

Hamilton

CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Growth Management Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	February 18, 2014
SUBJECT/REPORT NO:	Airport Employment Growth District (AEGD) Ontario Municipal Board (OMB) Hearing – Phase 3 Secondary Plan Boundary Refinement and Revised Land Use Plan (PED13209(a)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Guy Paparella (905) 546-2424 Ext. 5807
SUBMITTED BY:	Joe-Anne Priel Acting General Manager Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

That Dillon Consulting Report – City of Hamilton Airport Employment District – AEGD Secondary Plan Refinement – January 6, 2014, Appendix A attached to Report PED13209(a), hereinafter, the “the Dillon Report”, be received.

EXECUTIVE SUMMARY

The City of Hamilton can now proceed with the OMB Hearing -- Phase 3 -- AEGD – Revised Boundary Refinement and Land Use Plan. Phase 3 is the final step and will complete the AEGD planning process. This Report summarizes the AEGD planning history and provides guidance moving forward to completion.

In Phase 3 of the Hearing, the OMB will approve a Secondary Plan that includes 555 net hectares of employment land. This land area is less than the net hectares of the Secondary Plan approved by Council in 2010. Council must determine its position for the Hearing.

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The staff and consultant recommendation is to approve Option 1 or 1a, as shown in Appendix A to Report PED13209(a). These Options are a refinement of Council's initial position on the AEGD. They continue to implement all historical planning achievements. They do not compromise the planning justification originally provided and supported by the OMB Hearing Decisions on Phases 1 and 2.

Alternatives for Consideration – Page 7

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial:

The Financial assessment conducted by Watson and Associates (project costs, recovery, and development charge calculation) is still valid, but may require minor updating. The boundary reconfiguration poses no concerns regarding the financial viability of the project. Infrastructure Master Plans were based on the entire Study Area, not just the Secondary Plan Area. Accordingly, the overall configuration and design of the infrastructure will not significantly change. However, the timing and implementation schedule may be extended.

Staffing:

There are no staffing implications.

Legal:

There are no legal implications.

HISTORICAL BACKGROUND

GRIDS and ROPA 25

In 2003, the City initiated the Growth Related Integrated Development Strategy, hereinafter "GRIDS". Dillon Consulting Limited was the lead consultant.

In 2006, Council approved GRIDS. In relation to employment land needs, GRIDS endorsed the Nodes and Corridors option with an area around the John C. Munro Hamilton International Airport for employment uses.

In 2006, the Ontario Municipal Board approved ROPA 25, OPA 104 and OPA 50, hereinafter, "ROPA 25". ROPA 25:

- Mapped the Airport Influence Area
- Established applicable Noise Contours -- NEF 28
- Mapped the AEGD Study Area

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- Specified the planning process to identify lands for a future employment land growth centre

Dillon Consulting Limited was the lead consultant in planning process undertaken to implement ROPA 25.

The AEGD Secondary Plan

On October 13, 2010, Council adopted Official Plan Amendments and passed a Zoning By-law to expand the Urban Area Boundary for employment uses, hereinafter, the AEGD Secondary Plan. In addition, Council approved the following resolution adding more land to the AEGD Area:

That the lands of the Ancaster Christian Reformed Church at the south east corner of Fiddler's Green Road and Garner Road East comprised of approximately 9.08 ha (22.44 acres) be included in the Airport Employment Growth District Secondary Plan and designated for "Prestige Business" and zoned "Airport Prestige Business Park (M11) Zone" with a site specific provision to permit the expansion of the existing church, offices related to religious organizations, church-religious retreat including convention/conference centre and hotel facilities, sports facilities, centres of learning, and ministry programs in conjunction with Redeemer University College on the following basis:

- (i) The lands are contiguous to the existing urban boundary and represents a logical extension of the urban area boundary;
- (ii) The lands are immediately serviceable (sanitary sewers and watermain) with upgrades to the existing infrastructure;
- (iii) The lands have frontage on Garner Road and Fiddler's Green Road and have easy access to Highway 403;
- (iv) The proposed uses will complement other employment uses in the Airport Employment Growth District;
- (v) The proposed development of a church-religious retreat will contribute to jobs and assessment growth in our community;
- (vi) The proximity to the John C. Munro Hamilton International Airport will complement the proposed conference facilities; and,
- (vii) The proposed development is considered "shovel-ready" as the proposed development has commitments from project partners.

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That the Smith farm on the west side of Smith Road comprised of approximately 22.86 ha (56.49 acres) be included in the Airport Employment Growth District Secondary Plan and designated "Airside Industrial" and zoned "Airside Industrial (M7) Zone" on the following basis:

- (i) The lands are contiguous to the proposed urban boundary and are a logical extension of the urban boundary;
- (ii) The lands can be serviced by extending sewers and watermains to the property;
- (iii) The inclusion of the west side of Smith Road will allow the entire Smith farm to be developed in a comprehensive manner; and,
- (iv) The lands are adjacent to and abutting the airport lands, which will provide businesses requiring airside access with additional development opportunities.

The above approved Council resolutions are still in force and effect.

The OMB Hearing

As a result of City Council's decision, a number of appeals to the OMB were filed by various property owners and interest groups. For the purposes of managing the wide array of issues raised as part of these appeals, the OMB Hearing was divided into three Phases:

1. **The Phase 1 OMB Hearing** answered the threshold question of whether the 2006 OMB Decision on ROPA 25 precludes the OMB from considering new residential and retail commercial uses within the AEGD Area. In its Decision of June 1, 2012, the OMB ruled, based on a Settlement of concerned parties that:
 - (i) There will be no new residential land use designations within the AEGD Study Area;
 - (ii) The discussion on residential uses would only be permitted in the context of determining suitability for employment purposes;
 - (iii) If the OMB chooses to designate lands for employment uses within the AEGD Study Area, then the parties will not argue these same lands should be residential in the context of other OMB Hearings, respecting the City of Hamilton's Rural and Urban Official Plans, which are also under appeal; and,

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- (iv) The determination of retail commercial uses will be argued in the subsequent Phases of this OMB Hearing.
2. **The Phase 2 OMB Hearing** focused on the land budget exercise and its conformity with the Provincial Growth Plan and consistency with the Provincial Policy Statements. In its decision of July 3, 2013, the OMB dismissed the appeals of Hamiltonians for Progressive Development (HPD) and Environment Hamilton, and approved a land need of 555 net hectares for employment uses. The OMB also concluded that the land budget exercise is in conformity with the Growth Plan and consistent with the Provincial Policy Statements. HPD subsequently filed appeals to the Divisional Court to overturn the OMB decision. On November 7, 2013, the City of Hamilton succeeded in securing a dismissal of the HPD appeal.
3. **The Phase 3 OMB Hearing** will refine the AEGD Secondary Plan to include 555 net hectares of employment land and define land use designations, configurations and policies.

The Planning Committee may receive legal advice and instruct Legal Counsel (in closed session, if necessary) on the City's position for Phase 3 OMB Hearing (instructions to remain confidential until ratified by Council).

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Provincial Policy Conformity

Dillon Consulting Limited (Ann Joyner, MES, MCIP, RPP) has provided the professional land-use planning opinion that the AEGD Secondary Plan Boundary reconfiguration is consistent with the Provincial Policy Statement and is in conformity with the Growth Plan for the Greater Golden Horseshoe. (See the Dillon Report attached as Appendix A to Report PED13209(a)).

City of Hamilton Urban and Rural Official Plans

The OMB decision on the AEGD Secondary Plan and associated policies will be carried forward and incorporated into the City of Hamilton Urban and Rural Official Plans.

Zoning By-law

The Zoning By-law will have to be updated to reflect the Official Plan designations.

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City-Wide Transportation Master Plan (2007) and AEGD Transportation Master Plan

City of Hamilton's Transportation Master Plan (2007) established some goals and objectives to be achieved for various modes of transportation including, but not limited to, new and existing roads, transit, bicycle and pedestrian facilities and rapid transit. It also identified various infrastructure improvements to be made within the AEGD up to the 2031 horizon. The AEGD Transportation Master Plan is consistent with the City-wide Transportation Master Plan (2007). It may require minor updates given the refinements to the AEGD Secondary Plan boundary.

City-Wide Stormwater Master Plan (2007) and AEGD Subwatershed Study and Stormwater Management Plan

The 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. It may require minor updates given the refinements to the AEGD Secondary Plan boundary.

Water and Wastewater Master Plan for Lake Based Systems (2006) and AEGD Water and Wastewater Master Plan

The 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 and Wastewater Master Plan. It may require minor updates given the refinements to the AEGD Secondary Plan.

Rapid Transit

The City of Hamilton is working with Metrolinx on the 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. The refinements to the AEGD Secondary Plan boundary do not affect these plans.

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RELEVANT CONSULTATION

On December 11, 2013, Council received an Information Report PED13209, outlining the consultation required to determine its position for Phase 3 of the OMB Hearing. In accordance with the timeline established in that Report, this Report was made available to Councillors and the public earlier than the usual procedural timelines. Written comments and delegations are being received before Council determines its position on the boundary reconfiguration.

Legal Services Division and external Legal Counsel.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

As outlined in Appendix A attached to Report PED13209(a), the AEGD Secondary Plan Refinement Report prepared by Dillon Consulting, January 6, 2014, contains detailed analysis and technical conclusions in support of either Option 1 or 1a, a refinement of Council's original position on the AEGD boundary.

After review of Option 1 and 1a, staff has concluded that the expansion of the City of Hamilton's Urban Area Boundary to encompass the refined AEGD Secondary Plan lands is still appropriate and justified. It is further concluded that the future land uses and planning policies in the refined Secondary Plan for the AEGD are also still in conformity with the Provincial Growth Plan and consistent with the Provincial Policy Statements.

The boundary reconfiguration exercise is the final planning decision in a methodical planning history of decisions – GRIDS, ROPA 25, AEGD Secondary Plan (662 net ha), no new Residential Land uses, and 555 net ha needed. Option 1 or 1a completes the planning vision without deviating from any of the planning objectives historically achieved. Staff have identified no compelling planning rationale to change course now.

Dillon Consulting Limited has been the lead consultant regarding the AEGD since GRIDS. Their expertise has guided the City in making principled planning decisions and helped it withstand all opposition to those decisions to date.

The City has successfully withstood the threat of new residential uses in the AEGD to date. Option 1 or 1a continues to support that position.

ALTERNATIVES FOR CONSIDERATION

Appendix A attached to Report PED13209(a) outlines Option 1, which is the same as Option 1a being recommended except for the fact that the potential Redeemer University expansion is not identified as an Institutional designation. Either Option is viable.

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Committee may be presented with other options from interested Parties. Legal Counsel and Staff will provide advice on those options in closed session.

ALIGNMENT TO THE 2012 – 2015 STRATEGIC PLAN

Strategic Priority #1

A Prosperous & Healthy Community

WE enhance our image, economy and well-being by demonstrating that Hamilton is a great place to live, work, play and learn.

Strategic Objective

- 1.1 Continue to grow the non-residential tax base.
- 1.2 Continue to prioritize capital infrastructure projects to support managed growth and optimize community benefit.
- 1.6 Enhance Overall Sustainability (financial, economic, social and environmental).

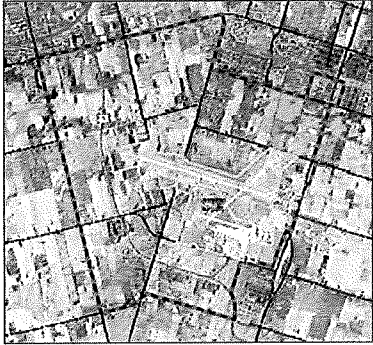
APPENDICES AND SCHEDULES ATTACHED

Appendix A to Report PED13209(a) – City of Hamilton Airport Employment Growth District – AEGD Secondary Plan Boundary Refinement (January 6, 2014), prepared by Dillon Consulting

GP/mad



City of Hamilton
Airport Employment Growth District
Secondary Plan
Refinement
January 6, 2014



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Executive Summary

This report documents the process that has been applied to revise the Airport Employment Growth District (AEGD) Secondary Plan Area from 662 to 555 net hectares (ha) in response to the decision of the Ontario Municipal Board (OMB) for Phase 2 of the hearing. The process undertaken constitutes a refinement to the Secondary Plan that retains the integrity of the Council approved, preceding work including the overall planning vision, servicing Master Plans and the fundamental approach and structure of the land use configuration, designations and policy that reflect extensive stakeholder consultation. To this end, the starting point for the work was the 2010 Council approved Secondary Plan and supporting Master Plans.

Criteria for selection of the areas to remove were chosen to be consistent with the AEGD Secondary Plan process, to reflect employment uses only (.e. no new residential) and to be consistent with Provincial Policy. Criteria included urban area continuity, variety and proportion of land uses, protection of natural heritage and prime agriculture, proximity to airport lands and efficient servicing.

The entire approved Secondary Plan area was considered in deciding which lands to remove. The area was divided into smaller areas or "blocks" for ease of identifying possible areas to remove. Each block was identified as most suitable, least suitable or areas available for consideration in one or more options.

