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File No. 11268

Via Electronic Mail

January 31, 2014

Chair Brenda Johnson and Members
Economic Development and Planning Committee
c/o Ms. Rose Caterini, City Clerk
Clerk's Office, City Hall, 71 Main St. W. Hamilton, ON

Dear Chair Johnson and Committee members:

**Re: Airport Employment Growth District Secondary Plan
Ontario Municipal Board (Phase 3) Refinements and Land Use Plan
Submissions – Lea Silvestri Investments Limited**

Our firm represents a Hamilton-based real estate development firm, Lea Silvestri Investments Limited and its related companies 456941 Ontario Ltd. and 1263339 Ontario Ltd. (collectively referred to as "Silvestri Investments"). Silvestri Investments is one of the largest landowners within the study area for the proposed Airport Employment Growth District (AEGD) Secondary Plan and are parties to the ongoing Ontario Municipal Board hearing process.

The purpose of this letter, and its attachments, is to present to your Committee the results of a planning study recently completed on behalf of Silvestri Investments to assist the City in its pending decision on what changes to make to the AEGD Secondary Plan boundaries to respond to the recent Phase 2 Ontario Municipal Board hearing on this matter. The attached reports also respond to the January 2014 City Staff report.

These submissions include specific suggested modifications to the AEGD Boundaries and Policies necessary to ensure the success of the goals of the AEGD.

Background

Silvestri Investment Land Holding in the AEGD Study Area

Silvestri Investments owns lands within the AEGD study area comprising a total of 289 acres (117 hectares). All of these lands are located in the northern portion of the study area and border the current City of Hamilton Urban Boundary. These lands are comprised of three parcels with the following locations:

Garner Road West Lands: A 171 acre/69 hectare parcel located at the south-west quadrant of Highway 6 and Garner Road.

Garner Road East Lands: Two parcels comprising 118 acres/48 hectares as follows:

Parcel A (66 acres/ 27 hectares) at the south-east corner of Smith Road and Garner Road East, and

Parcel B (52 acres/21 hectares) at the south-east corner of Springbrook Avenue and Garner Road East, bisected by the hydro right of way/utility corridor which runs east-west across this portion of the AEGD study area.

The Garner Road West Lands are located within the original study area for the AEGD secondary planning process, but were removed from the version of the AEGD Secondary Plan originally approved by Council in 2010. The Garner Road East Lands were included in the version of the AEGD Secondary Plan that was approved by Council in 2010. One of the key issues to be determined through the OMB hearing process is how the original boundaries should be modified based on updated information and the AEGD land area requirement established by the OMB's Phase 2 Decision.

Involvement in AEGD Planning and Hearing Process

Silvestri Investments has been an active participant in the development of the AEGD Secondary Plan for the past five years. Since 2010, Silvestri Investments has engaged a team of consultants to review and provide input on the AEGD secondary planning. This team includes our firm together with the following specialist:

- Bob Lehman, Lehman and Associates (Land Use Planning)
- Doug Annand and Peter Thoma, UrbanMetrics (Land Economist/Market Analysis)
- Kevin Fergin, P. Eng., Stantec, (Sanitary and Water Infrastructure Engineering)

Highlights of Silvestri Investments' involvement in the process include:

- Commissioning, in 2010, a set of studies/reviews in the disciplines of land economics/market analysis (UrbanMetrics), servicing (A.J. Clarke and Associates) and land use planning (Lehman and Associates) to obtain independent professional advice on the proposed secondary plan and its implications for the Silvestri Investments landholdings within the study area;
- Sharing the results of these studies with City staff and the City Economic Development and Planning Committee as part of the process leading to the approval of the AEGD Secondary Plan in 2010;

- During the OMB hearing process to date, maintaining a dialogue with staff and the City's Hearing Team on the final form that the AEGD should take;
- Supporting the City's position at the Phase 1 and Phase 2 Ontario Municipal Board Hearings, which resulted in a decision by the Board to approve a land need of 555 net hectares for employment uses for the AEGD; and
- Continued updating of planning, engineering and economic studies to provide information to the City to assist its decision with respect to the refinements required to the AEGD boundaries to address the OMB Phase 2 decision.

