Business (M8) Zone, Section 9.9 - Airport Reserve (M9) Zone, Section 9.10 - Airport Industrial (M10) as well as the issue of Waste Management Facilities. There was also a question regarding the Private Power Generation use related to Green Energy Act.
11. Request from Ancaster Christian Reformed Church, 70 Garner Road East, Ancaster, to include their lands as part of the AEGD.

(f) ADJOURNMENT (Item 6)

On a motion (Whitehead/Mitchell) there being no further business, the Committee adjourned at 6:06 p.m.

Respectfully submitted

Lloyd Ferguson, Chair
Economic Development & Planning Committee

Alexandra Rawlings
Co-ordinator
September 30, 2010