Using the areas identified as most suitable and available for consideration, two options for re-configuration are proposed. Both options are defensible and will provide a solid land use planning basis for the Secondary Plan. The two options are similar in that each option retains the fundamental structure of the Secondary Plan allowing for continuous expansion of the urban area southward and westward in an efficient and logical manner. They each retain all of the lands more easily and affordably serviced (Phase 1 Service Areas), allow for progressive servicing of contiguous areas, support the four main employment designations, retain most of the land adjacent to the airport and retain large parcels of land and those with higher profile and accessibility. Both options remove the area south of the airport and south of Highway 6 which is prime agricultural land as well as the disconnected area identified by Council at the intersection of Garner and Fiddlers Green Road and the blocks at the limit of the servicing area from Highway 6 to Smith Road on the western edge of the AEGD north of Book Rd.

The two options are the same with respect to the core areas described above. Option 1 – Reduce Western Edge, also removes an area of land on the western edge and north of the airport (that was added by Council in 2010). Option 1a – Designate Institutional, retains this block and instead recognizes the proposed Institutional uses in the Secondary Plan area including the block south of Garner Road that Redeemer College has identified and requested for an expansion to the College.

AEGD Secondary Plan Refinement

The employment allocation was updated by land use designation to the year 2031 to reflect the land needs of 555 ha. The employment forecast has been reduced by approximately 3,940 employees for the smaller area for a total employment of 20,400 for the new employment lands. The proportion of employees by land use category and the land use designations for each option were kept consistent with the approved Secondary Plan with slight modifications to adjust for the reduced area and in the case of Option 1a to add the Institutional designation (and a Site Specific Policy confining use to Post-Secondary Education). It is recommended that the Hamilton International Airport and the lands designated as Airport Reserve in the Secondary Plan be maintained in the rural area consistent with convention in Hamilton and common practice in Ontario. Thus, the resulting designations for the refined Secondary Plan will include Airside Industrial, Airport-Related Business, Light Industrial and Prestige Business Park.

Both of the two options for re-configuration of the AEGD presented in this report will be defensible and will provide a solid land use planning basis for the Secondary Plan. Each one retains the essential character of the original Secondary Plan and will result in minimal need for change to the Secondary Plan, Zoning By-law or Infrastructure Master Plans.

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1.0 Background

This report provides a summary of the process that has been applied to reduce and reconfigure the Airport Employment Growth District (AEGD) Secondary Plan Area from 662 to 555 net hectares (ha) in response to the decision of the Ontario Municipal Board (OMB) for Phase 2 of the hearing. The decision of the Board was as follows (July 3, 2013 OMB Decision):

ORDER

[109] The Board orders that the appeals of EH and HPD on Phase 2 are dismissed and that 555 net ha is required to meet the forecasted demand for employment land to the year 2031.

"J.V. Zuidema"

The AEGD Secondary Plan approved by Council in 2010 was developed based on a net area of 662 ha needed for new employment lands to 2031 (i.e. area to be included in the Urban Boundary). Furthermore, at the same October 2010 meeting Council approved two additional areas to be included in the Secondary Plan and thus to be part of the urban boundary, totalling approximately 30 net ha (38 gross ha). The effect of the Board Decision is that the Secondary Plan must be adjusted to meet 555 net ha.

Before considering a reduction in of the size of the Secondary Plan area, it is important to understand what was considered in establishing the original Secondary Plan area. The criteria for selecting the area were as follows¹:

- *The initial size of 662 net ha* - The Council approved October 2010 Secondary Plan was based on a land need for future urban area expansion to accommodate employment needs to 2031 of 662 net ha or 828 gross ha as identified by Hemson in 2009². This gross area excluded a wide range of environmental, infrastructure and existing use constraints.
- *Easily serviceable* - the most attractive areas can be serviced by extending existing sewers and water, which is most cost effective;

¹ As referenced in the document titled *AEGD - Phase 2 Land Use Report - Development Options Evaluation & Preferred Concept Plan*, dated May 2010.

² Hemson Consulting Limited, September 2009, *Employment Area Land Budget Update* (Page 16). This report identified the need for 830 gross hectares or 660 net areas. The report states that "the analysis of land supply and demand is undertaken in terms of *net land area* – which is defined as the area of the actual buildings and building lots. The *net land area* excludes roads, storm water management ponds and other services which tend to be roughly 20% of the gross land area, which excludes non-developable areas such as natural features, hydro corridors and buffers".

AEGD Secondary Plan Refinement

- *High profile area* - meaning it has good access to provincial Highway No. 6 and is surrounded on all four sides by an existing major roadway network;
- *Located within close proximity to the Hamilton International Airport* and protects properties adjacent to the airport which is important for businesses that require airside access, such as freight-forwarders, regional integrator operations and on-site customs brokers;
- *Located in close proximity to existing developments* which is most convenient for employees and meets Provincial Policy for directing growth to existing urban areas and to provide efficient, compact settlement.

Table 1 summarizes the original areas in the Secondary Plan compared with the outcome of the Phase 2 hearing. **Figure 1** shows the original configuration for the Secondary Plan (662 net ha). Note that all Figures are placed at the end of the report text.

Table 1 – Comparison of Secondary Plan Urban Expansion and Revised Areas and Deductions Needed (Without Council Added Areas)

	Total Ha (1)	Gross Ha (2)	Net Ha (3)
A Secondary Plan – Urban Expansion	1090	828	662
B Phase 2 Hearing Decision – Urban Expansion	To be determined by choice of option	695	555
Deduction needed (A-B)	To be determined by choice of option	133	107

(1) Including all non-developable areas. Excludes the Hamilton International Airport and the Airport Reserve.
 (2) Gross Area excludes the following non-developable areas: Existing infrastructure, hydro corridor, existing institutional, residential less than 1 acre, core (natural environment) area, 30 m buffer for fish habitat, and floodplain.
 (3) additional 20% for future infrastructure deducted from gross area

2.0 Determining the Boundary

2.1 Criteria

The criteria to be used to reconfigure the Secondary Plan need to:

- Be consistent with the principles used to develop the Secondary Plan which are sound and can be linked to provincial policy/direction;
- Reflect that the land is to be used for employment uses only (i.e. no residential) with uses which primarily support industry (e.g., labour association halls, hotels, trade schools, training facilities, commercial rental establishments), and small scale accessory

AEGD Secondary Plan Refinement

uses which primarily support employees such as cafes, fitness centers, or personal service uses, as per the Secondary Plan.³

- Reflect the core question to be answered in the Phase 3 AEGD OMB Hearing – i.e. What lands are most suitable for employment uses?

The following are the criteria for identification of the new configuration of the AEGD Secondary Plan Area:

Planning, Economics and Environment

- **Urban Area Continuity:** retain land with proximity to existing urban lands to create a continuous urban fabric and where potential employees can easily live, work and play without having to commute long distances (no leap-frogging).
- **Variety and Proportion of Land Uses:** retain land with a variety of employment types/designations including the four main employment uses in the appropriate proportion.
- **Protection of Prime Agriculture Areas and Natural Heritage:** remove prime agricultural land, as much as possible, and areas highly constricted by natural environment features.
- **Market Profile and Accessibility:** prioritize retention of high profile areas with access to provincial Highway No. 6 or arterial roads (i.e., Garner Road, Upper James Street, Dickenson Road, Glancaster Road, Book Road, and Twenty Road).
- **Proximity to Airport Lands:** prioritize retention of land with proximity to the Hamilton International Airport (HIA) (i.e. land adjacent to the Airport), which will have direct access to the airside and will be the focus for businesses that require airside access, such as freight-forwarders, regional integrator operations and on-site customs brokers.
- **Efficient Servicing** – Retain the more easily serviced areas (Servicing Phase 1 program)⁴ and exclude areas that are least affordable for servicing or would not be expected to receive servicing (i.e. end of pipe) until the end of the Servicing Phase 2 program as defined by:

³ The OMB decision for the AEGD Phase 1 Hearing on June 1, 2012, indicated that no new residential land use will be located in the AEGD Study Area.

⁴ To reflect the progressive servicing plan, the Secondary Plan Area was subdivided into “Servicing Phase 1” and “Servicing Phase 2” as follows:

- **Servicing Phase 1:** Generally represents lands that currently have sufficient water and wastewater servicing capacity with readily available connections and where only minor improvements are needed. These lands should be retained for all configurations of the AEGD Secondary Plan area.
- **Servicing Phase 2:** Represents land for which development requires new infrastructure, including major investments in water, wastewater and transportation servicing.

Water:

- service contiguous areas to allow extension of pipes (no islands)
- prioritize extension of existing local systems
- prioritize small diameter local services and avoid trunk mains where possible
- enable potential for looping of systems

Wastewater:

- prioritize gravity flow and avoid pump stations
- prioritize extension of existing local gravity system
- service contiguous areas to allow extension of pipes (no islands)
- prioritize small diameter local services and avoid trunk sewers where possible

Stormwater:

- prioritize areas that allow for continuous stormwater flow
- prioritize areas that support Low Impact Development design

Transportation:

- prioritize areas that can be serviced with existing roads through minimal improvements
- prioritize proximity and accessibility to transit and minimize length of new roads

2.2 Evaluation – Suitability of Lands for Employment Uses

The Secondary Plan Area was divided into smaller areas for ease of identifying possible areas to remove. Nine larger areas were identified, which then were sub-divided into twenty-four blocks of land that could potentially be considered for exclusion from the AEGD Secondary Plan area. Each area may contain more than one block and more than one ownership parcel and have been configured according to the existing roads, lot lines and natural environment constraints. **Figure 2** shows these blocks and areas.

In order to arrive at the gross areas for each of the 24 blocks, non-developable lands have been deducted. These non-developable lands are consistent with the approach previously used for the 2010 Secondary Plan and Master Plans.

In addition to the area by area and block analysis, we considered the entire configuration of the AEGD in identifying and evaluating options. Issues such as infrastructure network continuity and efficiency, overall urban/rural structure, as well as the size of the combined parcels were considered. The size and shape of parcels was also considered with respect to constraints for development, fragmentation of the AEGD and suitability for employment uses.

AEGD Secondary Plan Refinement

With respect to infrastructure network continuity, the areas east of Highway 6 were identified as preferred for early, progressive and efficient servicing in the work done for the Secondary Plan. As a consequence, all of the Secondary Plan area was located east of Highway 6 (except for one block at the entrance to the airport). We did not revisit this decision but focused only on the areas identified in the 2010 Secondary Plan.

The process followed to identify the area for the revised Secondary Plan was as follows:

1. Identify areas most suitable for Employment Uses in the Secondary Plan;
2. Identify areas least suitable for Employment Uses; and
3. Consider remaining areas and optimize the Secondary Plan configuration to best meet the criteria for reconfiguration, good planning and provincial policy.

Step 1 – Most Suitable

Five areas and eleven blocks were identified to be most suitable for Employment. **Figure 3** shows these areas and the reasons for their suitability for employment. The areas that can clearly be identified for retention total 582 gross hectares (465 net hectares) suitable for employment uses. Since this is less than the needed 695 gross ha (555 net ha), an additional 113 gross hectares (89 net hectares) must be identified for inclusion in the Secondary Plan Area in order to reach the 695 gross hectares (555 net hectares) for employment uses that are needed by 2031.

Appendix A, Table 1 describes the areas and the reasons why they are clearly considered most suitable for Employment uses and have been retained for consideration in all options for the reconfigured Secondary Plan.

Step 2 – Least Suitable

Three areas and four blocks were considered as least suitable for Employment Use and thus to be removed from all options considered in the reconfiguration of the Secondary Plan. **Figure 3** shows these areas and the reasons they are least suitability for employment.

A description relative to the criteria above and reasons for removal are contained in **Appendix A, Table 2**.

Step 3 – The Remainder

Two areas and nine blocks were identified as areas that may or may not be considered for employment uses and thus available for consideration in one or more options for the Secondary Plan reconfiguration. **Figure 3** shows these areas and the reasons they are or are not considered for employment.

A description relative to the criteria above and reasons for removal are contained in **Appendix A, Table 3**.

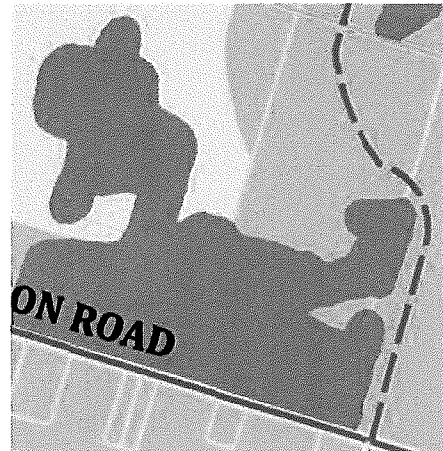
2.3 Options

Based on the areas retained for consideration in the three steps described above, two options for re-configuration are proposed here and either one would be defensible and would provide a good land use planning basis for the Secondary Plan. Each one retains the essential character of the original Secondary Plan and will result in minimal need for change to the Secondary Plan, Zoning or Master Plans. The needed changes to these planning instruments are described at the end of this report along with proposed land use designations for each option.

