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From:

Sent: December-03-15 4:32 AM

To: Vorkapic, Jasmine

Cc:

Subject: Planning Committee Meeting Dec. 3, 2015 re Greenbelt Review-notes with sketch

Dear Chair and Members of the Planning Committee,

I am speaking on behalf of my family who are owners of 1033301 Ontario Inc. We own a parcel of land on Trinity Church Rd., Binbrook. It is located just west of the Area 4 identified in the City of Hamilton Greenbelt Report prepared by Dillon Consulting.

I respectfully request that the Planning Committee make a boundary adjustment to Area 4 and support its removal from the Greenbelt. The revision proposed would be to revise the Area 4 boundary to include our lands and neighbouring lands which are located; 1.north of Twenty Mile Creek, 2.south of Golf Club Road,and 3.east of Trinity church Rd.

The boundary revisions are shown on the revised area 4 mapping which I have provided.

I attended 2 of the Public Open Houses and a meeting with Planners at City Hall. The Planners indicated that the reason for excluding our lands from Area 4 was that they were located inside the NEF 28 contours. This precluded them from residential or institutional uses.

All other criteria for inclusion in Area 4 were met.

In support of my request, I would like to reference the expert opinion and detailed letter provided to the Committee by Urbex Engineering Limited dated November 28, 2015 on behalf of their clients at 1125 and 1130 Fletcher Rd.

They too are requesting boundary revisions to Area 4 based on NEF contour projections from 1996 to 2017.

I quote directly from their letter, "The projected NEF contours show that lands exposed to air traffic noise is considerably reduced from 1996 to 2017 due to advanced technologies in aircraft."

A well attended Planning Committee meeting here at City Hall on June 7, 2005 regarding the then called "Aerotropolis" had City Planners presenting similar facts. The minutes of this meeting can be found online.

Among the significant and still valid points made at the meeting were:

1. lands within NEF contours would not preclude appropriate development with proper noise attenuation and disclosure to users,
2. the NEF contour lines were subjective and

subject to periodic revision, 3. NEF projections by 2017 would shrink NEF contours with advancement in aircraft technology despite increase in volume of traffic.

In closing, I would like to suggest that if the Planning Committee chooses to support Option 4 in the Planning Report- which is to "Defer Greenbelt Revision Until Completion of a Municipal Comprehensive Review", I would propose that it would include an up-to-date comprehensive NEF- Noise Exposure Forecast with input by all stakeholders.

Thank you for allowing me to speak to you today.

Carlo Silvestri, B.A. Hons.

Re: 1033301 Ontario Inc.