



Hamilton

**Airport Employment Growth District  
Secondary Plan and  
Infrastructure Servicing Studies-  
Phase 2**

**PUBLIC FEEDBACK REPORT**

**Public Information Centres held**

**May 25, 2009 at the Scottish Rite Club of Hamilton**

**May 26 at the Canadian Warplane Heritage Museum**

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

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# Hamilton Airport Employment Growth District Secondary Plan and Servicing Infrastructure Studies - Phase 2 Feedback from May 2009 Public Information Centres

## 1. Context for Phase 2 Public Information Centres

The City of Hamilton is preparing a Secondary Plan and infrastructure servicing studies to guide the development and/or redevelopment of land within the Airport Employment Growth District (AEGD). The purpose of these studies is to establish land uses, a transportation network, water and waste water and storm water infrastructure requirements, development standards and to protect and enhance existing natural features and environmental resources.

The intent is to carry out the secondary and infrastructure planning processes in a coordinated manner. As part of the process, the planning studies and infrastructure servicing studies have been initiated at the same time. These studies include preparing:

- Secondary Plan
- Financing/Phasing Plan
- Transportation Master Plan
- Sub-Watershed Study and Master Drainage Plan
- Water and Wastewater Master Plan

The Secondary Plan will be completed in accordance with the "*Planning Act*". The Transportation Master Plan, Sub-watershed Study, Master Drainage Plan and the Water and Wastewater Master Plan will be completed in accordance with the Environmental Assessments Act and follow the *Municipal Engineer's Association Municipal Class Environmental Assessment document (June 2000 as amended October 2007)*, including satisfaction of Phases 1 and 2 requirements for all identified projects.

The AEGD Study is being completed in two phases. The two phase approach is recommended due to the complexities of development surrounding the Airport, and the need to build community support for the final land use/servicing plan. Phase 1 was completed in June 2008. It identified issues and opportunities related to the development of the AEGD and resulted in a project scoping document. Public Information Centres were held in two locations in May 2008 to seek public input on issues and opportunities. The Community Liaison Committee has been meeting throughout Phase 1 and continues to provide input to Phase 2.

Phase 2 began in November 2008. It will develop different land use options and infrastructure alternatives, recommend a preferred land-use option and preferred infrastructure alternatives and finalize the required planning and master planning documents. This will be a comprehensive approach to land use and infrastructure planning within the study area and the fulfillment of the *Municipal Engineer's Association Municipal Class Environmental Assessment* Phases 1 and 2 requirements

for undertakings resulting from the master planning processes. This will involve a process of problem/opportunity identification, inventory of the natural, social and economic environments, alternative solutions identification, an evaluation of alternative solutions and the selection of a preferred solution.

The City of Hamilton held two public information centres (PIC) to explain the Phase 2 works and to present the different land use options/alternatives, evaluation criteria and analysis of alternatives to the public and stakeholders for their information and input.

The first meeting was held on May 25 at the Scottish Rite Club of Hamilton Scottish Rite and was attended by some 25 people. The second meeting was held on May 26 at the Canadian Warplane Heritage Museum in the Dofasco Dome and was attended by over 150 people. Many of those attending the second meeting lived within or near the study area.

The format for each of the PIC was the same and provided for one on one informal discussion with City staff and consultants from 4:30 to 7:00 p.m. and following the presentation. Key Phase 2 Findings were displayed on maps and in text on boards. At 7:00 p.m. consultants and City staff gave a presentation on the key findings and this was followed by a discussion period where members of the public were able to raise questions and provide their comments. A comment form was also provided for individual written comments and numerous forms were completed and are being reviewed.

This report prepared by Sue Cumming, Cumming+Company who facilitated the discussion includes the discussion points noted and synthesizes input received as noted by the facilitator, City staff and Dillon Consulting. It is not intended as a verbatim account of the meetings. This report along with the input from the Community Liaison Committee is being used to evaluate the different land use options/alternatives to develop a preferred land use option/alternative and servicing. To ensure direct consultation with affected stakeholders, City staff gave presentations and held discussion with areas stakeholders and residents throughout May 2009. A summary of the input received through these meetings is attached at Appendix B. Public consultation and engagement is a critical component of work to be undertaken in Phase 2.