The two options for re-configuration of the Secondary Plan area were developed by combining the areas from Step 1 that were identified for retention with those from Step 3 identified as having some potential for retention the Secondary Plan. The options were developed to best meet the selection criteria but also so that the overall shape and character of the area is functional for servicing and provides the potential for a logical and attractive land use plan that comes close to the area needed (695 gross ha). The second option (Option 1a) is a variation on Option 1 and is put forward to recognize expansion of a significant institutional use in Hamilton (Redeemer University College). The College has requested the opportunity to expand their campus on the north side of Garner Rd. into the Secondary Plan area immediately across Garner Rd. It is the convention in Hamilton to recognize and designate such large and significant special purpose areas within Secondary Plans to ensure that the land is protected until the appropriate site-specific institutional approvals are obtained.

It must be noted that it was found to be problematic to attempt to plan to the finely prescribed land area (555 net ha) given the size and complexity of the AEGD Plan area. There is no clearly superior configuration but rather there are advantages and disadvantages to including each of the areas identified in Step 3. The recommended configurations optimize the advantages of the areas to the greatest extent feasible. The areas from Step 3 that are not included would still be suitable for employment but work less effectively when combined with the other areas.

Further, it is important to note that there are many areas that are surrounded by core areas and other natural environment features that have odd shapes not suitable for extensive employment uses and may never develop. Thus, the overall developable area may turn out to be less than 555 net ha.



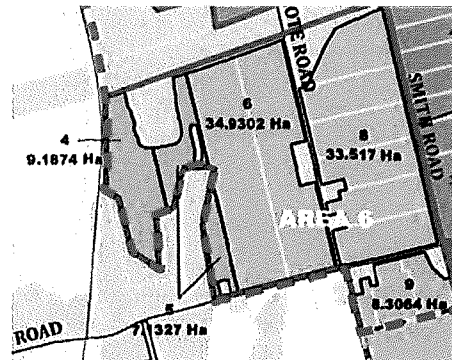
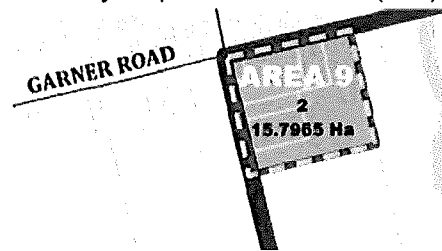
Each of the options:

- Is based on including all the blocks that are more easily and affordably serviced for water, wastewater and transportation, including all the lands within the Servicing Phase 1 program (i.e. blocks within Servicing Phase 1 program are not removed). The configurations will allow the current and future water and wastewater infrastructure to service contiguous areas, without islands or leap-frogging. It should be noted that the

AEGD Secondary Plan Refinement

area must have immediate access/proximity to the airport to support airport related hotels and other uses dependent on airport proximity. At this time, retention of Area 5 block 24 is considered sufficient to provide adequate lands for such uses at this time, particularly since there are other commercially designated lands adjacent to the airport entrance in the Mount Hope community that would benefit from interest generated to support airport functions. A recently completed Community Improvement Plan (CIP) supports this approach.

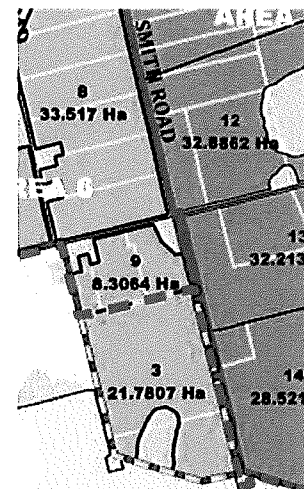
- The area added by Council at the intersection of Garner Road and Fiddlers Green Road (block 2 in Area) is removed.
- For each option, blocks 4 and 5 (in Area 6) are also removed because these irregularly shaped areas are surrounded by natural environment features (including the Greenbelt). The natural environment features create both servicing, access and development challenges. They are also located at the end of the servicing area and are part of the Servicing Phase 2 and are on the outskirts of the Secondary Plan area with only a limited access to major roads (Highway 6). They are not contiguous with the urban boundary, nor are they adjacent to the HIA.
- Blocks 6 and 8 (in Area 6) are also removed as they are located at the end of the servicing area and are part of the Servicing Phase 2 and are on the outside of the Secondary Plan area. Removing blocks 4, 5, 6, and 8 together makes sense from a servicing perspective as these blocks will be serviced within the same infrastructure programming. These blocks are not contiguous with the urban boundary, nor are they adjacent to the HIA.



Recommended Re-Configuration of the AEGD – Option 1 Reduce Western Edge

Two recommended options are described below – Option 1 Reduce Western Edge and Option 1a Reduce Western Edge and Recognize Expansion of Redeemer University College.

For Option 1, in addition to the common elements removed as described above (blocks 1, 2, 4, 5 and 8), this recommended configuration also eliminates blocks 3 and 9 (Figure 4, Option 1). It removes approximately 137 net ha (171 gross hectares), including the blocks adjacent to Book Road, between Highway 6 and Smith Road, the block south of Highway 6 (north of White Church Rd.). The areas

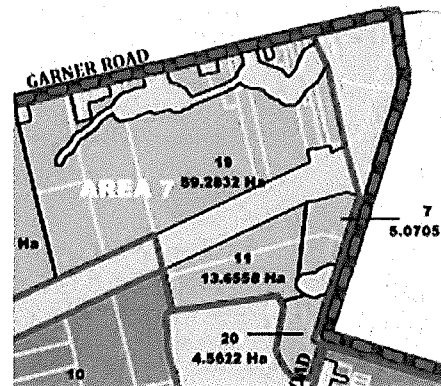


AEGD Secondary Plan Refinement

added by Council in October 2010 (Smith Farm west and Ancaster Church) have been removed from the planning area.

Blocks 3 and 9 are located at the end of the servicing area (end of pipe) and would receive servicing during the later stages of development. Altogether, blocks 4, 5, 6, 8, and 9 work as a consolidated block for development located in the western boundary of the AEGD; if removed together, this would not cause discontinuity of the urban area.

Area 7 - blocks 7, 11, 19 and 20 was not considered further for removal in developing the options because these blocks have significant advantages for Employment Use compared to Area 6 - blocks 4, 5, 6, 8, 9 and 3. They have the important advantage of being contiguous to the urban boundary. Leaving Area 7 in the Secondary Plan area will create a continuous urban fabric which is consistent with Provincial Policy and Growth Plan requirements. In addition, block 19 has excellent exposure and accessibility along Garner Rd.



The new configuration in Option 1 meets the criteria for planning, economics and environment, and servicing as follows:

- **Urban Area Continuity:** retains land with proximity to existing urban land and creates a continuous urban fabric. Option 1 retains essential structure of the original Secondary Plan by removing only outlying areas.
- **Variety of Land Uses:** It offers a variety of land uses, including three of the main employment uses.
- **Protection of Prime Agriculture lands and Natural Heritage:** Removes prime agricultural land (block 1) and areas surrounded by natural environment features (located east of Highway 6, north of Book Road). Removing blocks 4 and 5 would protect the function of the current rural land to the west as well as the Greenbelt by providing a continuous buffer to the Greenbelt land on the east side as well as interior.
- **Proximity to Airport Land:** Prioritizes proximity to the HIA, leaving most of the land adjacent to the Airport within the Secondary Plan area. Blocks 14, 15, 16 and 17 will have direct access to the airside and will be the focus for businesses that require airside access.
- **Profile and Accessibility:** Prioritizes high profile areas with access to provincial Highway No. 6 (south of Garner Rd and near the Airport entrance) and arterial roads (i.e., Garner Road, Upper James Street, Dickenson Road, Glancaster Road, and Twenty Road). However, it eliminates road frontage on Book Road and an area adjacent to Highway 6.
- **Efficient Servicing:** Includes the most easily serviceable areas from an infrastructure planning perspective. All areas within the Servicing Phase 1 have been retained within the Secondary Plan. Defers the "end of pipe" blocks located at the western portion of the

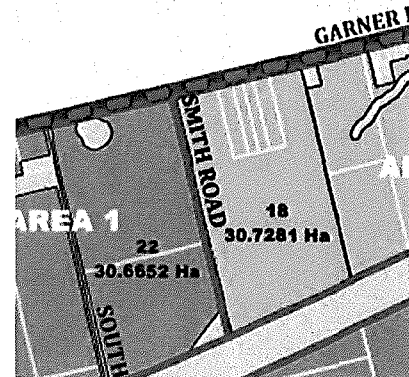
AEGD Secondary Plan Refinement

AEGD (south of the Hydro corridor), which are expected to be developed near the end of the planning period (2031). In addition, transportation servicing prioritizes areas that can be serviced with existing roads through minimal improvements and prioritizes proximity to existing transit and minimize length of new roads.

Optional Enhancement – Option 1a Reduce Western Edge and Recognize Expansion of Redeemer University College

In addition to the common elements removed described above (blocks 1, 2, 4, 5, 6 and 8), this option also eliminates block 18 (instead of blocks 3 and 9 removed in Option 1, see **Figure 5 – Option 1a**). Option 1a, conversely, retains blocks 3 and 9. This option removes approximately 138 net hectares (172 gross ha) including the blocks adjacent to Book Road, between Highway 6 and Smith Road, the block south of Highway 6 (north of White Church Rd.) and the block east of Smith Road (between Garner Road and the Hydro corridor). The area added by Council in October 2010 (at the intersection of Garner Road and Fiddlers Green Road) has been removed from the planning area.

Block 18 is located across the Redeemer University College campus and has the potential to become an extension of the College. Redeemer University College has expressed interest in acquiring this block to extend its campus. As this block is located outside the 28 NEF Noise Contour (as per the Hamilton Rural Official Plan), it has the potential to be designated as Institutional to be used for post-secondary education. Post-secondary education is compatible with Prestige employment uses and would not create land use compatibility issues with the AEGD employment area. In addition, designating this area as Institutional would allow the City to provide more appropriate land use policies and zoning regulation and to protect the area for this significant Institutional use. In addition, this Option would provide Redeemer University College with the opportunity to plan for future extensions. However, block 18 is located adjacent to the urban area and an arterial road. Unless this area is designated for Institutional uses, leaving this block in the rural area will create a discontinued urban fabric (leap-frogging) which does not meet Provincial Policy and would leave uncertainty regarding the future use and value of this land.



Blocks 9 and 3 were retained in the configuration because they provide airside access south of block 3 as well as adjacency to arterial roads (Book and Southcoat). In addition, these blocks have servicing advantages. The entire triangle of land west of Glancaster Road, east of Southcote Road, south of the Hydro corridor and north of the HIA drains towards and then through the HIA. Blocks 13 and 14 have two proposed stormwater ponds (ponds 7 and 11) to control storm water. These two ponds drain through a natural watercourse (channel) southwards through the HIA. A proposed stormwater pond is located in block 3 (pond 10). This pond is intended to provide stormwater management for blocks 3 and 9. A natural watercourse (channel) flowing through blocks 3 and 9 will be used to provide drainage from this pond. The

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blocks to the north of block 9 (north of Book Road) will also drain through this channel in blocks 3 and 9. Developing these two blocks first will provide the stormwater measures necessary to service the land to the immediate north in the future. Phasing development from the south (HIA) to the north will be of benefit for the stormwater management of this area.

Block 8 was also considered for retention and would be considered as a defensible configuration. However, its greatest advantage in the 2010 Secondary Plan was to connect to the blocks westward to Highway 6 which have now been removed from the area (blocks 4, 5, 6). It does not provide servicing advantages equal to blocks 9 and 3, nor does it provide airside access and so was set aside in favour of blocks 9 and 3 for Option 1a. The stormwater management features on blocks 3 and 9 would need to be constructed in order to develop block 8 as the stormwater from block 8 flows to the south through blocks 3 and 9. If blocks 3 and 9 are removed and block 8 is included then the stormwater management infrastructure on blocks 3 and 9 will still have to be constructed to drain block 8. This is not efficient as infrastructure will need to be constructed on land that is not designated for employment and for which development charges cannot be collected.

