

Pilon, Janet

Subject: Warehouse development on Hamilton farmland and wetlands

From: LSAUNDERS

Sent: November 5, 2023 3:45 PM

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I am very concerned about the industrial sprawl and the taxpayer's responsibilities to the AEGD.

. [Item 11.2 on the agenda](#). The \$10 Million per km network will be partially funded **through the tax levy** and will blanket the 1300 acre parcel with roads that plough through wetlands, woodlots, streams, hedgerows and habitat. It is a plan designed to suit warehouse developers and based on a natural heritage map of Hamilton that was created way back in 2011 and desperately needs updating.

There are already massive issues with flooding and overland water as a result of the area development

The proposal for 370 Garner Road E demonstrates how buildings will wipe out a headwater tributary of the Ancaster creek, many kilometers of hedgerows, unevaluated wetlands and unprotected woodlots.

The [warehouse complex](#) that ONE Properties, Urban Solutions and Sergio Manchia wish to drop onto the Garner Marsh, headwaters of Ancaster Creek is at 140 Garner Road east in the northwest corner of the AEGD was not approved

Some concerns with the road network are:

-A \$500 Million dollar construction price tag, a percentage of which **taxpayers will be funding**. Exactly what percentage is unclear. What we do know is that future repairs, maintenance, replacement of roadways will be borne 100% by taxpayers. Hamilton is currently behind in infrastructure repairs by \$2 Billion so building more roads when we cannot maintain the ones we currently own would only add to the deficit. Further understanding is required before this expense is approved.

-Three of the roads on the Transportation Master Plan plough through the urban expansion area farmland which the province has now promised to remove from the urban area. This plan should not be approved until the urban expansion area roads are removed.

-Reliance on an outdated natural heritage map from 2011 which does not identify all the wetlands, woodlots, creeks and hedgerows in this 1300 acre parcel.

This plan needs to wait until the cost to both nature and the public purse can be evaluated. Ramming roads through wetlands to accommodate industrial sprawl is no longer acceptable in the face of climate change

Thank you for your attention to this urgent matter
Jen Saunders