## **2. Synthesis of points noted at the Public Information Centres**

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

- 1. Financial Impact to property owners within the AEGD Study Area**
  - Timing of development for the Airport Employment Growth District and potential for phasing.

- Impact to surrounding land values and marketability of existing residential.
  - Questions about the whether people can stay in their homes for the long term or whether they would be better to see a change of land use in the shorter term. Cohabitation and conversion possibilities were discussed.
- 2. Buffering existing residential communities along Twenty Road and Village of Mount Hope**
- Comments about the need to ensure that the transitional areas are developed with attention to building heights, type of building, restrictions on outdoor storage, pedestrian and transit linkages and landscaping. Informal discussion on individual residents identified preferences for treatment in the transitional areas.
- 3. Financial Impact to City and how development will be financed**
- Comment on how development will be financed.
  - Inquiries about which option could result in more tax assessment to the City with reference to studies ongoing which would be reported in the fall 2009.
  - Discussion of marketing plan and economic impact of airport and prestige jobs.
  - Clarification on expected build out potential for each of the three alternative land use options.
- 4. Discussion of Alternative Land Use Options based on types of employment that are envisioned**
- Discussion of what each option could potentially provide in terms of types of high paying jobs and protection of the environment
  - Discussion of marketability of Prestige Option.
  - Comments about the distinction of the various types of jobs identified and types of employment.
  - Clarification on what types of businesses are likely to be attracted in Airport Related and what is expected for what will be built for these land use categories.
  - Discussion of what could be the best mix of prestige and airport related.
  - Comments about the timing for build out on the lands with confirmation that this is a thirty year plan.
  - Questions about how many jobs could be created in the AEGD.
  - Comment about the skill sets and viability for sustainability driven jobs in Hamilton.
  - Questions about some specific sites and timing for development.
  - Discussion of planning objective for AEGD which is described to be different from what is available and possible in other areas of the City - creation of new opportunities that are not available in the City today.

5. **Protection of green space and natural features**
  - Comments about use of green space in the long term and clarification that green space will remain as such.
  - Questions about status of greenbelt lands.
  - Clarification that environmental features are being reviewed in the field and will be considered for protection as part of refined option.
6. **Servicing Infrastructure**
  - Questions about timing for servicing, financial impact and phasing.
7. **Transportation Planning**
  - Comment about ensuring that Twenty Road not become a truck route.
  - Comment about need for local transportation improvement.
  - Monitoring of the Provincial Study for the Niagara GTA Corridor.
  - Suggestion for creating a rail link.
  - Possibility of rail linkage.
  - Desire for transit service to existing community.
8. **Provincial Review**
  - Question about status of City Official Plans and process and timing for approval of AEGD as an Amendment.
9. **Other**
  - Question about how the project is justified without numerical evidence to show that it will be beneficial to the City. Discussion that studies ongoing and information to be reported during fall 2009.
  - Comments about model being developed for the Hamilton Airport and comparison to Pearson.

## APPENDIX A

### HAMILTON AIRPORT EMPLOYMENT GROWTH DISTRICT SECONDARY PLAN AND INFRASTRUCTURE SERVICING STUDIES- PHASE 2

#### COMMENTS FROM MAY 2009 PUBLIC INFORMATION CENTRES (PIC)

FIRST MEETING: MAY 25 PIC AT SCOTTISH RITE CLUB OF HAMILTON
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**Q: As a Twenty Road resident, I want to hear more about what is going to be happening in those transition areas particularly with a change from two to four lanes? What is it going to look like?**

A: City staff responded that the transition areas are very important and there is much that needs to be and will be done to create buffers and visual appeal. This came up at the meeting with the Twenty Road residents. The artist renderings show some examples of how the transition would be treated. The overall goal is to create a pedestrian oriented edge and to ensure that there is landscaping and other treatment. Your comments about what you would like to see would be helpful.

**Q: Why is the hybrid option area near Southcote Road more difficult to service?**

A: There is no sewage capacity in that area and so it would be difficult to service in the initial phase.

**Q: As a Southcote resident, I am interested to know what will happen with the market value of the residential properties.**

A: The market value will depend on the type of development, location etc. In Stoney Creek it depended on the circumstances'. It might depend on whether there are two or three properties.