The new configuration in Option 1a also meets the criteria for planning, economics, environment, and servicing as follows:

- **Urban Area Continuity:** Same as Option 1 - Retains continuity of the urban fabric. Some highly fragmented blocks are removed, leaving blocks of contiguous and larger developable areas.
- **Variety of Land Uses:** Same as Option 1 - It offers a variety of land uses, including three of the main employment uses.
- **Protection of Prime Agriculture Areas and Natural Heritage:** Same as Option 1 - Removes prime agricultural land and areas surrounded by natural environment features (located east of Highway 6, north of Book Road and west of Glancaster Road (both north and south of the hydro corridor). Removing blocks 4 and 5 would protect the function of the current rural land to the west as well as the Greenbelt by providing a continuous buffer to the Greenbelt land on the east side as well as interior.
- **Proximity to Airport Land:** Improved over Option 1 - Prioritizes proximity to the HIA, leaving all of the land adjacent to the Airport within the Secondary Plan area. These areas will have direct access to the airside and will be the focus for businesses that require airside access.
- **Profile and Accessibility:** Same as Option 1 - Prioritizes high profile areas with access to provincial Highway No. 6 (south of Garner Rd and near the Airport entrance) and arterial roads (i.e., Garner Road, Upper James Street, Dickenson Road, Glancaster Road, and Twenty Road). However, it eliminates areas adjacent to Book Road and Garner Road and an area adjacent to Highway 6.
- **Efficient Servicing:** Same as Option 1 - Includes the most easily serviceable areas from an infrastructure planning perspective. All areas within the Servicing Phase 1 have been retained within the Secondary Plan. The option defers the "end of pipe" blocks located at the western portion of the AEGD (south of the Hydro corridor) and south of Garner Road

(east of Smith Road), which were expected to be developed near the end of the planning period (2031). In addition, transportation servicing prioritizes areas that can be serviced with existing roads through minimal improvements and prioritizes proximity to existing transit and minimize length of new roads. Blocks 3 and 9 have been retained to develop the stormwater infrastructure in an efficient and logical order from the low end (outlet) upwards.

The final land areas for Options 1 and 1a are summarized in **Section 3.0** below.

Appendix B, Table 1 documents the advantages and disadvantages of each Option.

3.0 Determining Land Uses

3.1 Revised Employment Forecast and Land Use Distribution

The reconfiguration of the AEGD Secondary Plan boundary to reflect the City's employment lands needs of 555 ha to 2031 requires the redistribution of the land use designations and a new employee allocation by land use category. Watson and Associates (Watson) provided an updated employment allocation by land use designation to the year 2031. **Table 2** summarizes the revised employment allocation based on the reduced employment land area. Under the revised Secondary Plan land area, the employment forecast has been reduced by approximately 3,940 employees. The proportion of employees by land use category has been held consistent with the original employment land use identified in the 2010 Secondary Plan.

Table 2- Hamilton AEGD Land Use Category - Revised Employment Allocation (November, 2013)

Land Use Category	Employment Density (Emp./Net Ha)	Net Area (Ha)	Employees	Percentage Allocation of Employment	Percentage Allocation of Land	Gross Area (Ha)
Airside Industrial	36	53	1,897	9%	10%	66
Airport - Related Business	81	40	3,270	16%	7%	51
Light Industrial	23	168	3,825	19%	30%	211
Prestige Business Park	39	293	11,444	56%	53%	367
Total	37	555	20,436	100%	100%	695

Source: Watson & Associates Economists Ltd. 2013

In developing the revised land use configurations we attempted to ensure that the proportion of land area identified within each land use category is properly aligned with allocation by employment type.

3.2 Employment Uses

The land use designations have been kept consistent with the October 2010 Secondary Plan and the AEGD – Phase 2 Land Use Report (May 2010). The following land uses have been included in both Options:

- **Prestige Business:** According to the AEGD – Phase 2 Land Use Report (May 2010), areas designated as Prestige Business “*are set to have a high quality urban design standards and sustainable development standards*”. Prestige Business designation permits manufacturing, assembly, warehousing, repair service, transportation terminals, research and development, office, communication establishment, private power generation, high technology industry, and post-secondary schools. In addition, this designation allows uses that primarily support industry, businesses and employees, 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. It also allows small-scale accessory uses which primarily support employees, such as cafes, fitness centers, or personal service uses. Outdoor storage is prohibited in this designation.
- **Light Industrial:** According to the 2010 Secondary Plan “*Light Industrial is planned for employment uses that do not necessarily require frontage on the existing or future major roads in the Airport Employment Growth District, but will incorporate urban design treatment and are able to accommodate buffering from sensitive land uses*”. The Light Industrial designation allows the location of 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. In addition, this designation allows uses which primarily support industry including labour association halls, trade schools, training facilities, commercial motor vehicle and equipment sales, commercial rental establishments. In addition, it further permits 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. The designation permits outdoor storage of goods that do not cause interference with airport operations and small-scale accessory uses which primarily support employees.
- **Airside Industrial:** According to the 2010 Secondary Plan “*Airside Industrial is planned for employment uses that need to be adjacent to the John C. Munro Hamilton International Airport*”. This designation allows warehousing, transportation terminals, research and development, office, communication establishment, fuel storage, and airport catering services. It also permits 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. The designation permits outdoor storage of goods that do not cause interference with airport

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

- ***Airport-Related Business:*** According to the 2010 Secondary Plan "*Airport-Related Business is planned for employment uses that benefit from proximity to the airport or provide services to travellers.*" This designation allows 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. This designation also permits convenience stores up to a maximum of 500 square metres of gross floor area.
- ***Employment Supportive Centres:*** Employment Supportive Centres are to be located within 100 metre radius of the key intersections as described in **Section 3.4**. In addition to the uses allowed in the Prestige Business designation, these centres also allow (subject to a Zoning By-law amendment) the location of convenience stores; private health and recreational facilities; financial establishments; restaurants; personal services; and, gas bars and/or car washes, but no truck wash. These additional uses shall not exceed a total gross floor area of 2,500 square meters per centre. The gross floor area for any individual additional use shall not exceed 1,250 square metres, except for convenience stores which shall not exceed 500 square metres.

In addition, if Option 1a is selected, the Institutional designation will be also added to the Secondary Plan, as follows:

- ***Institutional:*** The Institutional designation within the AEGD will comply with the policies in Section E.6.0 of Hamilton Urban Official Plan. Notwithstanding Section E.6.2.2 of Volume I, the Institutional designation for block 18 (across from Redeemer University College) will require as Site Specific Policy removing institutional uses other than post-secondary education. The intention of the Site Specific Policy is to guarantee the use of this area for the expansion of Redeemer University College and to prevent other institutional uses from locating in this block.

3.3 Airport Use

The location on the Hamilton International Airport and the Airport Reserve within the Urban Boundary was also discussed during the process of reconfiguring the Urban Boundary and the land use designations. Historically, the HIA has been located in the rural area, even though it is located adjacent to the urban area (i.e., on the eastern side, the HIA abuts with the former Airport Business Park and Mount Hope, which are located within the urban boundary). For the new configuration of the AEGD Secondary Plan area, the HIA and the Airport Reserve will be maintained in the rural area and will remain under the policies of the Hamilton Rural Official

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Plan. The HIA/Airport Reserve will continue to be surrounded by rural areas to the west and south. The location of the HIA either inside or outside the urban area has no implications on its operations. The location of the airport in the rural area is a common practice in other cities in Ontario. For example, the City of London and the Region of Waterloo's airports are located in the rural area; in both cases the airport is located adjacent to the urban area. **Figures 6 and 7** show the proposed urban boundary.

4.0 Recommended Boundary and Land Use Configuration

4.1 Option 1 – Reduce Western Edge with No Institutional

Based on Watson's recommendation, the land uses within the Secondary Plan area have been reconfigured to be consistent, with the land use distribution in **Table 2**; however, in order to create a land use plan that makes sense from a land use and infrastructure perspective, a total match was not possible. **Figure 6** shows the recommended land use configuration for Option 1.

Consistent with the 2010 Secondary Plan land uses, Option 1 concentrates the Prestige Business designation on the northern side of the AEGD, adjacent to Highway 6, Garner Road and Twenty Road and to the residential areas north of the AEGD. The Prestige Business designation is also concentrated along both sides of the arterial roads, such as Dickenson Road, Glancaster Road and the proposed extension of Garth Street. This use also has been added along Smith Road to create an edge formed by prestige type of businesses. The Prestige Business designated lands have a high level of visibility from the major transit network and from Highway 6 and will have easy access to Highway 403. The Light Industrial uses are concentrated in the interior areas of the AEGD, surrounded by Prestige Business uses. The Airside Industrial designation is concentrated along the northern fringe of the Airport, providing an advantageous location to those businesses requiring airside access. Employment Supportive Centres have been kept in the original locations including: the southwest and southeast corners of Garner Road and Southcote Road; the southwest and southeast corners of Twenty Road West and Garth Street; the northwest corner of the future realigned Book Road East and Glancaster Road; and, the west side of Upper James Street, approximately 500 metres south of Twenty Road West. The lands in the southern portion of the AEGD, adjacent to Airport Road and Highway 6, continue to be designated Airport-Related Business.

4.2 Option 1a – Reduce Western Edge and Designate Institutional

Figure 7 shows the recommended land use configuration for Option 1a.

The configuration of Prestige Business, Light Industrial, Airside Industrial, and Airport-Related Business follows the same concept as described in Option 1 above (i.e., Prestige Business along both sides of major transit corridors and adjacent to the residential areas; Light Industrials in the internal areas; Airside Industrial along the northern edge of the HIA; and Airport-Related

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Business in close proximity to the entrance of the HIA). The key difference is the introduction of the Institutional uses within the AEGD.

There are several institutional uses already located towards the northern edge of the AEGD: a Christian High School located in the corner of Garner Road and Glancaster Road, a church located on Garner Road, and a church located on Southcote Road, south of Garner Road. The 2010 Secondary Plan recognizes the institutional uses in the AEGD although the use is designated for future employment and employment related uses. The 2010 Secondary Plan recognizes the legal non-conforming and non-complying status of these institutional uses and anticipates that these lands shall be redeveloped at an appropriate time. However, these institutional uses have existed in this area for many years (e.g. the school has been in that location since 1956) and during the AEGD study process they have been identified as non-developable areas. In this new reconfiguration option of the AEGD Secondary Plan area, these institutional uses have been recognized and given the appropriate land use designation, according to the designations and policies in the City of Hamilton Urban Official Plan. This approach is consistent with the City's practice of recognizing institutional designations. For example, through the Fruitland-Winona Secondary Plan (approved by Council on November 19, 2013), the City recognized several parcels with institutional use and re-designated those parcels as Institutional.

In addition, the area across from Redeemer University College, in the corner of Garner Road and Smith Road, has also been considered for the Institutional designation. Redeemer University College is surrounded on three sides by residential uses, which impede the College's ability to expand its campus. On repeated occasions the College has indicated its interest of expanding the existing campus using the area located across Garner Road (the College has submitted letters to the Planning Department and Council). Although post-secondary education is allowed in both Prestige Business and Light Industrial designations in the Secondary Plan, designating this specific area across from Redeemer University College as Institutional will protect the area and provide a better fit for the future institutional use that will benefit the University, the City, and the students. It also would allow the City to provide more appropriate land use policies and zoning regulation while accommodating an important institutional use for its residents. As this area is located outside the 28 NEF Noise Contour (as per the Hamilton Rural Official Plan), it has the potential to be designated as Institutional and to be used for post-secondary education without interfering with the airport operations.

The area south of Book Road, west of Smith Road, within the AEGD Secondary Plan Area is added to this option. Since this area is located adjacent to the HIA, the southern portion has been designated as Airside Industrial while the northern portion has been designated as Prestige Business.

Table 3 shows the Land Use distribution for both options.

Table 3 – Land Use Distribution for AEGD Secondary Plan Configuration Options

Option 1 – Reduce Western Edge			
Land Use	Gross Ha	Net Ha	% Allocation of Land
Airside Industrial	66.70	53.36	10%
Airport Related Business	20.03	16.03	3%
Light Industrial	208.66	166.93	30%
Prestige Business	398.71	318.97	57%
Total	694.10	555.28	100%

Option 1a - Reduce Western Edge and Designate Institutional			
Land Use	Gross Ha	Net Ha	% Allocation of Land
Airside Industrial	76.22	60.98	11%
Airport Related Business	20.03	16.03	3%
Light Industrial	214.74	171.79	31%
Prestige Business	382.61	306.09	55%
Total	693.60	554.88	100%

4.3 Recommended Boundary and Land Configuration Option

Both of the two options for re-configuration of the AEGD presented in this report will be defensible and will provide a solid land use planning basis for the Secondary Plan. Each one retains the essential character of the original Secondary Plan and will result in minimal need for change to the Secondary Plan, Zoning By-law or Infrastructure Master Plans.

4.4 Provincial Policy Conformity

Planning for the AEGD has involved the close consideration of the provincial policy, including the 2006 Provincial Policy Statement (PPS) and the 2005 Growth Plan for the Greater Golden Horseshoe (as amended in 2012). Through a comparison of the proposed AEGD boundary reconfiguration and land use designation and the provincial policy context, it has been determined that:

The proposed urban boundary expansion and establishment of the proposed urban land uses is consistent with the PPS: The AEGD Secondary Plan boundary reconfiguration, which proposes the extension of urban development and servicing abutting the existing urban area of Hamilton, rather than a “leap-frog” development, is consistent with the vision and policies outlined in the PPS. A range of employment uses is anticipated for the AEGD which is also

consistent with the PPS's vision and policies. The proposed boundary configuration is also consistent with the all of the specific policies of the PPS as addressed in the AEGD Planning Justification Report for the AEGD Secondary Plan (June 2010).

The proposed urban boundary expansion and establishment of the proposed urban land uses conform with the Growth Plan for the Greater Golden Horseshoe: The proposed AEGD configuration and land uses support the Growth Plan's vision through the creation of a business park that offers a mix of employment land uses to support job creation, amenities for employees, protection of the natural environment, and transit-supportive development. The intent to develop an eco-industrial business park that reduces its burden on energy and the environment as compared to traditional business park development is also supportive of the Growth Plan's vision. The proposed boundary configuration is also consistent with the all of the specific policies of the Growth Plan as addressed in the AEGD Planning Justification Report for the AEGD Secondary Plan (June 2010).

5.0 Implementation

5.1 Secondary Plan

The implications of the reconfiguration of the AEGD Secondary Plan boundary and land use to the Secondary Plan will depend upon the selected option. The Vision and Principles and the General Policies for the AEGD will remain the same. Similarly, the intent of the Employment Area policies and the allowed uses will be maintained. However, for both Options 1 and 1a, the revised Secondary Plan would eliminate the policies related to the Airport Reserve Designation, as that area will no longer be located within the AEGD Secondary Plan area. Regardless of the chosen option, Map B.8-1 – Airport Employment Growth District Land Use Plan, Map B.8-2 – Airport Employment Growth District Natural Heritage System, Map B.8-3 – Airport Employment Growth District Road Classification Map, and Map B.8-4 – Airport Employment Growth District Phasing Plan, will require to be updated to reflect the changes to the boundary and land use configurations.

In addition to the changes related to the Airport Reserve, both options will require minor additional revisions to the text and schedules of the Secondary Plan to ensure that the changes are reflected. Most of the balance of the policies will remain unchanged.

Option 1a will require the inclusion of policies establishing the Institutional designation within the AEGD Secondary Plan area. Although these policies will conform to the Institutional designation policies in the City of Hamilton Urban Official Plan, a Site Specific Policy for the area across from Redeemer University College will be required in order to guarantee the use of that area for post-secondary education.

It is recommended that the Planning Justification Report for the Secondary Plan be updated along with commentary on how the revised Secondary Plan conforms with Provincial Policy requirements. We also recommend updating the financial assessment of the project (i.e. project costs and recovery).

5.2 Infrastructure Master Plans

Infrastructure identified in the water/wastewater, stormwater and transportation Master Plans was determined based on the servicing needs for the entire AEGD Study Area (i.e., SPA 9). That includes the Servicing Phases 1 and 2 areas as well as the Additional Study Area. The boundary for this overall study area has not changed, just the area identified as Secondary Plan Area has been modified. The main change to the master plans will be in the timing of the need for some of the infrastructure components. The overall configuration and design of the infrastructure will not change. Since some areas of Secondary Plan Area are being added to the Additional Study Area (i.e. the remaining area of SPA 9 outside the Secondary Plan), some of the individual infrastructure projects may be delayed or postponed until those areas are brought into the employment designation. The timing of some specific projects will need to be amended. The financial analysis for the calculation of the appropriate development charge will also need to be updated.

5.3 Official Plans

The changes on the Secondary Plan will require the amendment to the City of Hamilton Urban Official Plan and the City of Hamilton Rural Official Plan. In addition, it will require the modification to the Region of Hamilton-Wentworth Official Plan (Amendment No. 41), to the former Town of Ancaster Official Plan (Amendment No. 135), and to the former Township of Glanbrook Official Plan (Amendment No. 82). These amendments, which were prepared in 2010 to reflect the AEGD Secondary Plan, will need to be revisited and adjusted to reflect the changes in the policies and in the schedules.

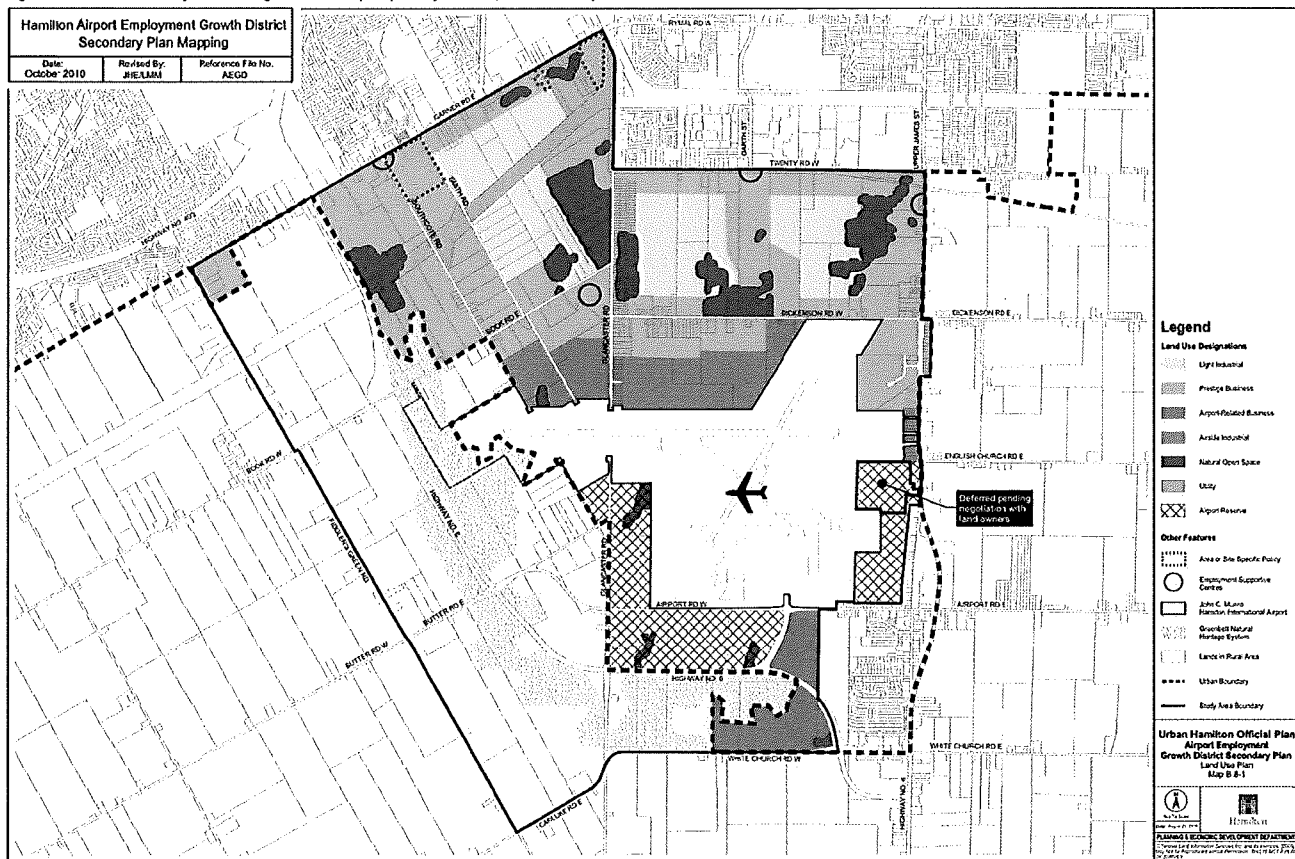
5.4 Zoning By-law

It will be necessary to amend the zoning by-law to reflect the new boundary and change the zones to reflect the land use designations. Similar to the Secondary Plan, the Airport Reserve zone will be eliminated and, should option 1a be chosen, the Institutional zones will be incorporated. For consistency, we recommend that all of the existing Institutional uses in the Secondary Plan area be recognized in the Plan designations and zoning. The rest of the zones will remain unchanged, as their intent and function have been unaltered. The lands that are removed from the secondary plan will be included in the rural zoning. Depending on the timing of the OMB decision on the AEGD, it is likely, the City will be required to do a housekeeping amendment to add these lands to either the new rural zones in By-law 05-200 (if they are in effect) or to the existing zoning by-laws 87-57 (Ancaster) and Zoning By-law No. 464 (Glanbrook).

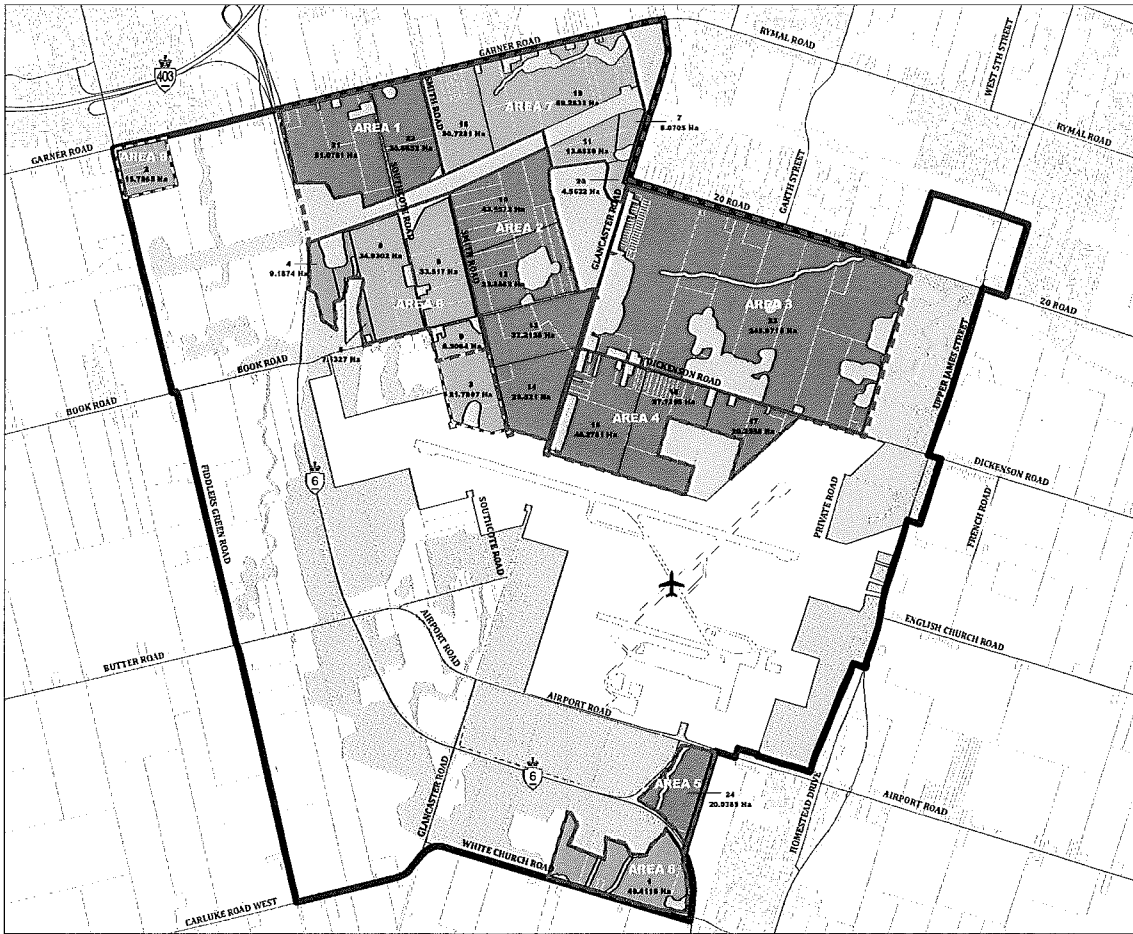
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AEGD Secondary Plan Refinement

Figure 1 – AEGD Secondary Plan Configuration 2010 (Adopted by Council, October 2010)



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Address:
Airport Employment Growth District
(City of Hamilton)


- Legend**
- ▭ Airport Employment Growth District Study Boundary/SPA 9
 - ▭ Airport Employment Growth District Secondary Plan Boundary Expansion October 2010 Council Additions to Secondary Plan
 - ▭ Airport Business Park (within current urban boundary)
 - ▭ Areas
 - ▭ Lands Least Suitable for Employment Uses
 - ▭ Lands Potentially Suitable for Employment Uses
 - ▭ Lands More Suitable for Employment Uses
 - ▭ Non-Developable Areas*
 - ✚ John C. Munro Hamilton International Airport
 - Highway
 - Major Road
 - Local Road

*Non-Developable Areas include Airport reserve, existing infrastructure, hydro corridor, existing institutional, residential under 1 acre, core natural environment area, 30 m fish habitat, and faciplains

Airport Employment Growth District Secondary Plan
Figure 2
Consideration of Areas More Suitable for Employment Uses



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HAMILTON
CITY

November 22, 2013

Planning and Economic Development Department

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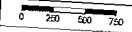
Address:
Airport Employment Growth District
(City of Hamilton)

Blocks 1, 2, 3, 4, 5, 6, 8, 9
Areas Recommended for Removal
From AEGD Secondary Plan: 133 Gross ha (107 net)
Council: 38 Gross ha (30 net)
Total: 171 Gross ha (137 net)

- Legend**
- Airport Employment Growth District Study Boundary (SPA 9)
 - Airport Employment Growth District Secondary Plan Boundary Expansion October 2010 Council Additions to Secondary Plan
 - Airport Business Park (within current urban boundary)
 - Blocks for Consideration for Removal
 - Non-Developable Areas*
 - John C. Munro Hamilton International Airport
 - Highway
 - Major Road
 - Local Road