**Q: I hear that prestige (Option 2) could give more dollars per acre and will protect more of the environment and could get higher paying jobs. I am interested to know what each option would potentially create.**

A: Option 2 could create more density, however, is more than that since likely it wouldn't all be marketable. If there is too much of one and none of the other, then for example if all of it is prestige industrial there might not be as much demand for it all at once. It could take a lot longer to develop and opportunities for a mix of employment uses could be lost.

**Q: Question about status of land owned near Glancaster and whether these should be considered employment or residential?**

A: Discussion of unusual circumstances of the property being referenced and individual follow-up with staff to occur after formal part of meeting.

**Q: What type of jobs would this bring? Would the prestige option promote high end - higher education jobs?**

A: It is intended that the jobs that would be attracted would include higher end types of employment together with manufacturing and warehousing, airport related and service jobs that will be allowed.

**Q: For the Hamilton Airport, do we see the same type of model as has been developed around Toronto Airport?**

A: On the team is an airport specialist who has looked at airport developments throughout North America and at similar airports around southern Ontario. At the Toronto Airport they have different land uses, manufacturing, freight and corporate offices. In the City of Hamilton Official Plan corporate offices will be focused on Downtown. Warehousing, research and development, insurance companies, these could potentially locate here and take advantage of lower land value, accessibility, proximity to airport and large lots.

**Q: How different will the development be from the Toronto Airport model?**

A: This is a great opportunity to create better business park that could be unique in Ontario. Businesses that need to locate close to Pearson can't because it is either fully built or is too expensive. These businesses are going further away in places like Bolton which does not have the locational advantages that the AEGD has. Hamilton has a great opportunity to create a planned Business Park.

**Q: How fast can a hotel or other business locate here?**

A: There is some capacity right now to start the development. There have been some inquiries. This process will end at the end of the year, so we could start seeing development in the next two years.

**Q: Which option would generate more tax assessment/benefit for the city?**

A: As part of the study, we are doing a fiscal impact in this phase and will depend on the type of use - more density of commercial, including offices generally create more revenue.

**Q: There are some significant natural features on the AEGD lands, Are they going to be further studied?**

A: During Phase 1 and the Official Plan Process the natural environmental features would be assessed. The consulting team will be doing field checks and field review in the coming weeks to check and revise this information as needed.

**Q: Is there a chance that the area will change - smaller/larger?**

A: For the final secondary plan it might. We have to meet Provincial Policies and targets. We are currently fine-tuning the numbers. The areas to the west and south of the AEGD are greenbelt and cannot be changed. In the longer term, beyond the year 2031, if needed the area could be expanded to the west. But that is a very long term.

## **MEETING TWO: MAY 26 PIC AT THE CANADIAN WARPLANE HERITAGE MUSEUM**

**Q: On Twenty Road, When would this start? Where will it start initially? Not sure I understand the cohabitation or conversion options - how would that affect the use of our homes?**

A: This is a 30 to 40 year plan. We are hoping to get approval within the next 6 to 8 months and then adoption, approval a few months later. We could start seeing development forward on some parcels in two years if the plan is given final approval. In terms of where this will start initially, the infrastructure studies that are being worked on will tell us about phasing of servicing. There is existing capacity in the northern area of the AEGD and development will likely start there. In Stoney Creek some residents are there after twenty years. We are looking for input from residents on their preference either staying and cohabitating with the new employment development through

transitioning and buffering - given the long term nature of the plan - cohabitation would be living as it is. The conversion option would allow existing residences to convert over time as opportunities arise.

**Q: I am interested in the local transportation. Twenty Road doesn't have access to the City's transit. When is that area going to be served?**

A: As part of the AEGD study we are looking at how to get the workers to and from the area. At present, new development is only on one side of Twenty Road but with the AEGD on the other side it would be easier to have transit service. We recognize that this is a priority for the residents.

**Q: What assurance can we have about not having an increase in truck traffic on Twenty Road?**

A: Your concerns have been brought to staff's attention by Councillor Mitchell who does not support Twenty Road as a truck route. Your view expressed tonight that this not be a truck route will be taken into account when fully considered as part of the transportation study.