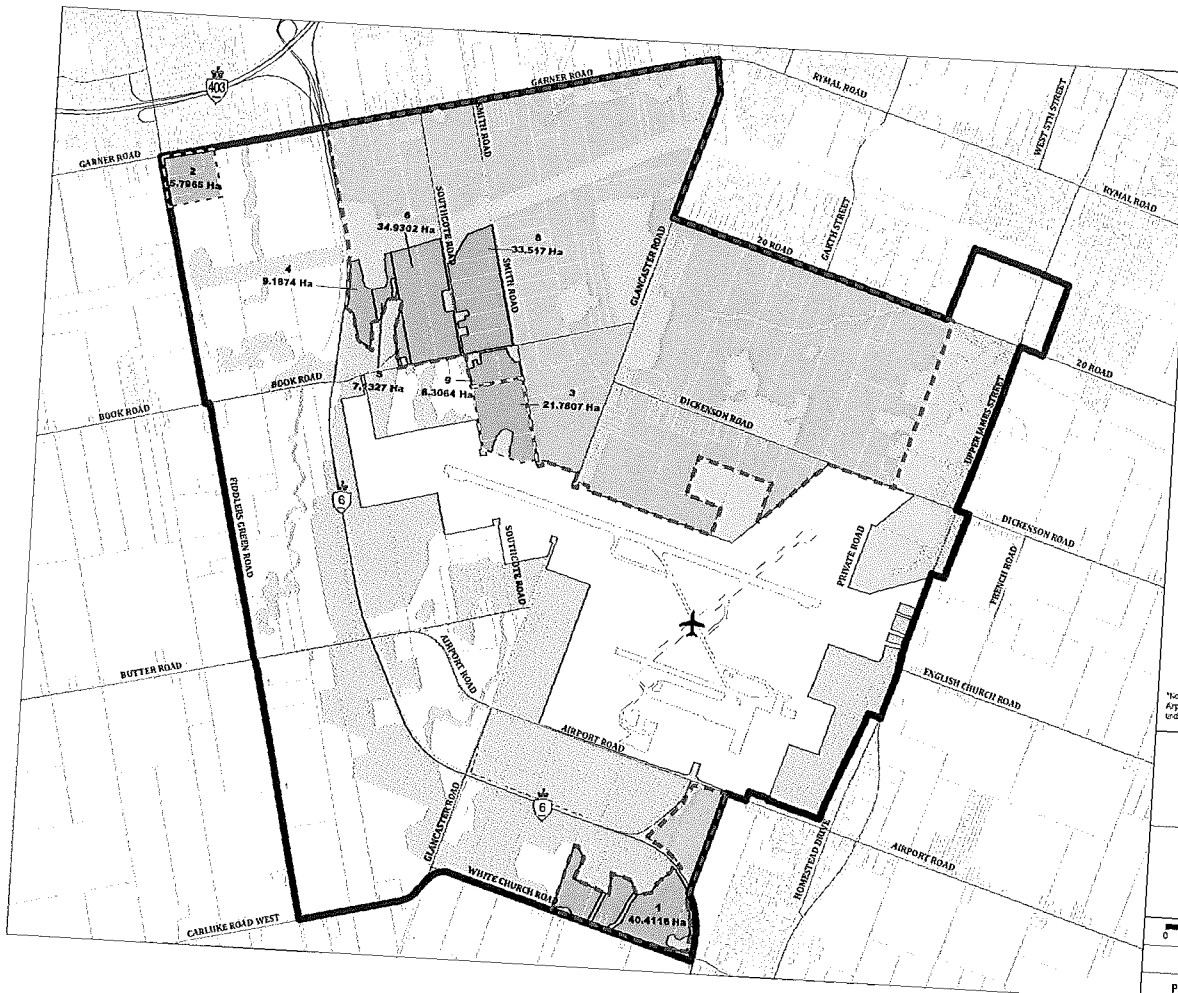
*Non-Developable Areas include Airport reserve, existing infrastructure, hydro corridors, existing institutional, residential, and other uses, core natural environment area, 30 m fish habitat, and floodplain.

Airport Employment Growth District Secondary Plan
Figure 4
Option 1 - Reduce Western Edge

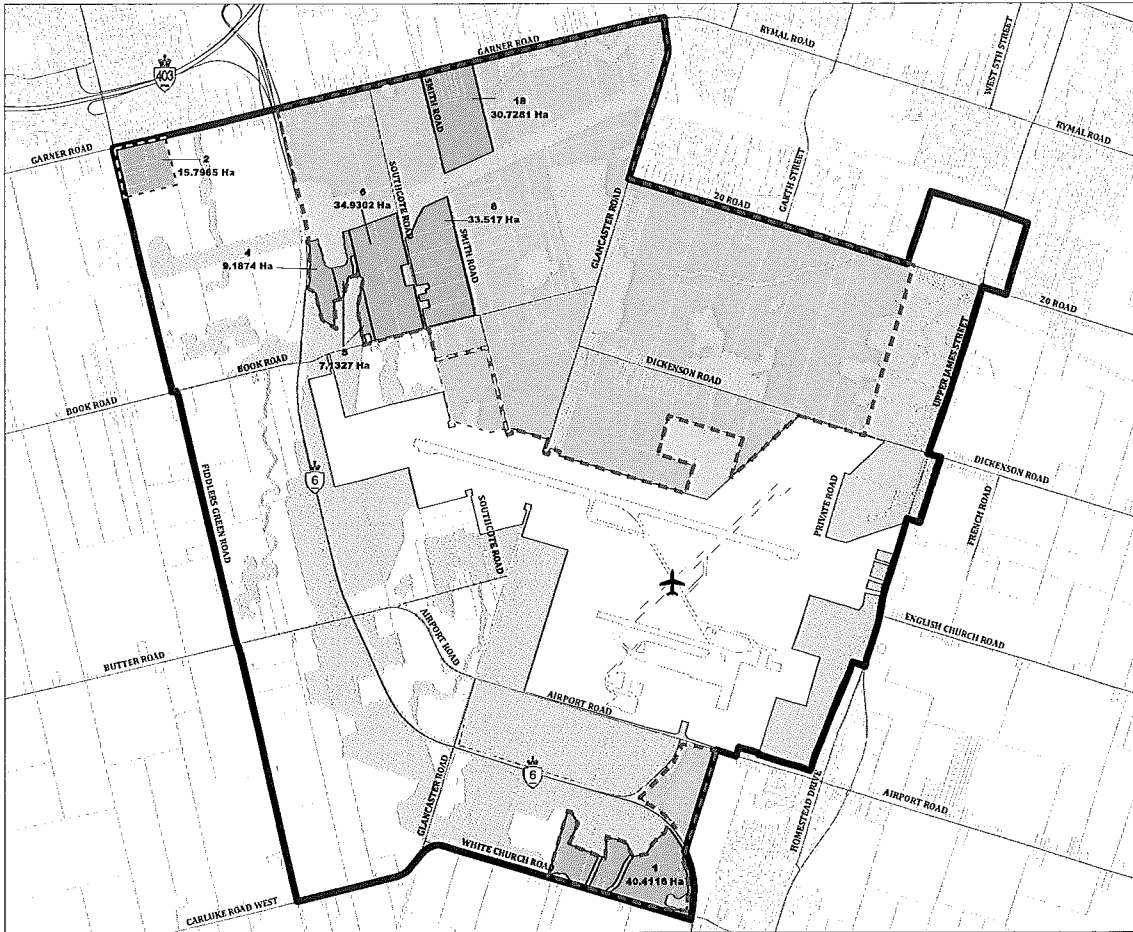


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Address:
Airport Employment Growth District
(City of Hamilton)

Blocks 1, 2, 4, 5, 6, 8, 18	
Areas Recommended for Removal	
From AEGD Secondary Plan:	156 Gross ha (125 net)
Council:	16 Gross ha (13 net)
Total:	172 Gross ha (138 net)

- Legend**
- Airport Employment Growth District Study Boundary/SPA 0
 - Airport Employment Growth District Secondary Plan Boundary Expansion October 2010 Council Additions to Secondary Plan
 - Airport Business Park (within current urban boundary)
 - Blocks for Consideration for Removal
 - Non-Developable Areas*
 - John C. Munro Hamilton International Airport
 - Highway
 - Major Road
 - Local Road
- *Non-Developable Areas include:
Airport reserve, existing infrastructure, hydro corridor, existing institutional, residential under 11 acres, core natural environment area, 30 m fish habitat, and floodplain

Airport Employment Growth District Secondary Plan
Figure 5
Option 1a - Designate Institutional

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Address:
 Airport Employment Growth District
 (City of Hamilton)

- Legend**
- ▭ Airport Employment Growth District Study Boundary/SPA 9
 - - - Urban Boundary
 - == Highway
 - Major Road
 - Local Road
 - Arterial (Major/Minor)
 - Collector
 - Proposed Arterial (Potential Alignment)
 - Potential Connections
- Land Use Designations**
- ▨ Airside Industrial
 - ▨ Airport-Related Business
 - ▨ Light Industrial
 - ▨ Prestige Business
 - ▨ Utility
 - ▨ Core (Natural/Environment) Area
 - Employment Supportive Centres
- Other Features**
- ✈ John C. Munro Hamilton International Airport
 - ▨ Airport Reserve
 - ▨ Greenbelt Natural Heritage System
 - ▨ Lands in Rural Area

Airport Employment Growth District Secondary Plan
 Figure 6
 Option 1 - Land Use Designations

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Address:
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(City of Hamilton)

- Legend**
- ▭ Airport Employment Growth District Study Boundary/SPA 9
 - - - Urban Boundary
 - Highway
 - Major Road
 - Local Road
 - Arterial (Major/Minor)
 - Collector
 - - - Proposed Arterial (Potential Alignment)
 - Potential Connections


- Land Use Designations**
- ▨ Airside Industrial
 - ▨ Airport Related Business
 - ▨ Light Industrial
 - ▨ Prestige Business
 - ▨ Utility
 - ▨ Core (Natural/Environment) Area
 - ▨ Institutional
 - Employment Supportive Centres

- Other Features**
- ✈ John C. Munro Hamilton International Airport
 - ▨ Airport Reserve
 - ▨ Greenbelt Natural Heritage System
 - ▨ Lands in Rural Area

Airport Employment Growth District Secondary Plan
Figure 7
Option 1a - Land Use Designations



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Appendix A

Table 1. Blocks More Suitable for Employment Uses in the Secondary Plan

Area #	Block #	Size (Gross Ha)	General Location	Description (relative to criteria above) and Rationale for Retention within the Secondary Plan Area
1	Area 1 includes blocks 21 and 22 (see below)	81.75	South of Garner Road, between Highway 6 and Smith Road	This area is formed by blocks 21 and 22 and is bordered by major transportation corridors, including Highway 6 and Garner Road (arterial road) and it is traversed by Southcote Road (arterial road). This prime location provides high exposure, accessibility and market potential to attract prestige businesses. An Employment Supportive Centre has been planned to be located at the intersection of Garner Road and Southcote Road. The intention for the Employment Supportive Centre is to provide services and amenities to the employees and businesses of the whole AEGD employment area. Area 1 is located within the Servicing Phasing 1 as it is easily serviceable with the current infrastructure. In addition, this area has minimum environmental constraints.
	21	51.08	South of Garner Road, between Highway 6 and Southcote Road	This block is located along two arterial roads (Garner Road and Southcote Road), is adjacent to Highway 403, and is continuous to the urban area. This prime location provides high exposure, accessibility and market potential to attract prestige businesses. This block is located within the Servicing Phasing 1 as it is easily serviceable with the current infrastructure. In addition, this block has minimum environmental constraints.
	22	30.67	South of Garner Road, between Southcote Road and Smith Road	This block is located along two arterial roads (Garner Road and Southcote Road), is near Highway 403, and is continuous to the urban area. This prime location provides high exposure, accessibility and market potential to attract prestige businesses. This block is located within the Servicing Phasing 1 as it is easily serviceable with the current infrastructure. In addition, this block has minimum environmental constraints.
2	Area 2 includes blocks 10, 12, 13 and 14 (see below)	137.18	East of Smith Road and west of Glanaster Road, from south of Hydro Corridor to the HIA	This area includes blocks 10, 12, 13, and 14, which function as one consolidated area for servicing. This area compliment blocks 15 and 23 to the east. For stormwater, the plan is for these 4 blocks to utilize two end of pipe "dry" stormwater ponds and to rely on existing drainage conditions for conveyance from the "dry" ponds. The existing conveyance is to the south east through the airport and block 15. In addition, the Dickenson Road Extension, which will be an east-west arterial, will traverse this area. An extension of Twenty Road is also planned to traverse the northern most portion of block 10. This area is very suitable for employment uses as it has large parcels with minimal fragmentation and has a flat topography. Moreover, this area is located in the middle of the