**Q: You will need to market the employment lands. What will you be doing to make it attractive to businesses? What is the market for this area?**

A: The Phase 1 report involved a comprehensive look at the market potential for the lands. More traditional business parks are building out. Many of the communities outside of the GTA (i.e. Waterloo, Guelph) are continuing to experience development pressure for the kind of employment uses that are planned for the AEGD. We are going to be working on a marketing strategy which will be part of the phase 2 work.

**Q: What option does staff prefer?**

A: Each of the three alternative land use options has pros and cons. The hybrid has a better balance between the prestige and light industrial. The option with more prestige might be challenging to market/sell it could restrict industries that want to locate here. A mix of uses would present opportunities for a full range of employment uses. Once we receive all of public input, staff and the consulting team will continue to evaluate the options and come back in the fall with a preferred land use plan.

**Q: Is there a customer/interest for this project? How many businesses and people would be attracted? You have referenced sustainability -does the City have the skill sets for these types of businesses? What is the expected cost/benefit for the City?**

A: There is a lot of interest and we have had many calls and inquiries. We expect that some of these will be interested in assembling lands. There are a number of developers interested. We estimate that with 1900 hectares of land and a ratio of 37 employees per hectare that the area at full build out could have up to 39,000 employees. The full build out would be 30 years from now. With respect to the sustainability skill sets, we believe that the Greater Golden Horseshoe continues to see growth pressures and there are many opportunities and labour skills in Hamilton. There are some major academic institutions within the City and many within an hour's drive. We believe that the skills sets are available here. A fiscal analysis will be done for the preferred option. It will be funded through development charges. The fiscal analysis will be available in the fall of this year.

**Q: On the east side of Upper James/ at Dickenson a single strip has been included and there are traffic concerns. What height and treatment is planned?**

A: The City has sent inspectors to look at the situation. A small plaza has received site plan approval. Staff is following up to see how to mitigate the impact. A traffic light is a possibility and this will be looked at as part of the development. For the prestige employment height restrictions will depend on compatibility with surround land uses. There are airport restrictions. The zoning will include details on height restrictions.

**Q: What kind of uses could we expect on the lands shown as Airport Related Business?**

A: The uses could be the same as the light industrial but the difference would be that the businesses would need to demonstrate their need for air side access. We are still studying what kind of employment uses might be needed with airport access and runway extension.

**Q: How will the Niagara/GTA Corridor fit in with the AEGD?**

A: MTO is conducting the study right now and we are coordinating with them. They are still looking at preliminary routes. We believe that the lands will be marketable without the corridor but also recognize the tremendous impact that the corridor could have on areas that surrounding in terms of marketability and land values. This is still very long term.

**Q: How will the servicing impact the wetlands?**

A: The subwatershed study will address the headwaters and subwatershed protection. Studies will be conducted over the summer.

**Q: How will transit be used here?**

A: The City has rapid transit plans and the ideas are for people to be able to get to the area using public transit.

**Q: For the institutional uses, will universities be considered. We have an interest with Redeemer College.**

A: We are interested in seeing where institutional uses could be located particularly in the transitional areas. We are studying what transitions could be looked at. The corner you are talking about is a complex corner and we would need to work with you to look at the existing uses.

**Q: The green space in the centre (greenbelt) around urban area, is that going to be used for agriculture?**

A: The greenbelt area will remain greenbelt. The Province has put in controls. We are aware of the issues that some of the farming families have in term of being able to work the lands.

**Q: With the Official Plan having just been approved how will this area be included in the OP?**

A: The Rural Official Plan was adopted. Urban is being presented to Council in June (2009). This secondary plan would be presented to Council in the fall and could become Amendment No. 1.

**Q: Will the golf course be able to remain there?**

A: Similar to the existing residential, the golf course could remain there.

**Q: What is happening with the industrial lands south of the airport that was approved a number of years ago (reference to areas at Dickerson and Upper James).**

**A: The lands that you are talking about are 90 acres that used to be owned by the Region. There were a number of servicing issues. Approvals are being pursued right now and sewers are expected this year. We would expect to see development take place next year.**

## APPENDIX B

### HAMILTON AIRPORT EMPLOYMENT GROWTH DISTRICT SECONDARY PLAN AND INFRASTRUCTURE SERVICING STUDIES- PHASE 2

#### INPUT RECEIVED ON ALTERNATIVE LANDS USE CONCEPTS AND SERVICING FROM INFORMAL STAKEHOLDER MEETINGS

May 4, 2009 - Ancaster Community Council

- Supportive of higher design standards for transitional areas (i.e. increase setbacks, height restrictions, outside storage, landscaping/berm, etc.).
- City staff dispelled myth that residential would be permitted.
- Questions regarding sewage capacity.
- Traffic issues raised and concern that new employment/industrial traffic will create further traffic problems. Don't want industrial traffic heading north on Southcote to McNiven Rd. Hot issue now is TMP reference to widening of McNiven. Don't want traffic on Fiddler's Green.

May 7, 2009 - Villages of Glancaster (15 Condo Board Executives)

- Liked the artist concept plan for the s/s of Twenty Rd. which showed reverse frontages, a berm, a bikeway, tree lined street, street furniture and SIDEWALKS. Strong requests for sidewalks on Twenty Road.
- Support for employment land uses is contingent on ensuring that transitional areas will be limited to "prestige type" industries, low scale with high urban design standards.
- Concerns noted about increased traffic (both truck and cars) on Garth (and the possible extension of Garth south of Twenty) and Twenty Rd. and some siltation problems they're having with an upstream development affecting their pond.
- Ongoing problems with standing water and/or surface runoff from the hydro lands behind them.

May 11, 2009 - Garth Trails (8 representatives)

- Questioned the adequacy of land for future airport expansion. No one questioned the need to create employment lands.
- Staff suggested that we may want to include major institutional uses like universities, colleges, hospitals and even sports facilities like arenas and play fields in our transition areas.
- Concerns about traffic, types of industrial uses, off-site storm water drainage, noise from industries, etc. Twenty Rd. floods during heavy rain events. Somewhat apprehensive about extension of Garth and widening to accommodate traffic to Linc. No questions about truck traffic on Twenty if not designated as Truck Route.
- No one seems to know who is responsible for on-site stormwater pond.

May 12, 2009 - Twenty Road Development Group (12 representatives)

- Will be advocating/taking legal action to see residential on their lands. Relying on Policy "C3.1.4.7" advocating that it doesn't close the door on residential development and that lands could be residential if they demonstrate compatibility. City staff has always maintained and legal supports our interpretation of employment uses only. They will be preparing their own secondary plan once environmental report (see below) is complete. Comments expected in writing.
- Also asking us to consider allowing residential to buffer the existing residents along Dickenson and Glancaster Rd. from industry.
- They've commissioned a more detailed natural environment assessment report. Sean Colville Consulting Inc. out of St. Catharine's is doing the work but hasn't completed his 4 season field work yet. Once it's completed, they agreed to share their findings with us. At first, they were questioning the accuracy of our work in Phase 1. For example, the n/w corner of Garth at Twenty Rd. is shown as an environmental area on our Opportunities and Constraint map....there's a plaza there and Garth St. is coloured the same.
- They also raised the possibility of asking to have their lands withdrawn from the Special Policy Area. The only other argument they put forward is the NEF contour lines. The south side of Twenty is below the 28 NEF lines which allows for residential development.
- Expect to see position in writing.

May 13, 2009 - Twenty Place (attended by 25 residents)

- Generally liked the artist concept for Twenty Rd. and the hydro corridor serving as a buffer.
- Would like to see a commercial node at Garth and Twenty with some retail type businesses and professional offices for doctor or dentists.
- Timing of services and development in the AEGD questioned. One resident asked about the Orlick Industrial Subdivision that's already serviced and sitting idle off Upper James and wondering how much demand there actually is for industrial lots in this area. City staff advised that they are working with Orlick to expand their development so that the lot sizes are more compatible for modern industrial needs and not small lots.
- One resident asked if cemeteries would be permitted.
- Concerns about traffic on Twenty and not a lot about Garth until it was brought up that Garth may be extended south to Dickenson Rd. With regard to Twenty Rd., volume, speed and condition of road topped their complaint list. Being located closer to Upper James than Garth, residents use Upper James. There appears to be a lot more traffic on Twenty - drivers are using it and Garth as a shortcut to avoid traffic and lights along Upper James and Rymal Rd.
- Questions were raised about controlling stormwater from the study area.