AEGD Secondary Plan Refinement

				<p>AEGD Secondary Plan area and has minimum environmental constraints for development. Leaving all or parts of this area in the rural designation will create a discontinued urban fabric and will create servicing issues, as the services will have to run through non-developed areas to potentially reach blocks located to the west.</p> <p>In addition, the intersection of Book Road/ Dickenson Road Extension and Glancaster Road has been identified as the preferred location for an Employment Supportive Centre, which will provide services and amenities to the employees and businesses of the whole AEGD employment area.</p>
10	43.56	East of Smith Road, south of Hydro corridor	<p>This block is located at the mid/end of the servicing area (end of pipe) and would receive servicing during the later stages of development.</p> <p>However, this block does not have any environmental constraints for development and it is located in the middle of the AEGD. Leaving this block in the rural area will create a discontinued urban fabric and will create servicing issues, as the services will have to run through this area in order to reach adjacent blocks.</p>	
12	32.89	East of Smith Road, north of Book Road	<p>This block is located at the mid/end of the servicing area (end of pipe) and would receive servicing during the later stages of development.</p> <p>However, this block is adjacent to an arterial road (i.e. Dickenson Road Extension) which is a preferred location from a market perspective (access, visibility). In addition, leaving this block in the rural area will create a discontinued urban fabric and will create servicing issues, as the services will have to run through this area in order to reach adjacent blocks.</p>	
13	32.21	South of Book Road, between Smith Road and Glancaster Road	<p>This block is located at the mid/end of the servicing area (end of pipe) and would receive servicing during the later stages of development.</p> <p>However, this block is adjacent to an arterial road (i.e. Dickenson Road Extension) which is a preferred market location for visibility and access as well as being identified as the location of an Employment Supportive Centre, which will provide services and amenities to employees and business in the AEGD. In addition, leaving this block in the rural area will create a discontinued urban fabric and will create servicing issues, as the services will have to run through this area in order to reach adjacent blocks.</p>	
14	28.52	North of the HIA, between Smith Road and	<p>This block is located adjacent to the HIA and has the potential to attract businesses that require airside access. In addition, leaving this block in the rural area will create a discontinued urban fabric and will create servicing issues, as the services will have to run</p>	

AEGD Secondary Plan Refinement

			Glancaster Road (East Smith Farm)	through this area in order to reach adjacent blocks.
3	23	245.07	South of Twenty Road, north of Dickenson Road, east of Glancaster Road	Area 3 is composed of block 23 only. This large block is adjacent to two arterials (Twenty Road and Dickenson Road) and will be traversed by the Garth Road Extension. This location provides high exposure, accessibility and market potential to attract prestige businesses (along the arterial roads). In addition, block 23 is adjacent to the urban area, providing continuity to the urban fabric. The eastern portion of this block is located within the Servicing Phasing 1, as it is easily serviceable with the current infrastructure.
4	Area 4 includes blocks 15, 16 and 17 (see below)	97.54	South of Dickenson Road, north of the HIA, east of Glancaster Road	Area 4 is formed by blocks 15, 16, and 17, and is located in the middle of the AEGD Secondary Plan area and adjacent to the HIA. The overall area has minimum environmental constraints and has the potential to attract businesses that require airside access. There are limited opportunities for Airside Industrial uses in the AEGD, thus keeping this area within the Secondary Plan boundary is key for the development of the employment area. This area functions as one servicing area which will be serviced during the same infrastructure programming and will be act as a main transportation corridor (Dickenson Road). Wastewater servicing will be through a trunk sewer to be constructed along Dickinson Road. This is the main line for servicing the majority of the AEGD Secondary Plan. Leaving any of this area rural will create a discontinued urban fabric and will create servicing issues, as the services will have to run through this area in order to reach the blocks located to the west.
	15	40.28	South of Dickenson Road, east of Glancaster Road	This block is located adjacent to the HIA and has the potential to attract businesses that require airside access. In addition, this block is adjacent to an arterial road (i.e. Dickenson Road) which would give it a high profile location with higher business market opportunities. Furthermore, leaving this block in the rural area will create a discontinued urban fabric and will create servicing issues, as the services will have to run through this block in order to reach adjacent blocks.
	16	37.01	South of Dickenson Road	This block is located adjacent to the HIA and has the potential to attract businesses that require airside access. In addition, this block is adjacent to an arterial road (i.e. Dickenson Road) which would give it a high profile location with higher business market opportunities. Furthermore, leaving this block in the rural area will create a discontinued urban fabric and will create servicing issues, as the services will have to run through this block in order to reach adjacent blocks.
	17	20.26	South of Dickenson Road	This block is located adjacent to the HIA and has the potential to attract businesses that require airside access. In addition, this block is adjacent to an arterial road (i.e. Dickenson Road) which would give it a high profile location with higher business market opportunities.

				Furthermore, leaving this block in the rural area will create a discontinued urban fabric and will create servicing issues, as the services will have to run through this block in order to reach adjacent blocks.
5	24	20.04	Highway 6, south of the HIA	Area 5 is formed by block 24 only. Block 24 is located at the entrance of the HIA and adjacent to Highway 6, providing excellent access to the airport and visibility, which have the potential to attract businesses that want to establish Airport-Related activities (e.g., hotels, rental cars, restaurants, etc.). In addition, this block is adjacent to the urban area, providing continuity to the urban fabric. This block is located within the Servicing Phasing 1, as it is easily serviceable with the current infrastructure.

Table 2. Blocks Identified As Least Suitable For Retention in the Secondary Plan Area

Area #	Block #	Size (Gross Ha)	General Location	Description (relative to criteria above) and Rationale for Removal from the Secondary Plan Area
8	1	40.41	South of Highway 6, north of White Church Road	<ul style="list-style-type: none"> Area 8 is formed by block 1 only. Block 1 is divided from the rest of the Secondary Plan area by Highway 6, which constitutes a barrier for development and increases the costs of servicing. This area requires its own pumping station and is located within Servicing Phasing 2 area. The majority of this block is designated as Agriculture in the 2012 Rural OP. Excluding this block would protect this prime agricultural area for agricultural uses, as it would stay part of the rural area. The above points are considered to out-weight the fact that it is one of few blocks with the Airport-Related Business designation and is well adapted to commercial due to proximity to airport and Hwy 6 and that it is located on the edge of the AEGD study area and would not cause a discontinued urban fabric.
9	2	15.80	Garner Road and Fiddlers Green Road (Ancaster Christian Reformed Church)	<ul style="list-style-type: none"> Area 9 is formed by block 2 only. Area 9 is disconnected from the rest of the AEGD area. Being located west of Highway 6, it creates a disjointed land use pattern. This area was added to the secondary plan area as per Council direction in October 13, 2010. It was not addressed in the 2010 Secondary Plan or supporting materials. Removed because this area is disconnected from the rest of the AEGD, will create a disjointed land use pattern, is not readily accessible from Highway 6, and servicing will likely require significant upgrades to current systems.
6	4	9.19	East of Highway 6, south of the Hydro Corridor	<ul style="list-style-type: none"> Area 6 is formed by blocks 3, 4, 5, 6, 8, and 9; however only blocks 4 and 5 are identified as least suitable for retention in the Secondary Plan Area and form part of Table 2. Blocks 3, 6, 7, and 9 are described in Table 3. Block 4 has difficult access, is small and very irregularly shaped and surrounded by natural environment features (including the Greenbelt). It is located at the end of the servicing area (end of pipe), at the outskirts of the AEGD Secondary Plan and it is part of the Servicing Phase 2. It is located on the edges of the AEGD; its removal would not cause discontinuity of the urban area. This block is not in adjacent to the HIA land. Removed because this block has difficult access, is surrounded by natural environment features (including the Greenbelt). The natural environment features create both servicing,

AEGD Secondary Plan Refinement

Area #	Block #	Size (Gross Ha)	General Location	Description (relative to criteria above) and Rationale for Removal from the Secondary Plan Area
				access and development challenges (i.e. due to the irregular shapes).
	5	7.13	East of Highway 6, south of the Hydro Corridor	<ul style="list-style-type: none"> Block 5 has difficult access, is small and very irregularly shaped and surrounded by natural environment features (including the Greenbelt). It is located on the edges of the AEGD; if removed together with block 4, its removal would not cause discontinuity of the urban area. It is located at the end of the servicing area (end of pipe) and it is part of the Servicing Phase 2. This block is not adjacent to the HIA land. Removed because this block has difficult access, is surrounded by natural environment features (including the Greenbelt). The natural environment features create both servicing, access and development challenges (i.e. due to the irregular shapes).

AEGD Secondary Plan Refinement

Table 3. The Remainder - Blocks Considered Either Suitable for Employment or for Possible Removal in the Reconfiguration of the Secondary Plan Area

Area #	Block #	Size (Gross Ha)	General Location	Description (relative to criteria above)
				Rationale for Consideration for Possible Removal from the Secondary Plan
6	Area 6 includes blocks 3, 4, 5, 6, 8, and 9 (blocks 4, 5 removed above)	114.85	West of Smith Road, north of the HIA, south of the Hydro Corridor	<ul style="list-style-type: none"> Area 6 is formed by blocks 3, 4, 5, 6, 8, and 9; however blocks 4 and 5 are identified as least suitable for retention in the Secondary Plan Area and form part of Table 2. Blocks 3, 6, 7, and 9 are described in Table 3. Area 6 is located at the end of the servicing area (end of pipe) and would receive servicing at the later stages of development. The area is located at the outskirts of the AEGD Secondary Plan area and at the end of servicing for Phase 2. If all the blocks in this area are removed together (including blocks 4 and 5), this removal would not cause discontinuity of the urban area. However, blocks 3, 6, 8 and 9 (see descriptions below) should be considered further since they have many advantages for employment uses, including: these blocks are mostly formed by large parcels and have minimum fragmentation; have minimum environmental constraints; and have excellent accessibility as they are located adjacent or near Book road, which will give them direct access to Highway 6, and also are adjacent to Southcote Road (an arterial road).
	3	21.78	West of Smith Road, north of the HIA (West Smith Farm)	<ul style="list-style-type: none"> This block is located at the end of the servicing area (end of pipe) and would receive servicing at the later stages of development. The block is located at the outskirts of the AEGD Secondary Plan area and removing it would not cause a discontinued urban fabric. This block was not contemplated in the original configuration of the AEGD Secondary Plan Area (and associated studies and support materials) as it was not necessary to fulfill the need for 660 net ha for new employment land. This block was added to the Secondary Plan as per Council direction in October 13, 2010. However, there are some advantages of keeping this block within the Secondary Plan: it has one side adjacent with the HIA and has the potential to accommodate businesses that require access to the airside; it is formed by large parcels and has minimum environmental constraints; it assures efficient stormwater flow; and, is located near Book Road, which will give it direct access to Highway 6.

AECD Secondary Plan Refinement

Area #	Block #	Size (Gross Ha)	General Location	Description (relative to criteria above) Rationale for Consideration for Possible Removal from the Secondary Plan
	6	34.93	North of Book Road, west of Southcote Road	<ul style="list-style-type: none"> This block is located at the end of the servicing area (end of pipe) and would receive servicing during the later stages of development (Servicing Phase 2). This block is not in adjacent to the HIA land. If removed together with blocks 4 and 5, its removal would not cause discontinuity of the urban area. However, there are advantages of maintaining this block within the Secondary Plan Area: it is mostly formed by large parcels with minimum fragmentation; it has no environmental constraints; it is adjacent to Southcote Road (an Arterial Road); and, it is located adjacent to Book Road (also an arterial road), which will give this block direct access to Highway 6.
	8	33.52	North of Book Road, east of Southcote Road	<ul style="list-style-type: none"> This block is located at the end of the servicing area and would receive servicing during the later stages of development (Servicing Phase 2). This block is not in proximity to the HIA. If removed together with blocks 4, 5, and 6, its removal would not cause discontinuity of the urban area. However, there are advantages of maintaining this block within the Secondary Plan Area: it is mostly formed by large parcels with minimum fragmentation; it has no environmental constraints; it is adjacent to Southcote Road (an Arterial Road); and, it is located adjacent to Book Road (also an arterial road), which will give this block direct access to Highway 6.
	9	8.31	South of Southcote Road, west of Smith Road	<ul style="list-style-type: none"> This block is located at the end of the servicing area and would receive servicing during the later stages of development (Servicing Phase 2) This block is not in proximity to the HIA. If removed together with blocks 4, 5, 6, and 8 its removal would not cause discontinuity of the urban area. However, there are advantages of maintaining this block within the Secondary Plan Area: it has no environmental constraints; it has great accessibility as it is adjacent to it is located adjacent to Book Road (arterial road), which will give this block direct access to Highway 6; and it is adjacent to Southcote Road (an Arterial Road).

AEGD Secondary Plan Refinement

Area #	Block #	Size (Gross Ha)	General Location	Description (relative to criteria above) Rationale for Consideration for Possible Removal from the Secondary Plan
7	Area 7 includes blocks 7, 11, 18, 19 and 20	125.33	South of Garner Road, north of Hydro corridor, east of Smith Road and west of Glancaster Road	<ul style="list-style-type: none"> Area 7 is formed by blocks 7, 11, 18, 19 and 20. Area 7 is located in an isolated servicing area and would receive servicing during the later stages of development (Servicing Phase 2). Some of the blocks (11, 9 and 20) are surrounded by natural environmental features and the hydro corridor, which make them isolated and fragmented. However, this area should be considered to be retained within the AEGD Secondary Plan Area as this area is located next to the existing urban area and two arterial roads (Garner Road and Glancaster Road). Leaving any of this area out of the Secondary Plan will generate a discontinuous urban fabric and would prevent an orderly growth.
	7	5.08	West of Glancaster Road, south of Hydro corridor	<ul style="list-style-type: none"> This block is surrounded by natural environment features and the Hydro corridor, located to the north of the block, which isolates the block from the north of the AEGD. This block is located in an isolated servicing area and would receive servicing during the later stages of development (Servicing Phase 2). This block is not in proximity to the HIA land. However, this block is located adjacent to the urban area and an arterial road. Leaving this block in the rural area will create a discontinuous urban fabric. Conversely, keeping this block within the Secondary Plan will provide a continuous urban fabric and orderly growth.
	11	13.66	West of Glancaster Road, south of Hydro corridor	<ul style="list-style-type: none"> This block is surrounded by natural environment features and the Hydro corridor, located to the north of the block, which somewhat isolates the area from the rest of the AEGD. This block is located in an isolated servicing area and would receive servicing during the later stages of development (Servicing Phase 2). This block is not in proximity to the HIA. This block is surrounded by natural environment features and the hydro corridor, which make it fragmented and somewhat isolated from the rest of the AEGD. However, this block is located in the middle of the AEGD area. Leaving this block in the rural area will create a discontinuous urban fabric. This block may not be able to properly function as rural/agriculture area, as farmland will be located in the middle of employment areas.
	18	30.73	South of Garner Road, east of Smith Road	<ul style="list-style-type: none"> This block is located in an isolated servicing area and would receive servicing during the later stages of development. This block is north of the hydro corridor and is adjacent to Redeemer University College. As

AEGD Secondary Plan Refinement

Area #	Block #	Size (Gross Ha)	General Location	Description (relative to criteria above) Rationale for Consideration for Possible Removal from the Secondary Plan
				<p>this block is located outside the 28 NEF Noise Contour (as per the Hamilton Rural Official Plan), it has the potential to be designated as Institutional to be used for post-secondary education (potential to become an extension of the College).</p> <ul style="list-style-type: none"> • However, this block also has potential for employment uses: It is formed by large parcels with minor fragmentation; it has no environmental constraints; it has good accessibility as is located along an arterial road (Garner Road); it has easy access to Highway 403; and is adjacent to the urban area. This prime location provides high exposition, accessibility and market potential to attract prestige businesses.
	19	59.28	South of Garner Road, east of Glancaster Road	<ul style="list-style-type: none"> • This block is north of the hydro corridor (south of Garner Road) and adjacent to the urban area north of Garner Road. This block is traversed by natural environment constrained areas. A number of natural features running parallel to Garner Rd. impede visibility through this block from Garner Road but will buffer the employment lands from the residential area to the north. • This block is located in an isolated servicing area and would receive servicing during the later stages of development (Servicing Phase 2). • This block is not in proximity to the HIA. • Block is irregularly shaped and somewhat fragmented due to environmental constraints. • However, as mentioned, this block is located adjacent to the urban area and leaving this block in the rural area will create a discontinued urban fabric (a hole in the donut). In addition, this block has good accessibility as it is located adjacent to an arterial road (Garner Road) and has easy access from the Highway 403. This block has many locational advantages, including high accessibility (located near Highway 403) and profile, and has the potential to attract prestige businesses.
	20	4.58	East of Glancaster Road, south of Twenty Road.	<ul style="list-style-type: none"> • This block is surrounded by natural environment constrained areas and the hydro corridor (which isolate the area from the rest of the AEGD). The natural features make it somewhat fragmented and isolated from the rest of the AEGD. • This block is located in an isolated servicing area and would receive servicing during the later stages of development (Servicing Phase 2). • This block is not in proximity to the HIA. • However, this block is located adjacent to the urban area and an arterial road. Leaving this block in the rural area will create a discontinued urban fabric.

Appendix B

Table 1 – AEGD Options for Re-configuration - Advantages and Disadvantages

	Option 1 Blocks 1, 2, 3, 4, 5, 6, 8 and 9 Area Removed: From AEGD Sec. Plan: 133 Gross ha (107 net ha) Council Additions: 38 Gross ha (30 net ha) Total: 171 Gross ha (137 net ha)	Option 1a Blocks 1, 2, 4, 5, 6, 8, and 18 Area Removed: From AEGD Sec. Plan: 156 Gross ha (125net ha) Council Additions: 16 Gross ha (13 net ha) Total: 172 Gross ha (138 net ha)		
	Advantages	Disadvantages	Advantages	Disadvantages
Urban Area Continuity	<ul style="list-style-type: none"> The areas excluded are located in the western and southern edges of the AEGD. This provides for the continuous extension of the current urban area located to the north and east of the Secondary Plan area thus retaining proximity to existing urban land to create a continuous urban fabric; Option 1 retains essential structure of Secondary Plan by removing only outlying areas. 		<ul style="list-style-type: none"> The areas excluded are located in the western and southern edges of the AEGD. This provides for the continuous extension of the current urban area located to the north and east of the Secondary Plan area thus retaining proximity to existing urban land to create a continuous urban fabric; Option 1 retains essential structure of Secondary Plan by removing only outlying areas. Designating block 18 as Institutional would allow the City to provide more appropriate land use policies and zoning regulation and would provide Redeemer University College with the opportunity to plan for future extensions. 	<ul style="list-style-type: none"> Block 18 Institutional use is directed to expansion of Redeemer College. A provision in the Secondary Plan should revert the land to Prestige Employment should this use not proceed within a reasonable length of time (5 years).
Variety of Land Uses	<ul style="list-style-type: none"> It offers a variety of land uses, including three of the main employment uses; however, most of the Airport-Related Business designation has been removed. 	<ul style="list-style-type: none"> A good portion of the Airport-Related Business designation is removed. 	<ul style="list-style-type: none"> It offers a variety of land uses, including three of the main employment uses; however, most of the Airport-Related Business designation has been removed. 	<ul style="list-style-type: none"> A good portion of the Airport-Related Business designation is removed.
Protection of Prime Agriculture Areas and Natural Heritage	<ul style="list-style-type: none"> Avoids prime agricultural land and areas surrounded by natural environment features (located east of Highway 6, north of Book Road). It would protect the function of the current rural lands to the west as well as the Greenbelt by providing a continuous buffer to the Greenbelt lands on the east side as well as interior for blocks 4 and 5. 		<ul style="list-style-type: none"> Avoids prime agricultural land and areas surrounded by natural environment features (located east of Highway 6, north of Book Road). It would protect the function of the current rural lands to the west as well as the Greenbelt by providing a continuous buffer to the Greenbelt lands on the east side as well as interior for blocks 4 and 5. 	
Proximity to Airport Lands	<ul style="list-style-type: none"> Prioritizes proximity to the Hamilton International Airport i.e. land adjacent to the Airport, which will have direct access to the airside and will be the focus for businesses that require airside access, such as freight-forwarders, regional integrator operations and on-site customs brokers. 		<ul style="list-style-type: none"> Prioritizes proximity to the Hamilton International Airport i.e. land adjacent to the Airport, which will have direct access to the airside and will be the focus for businesses that require airside access, such as freight-forwarders, regional integrator operations and on-site customs brokers. 	

	Option 1 Blocks 1, 2, 3, 4, 5, 6, 8 and 9 Area Removed: From AEGD Sec. Plan: 133 Gross ha (107 net ha) Council Additions: 38 Gross ha (30 net ha) Total: 171 Gross ha (137 net ha)	Option 1a Blocks 1, 2, 4, 5, 6, 8, and 18 Area Removed: From AEGD Sec. Plan: 156 Gross ha (125 net ha) Council Additions: 16 Gross ha (13 net ha) Total: 172 Gross ha (138 net ha)		
	Advantages	Disadvantages	Advantages	Disadvantages
Profile and Accessibility	<ul style="list-style-type: none"> Prioritizes high profile areas with access to provincial Highway No. 6 (south of Garner Rd and near the Airport entrance) and arterial roads. 	<ul style="list-style-type: none"> Eliminates area adjacent to Highway 6 (block 4, south of the Hydro Corridor); Eliminates road frontage on Book Road (blocks 6, 8 and 9). 	<ul style="list-style-type: none"> Prioritizes high profile areas with access to provincial Highway No. 6 (south of Garner Rd and near the Airport entrance) and arterial roads. 	<ul style="list-style-type: none"> Eliminates area adjacent to Highway 6 (block 4, south of the Hydro Corridor); Eliminates road frontage on Book Road (blocks 6 and 8); Eliminates areas adjacent to Garner Road (block 18).
Efficient Servicing	<p>General:</p> <ul style="list-style-type: none"> The area left within the Secondary Plan includes the most easily serviceable areas from an infrastructure planning perspective compared to other areas located in the deferred study area. Some portions of this area can be serviced by extending existing sewers and water (areas within Servicing Phase 1), which is most cost effective; The areas removed from the Secondary Plan fall within the Servicing Phase 2. Defers the "end of pipe" blocks located at the western portion of the AEGD (south of the Hydro corridor), which would have been expected to be developed near the end of the planning period (2031). Transportation servicing prioritizes areas that can be serviced with existing roads through minimal improvements and prioritizes proximity to existing transit and minimize length of new roads. <p>Water:</p> <ul style="list-style-type: none"> Blocks 1, 2, 3, 4, 5, 6, 8, and 9 are at the "end of pipe". Deferring these blocks has no impact on water servicing. <p>Wastewater:</p> <ul style="list-style-type: none"> Deferring block 1 delays need for new AEGD SPS (pump station), deferring capital without impact on the existing system. Deferring block 2 is appropriate as servicing is not programmed in the planning horizon. Blocks 3, 4, 5, 6, 8 and 9 are at the end of gravity system – deferring these areas is appropriate. <p>Stormwater:</p> <ul style="list-style-type: none"> Deferring blocks 1 and 2 will have no impact on stormwater management. Blocks 4 and 5 are located at upper limit of drainage area. Drainage from developed areas will not need to cross these 2 blocks which makes 	<ul style="list-style-type: none"> 	<p>General:</p> <ul style="list-style-type: none"> The area left within the Secondary Plan includes the most easily serviceable areas from an infrastructure planning perspective compared to other areas located in the deferred study area. Some portions of this area can be serviced by extending existing sewers and water (areas within Servicing Phase 1), which is most cost effective; The areas removed from the Secondary Plan fall within the Servicing Phase 2. Defers the isolated blocks located at the western portion of the AEGD (south of the Hydro corridor), which are expected to be developed near the end of the planning period (2031). Transportation servicing prioritizes areas that can be serviced with existing roads through minimal improvements and prioritizes proximity to existing transit and minimize length of new roads. <p>Water:</p> <ul style="list-style-type: none"> Blocks 1, 2, 4, 5, 6, 8 and 18 are at the "end of pipe". Deferring these blocks has no impact on water servicing. <p>Wastewater:</p> <ul style="list-style-type: none"> Deferring block 1 delays need for new AEGD SPS (pump station), deferring capital without impact on the existing system. Deferring block 2 is appropriate as servicing is not programmed in the planning horizon. Blocks 4, 5, 6 and 8 are at the end of gravity 	<ul style="list-style-type: none">

	Option 1 Blocks 1, 2, 3, 4, 5, 6, 8 and 9 Area Removed: From AEGD Sec. Plan: 133 Gross ha (107 net ha) Council Additions: 38 Gross ha (30 net ha) Total: 171 Gross ha (137 net ha)		Option 1a Blocks 1, 2, 4, 5, 6, 8, and 18 Area Removed: From AEGD Sec. Plan: 156 Gross ha (125net ha) Council Additions: 16 Gross ha (13 net ha) Total: 172 Gross ha (138 net ha)	
	Advantages	Disadvantages	Advantages	Disadvantages
	them good areas to remove. Transportation: • Removing blocks 1, 2, 4 and 5 would have no impact on the transportation network. • Removing block 3 would defer the need of building collectors roads to service the area.		system – deferring these areas is appropriate. • Block 18 – Institutional use would either have to wait until Phase 2 servicing is provided or develop an alternate plan for wastewater management. Stormwater: • Deferring blocks 1 and 2 will have no impact on stormwater management. • Blocks 4 and 5 are located at upper limit of drainage area. Drainage from developed areas will not need to cross these 2 blocks, which makes them good areas to remove. • Blocks 3 and 9 have been retained to develop the stormwater infrastructure in an efficient and logical order from the low end (outlet) upwards. Transportation: • Deferring blocks 1, 2, 4 and 5 would have no impact on the transportation network. • Deferring block 18 would have no impact on transportation system.	