Updated Studies

Attached for the Committee's consideration are two studies commissioned by Silvestri Investments for the specific purpose of providing input to the City's pending decision on modifications to the AEGD boundary and designations to address the Phase 2 OMB decision:

- A planning report by Lehman and Associates ("Lehman Planning Report") which provides a planning opinion on the appropriate modifications to be made to address the Phase 2 OMB Decision; and
- An engineering report by Stantec on Sanitary and Water Servicing ("Stantec Report") which supports one of the recommendations in the Planning Report.

It is respectfully requested that the Committee review these reports prior to making any determination on this matter.

In addition to these studies, the Silvestri team has been advised on an ongoing basis by UrbanMetrics (Mr. Annand and Mr. Thoma) with respect to the market demand issues relevant to the final decision on the AEGD boundaries and designation.

Summary

The Lehman Planning Report outlines two important modifications to the AEGD boundaries, as originally approved by Council, that are required for the AEGD to function as a successful employment area:

1. A 154.3 hectare area of land located south of Garner Road and east of Southcote Road ("Garner Road Lands") should be removed from the AEGD. Based on the UrbanMetrics 2010 study, and ongoing continuing review, these lands, located at the northern edge of the proposed employment area are unlikely to be developed under the proposed employment designations given their locational constraints and proximity to existing residential uses and designations. Maintaining these lands within the AEGD will create a long-term "hole in the donut" of the urban fabric.
2. A 46 hectare area of land south of Garner Road on the west side of Highway 6 should be added to the AEGD Secondary Plan Area as these lands are functionally related to the employment gateway area. An assessment undertaken by UrbanMetrics indicates that these lands will be an essential element of the overall success of the AEGD.

The planning rationale for these changes are laid out in detail in Mr. Lehman's attached report. It is respectfully requested that the Committee review this report before making its determination on this matter. The key rationale for each of these needed modifications is summarized below.

Removal of the Garner Road Lands

The planning and market analysis completed by Lehman and UrbanMetrics confirm that these lands do not have the necessary locational characteristics to attract or support employment. The locational deficiencies include:

- lack of access to major transportation networks including a 400 series highway;
- distance from the airport which limits the feasibility of employment supportive uses being established;
- fragmented parcel fabric which restricts the establishment of larger employment uses and limits the options and range of potential employment sites; and
- proximity to existing adjacent sensitive uses both institutional and residential which could further restrict the functioning of employment uses located within the employment area.

Mr. Lehman's report notes the concern with allowing these lands to remain within the AEGD:

UrbanMetrics' review indicates that the lands are likely to remain vacant and devoid of urban uses well beyond the planning horizon for the AEGD Secondary Planning Area, creating a long term "hole in the donut" for the urban fabric.

On the other hand, if the lands are removed from the AEGD, there will be an opportunity for the lands to be considered for more appropriate mixed urban uses in the context of the next City of Hamilton urban boundary expansion process.

Inclusion of Employment Gateway Lands

The UrbanMetrics study concluded that inclusion of both sides of the Garner Road and Highway 6 intersection is critically important to the AEGD because of its connection to 400-series highways and location at the gateway to the AEGD. Their analysis concludes that these lands have "*the potential to develop as a key employment node, absorbing much of the early development interest for non-residential activity*".

The Lehman Planning Report has recommended a range of employment and related commercial uses for these "Gateway Lands" with the potential to function as a catalyst for continued economic development within the larger AEGD. The supporting servicing review conducted by Stantec confirms that the lands to be included can be adequately serviced in a timely and economically feasible manner.

Overall, inclusion of these lands opens up a critically important opportunity for the City to work with an experienced Hamilton-based developer to kick-start the development of the AEGD on lands that are strategically essential to the economic success of the new employment district.

Conclusion and Request to the Committee

The OMB Phase 2 decision opens up an important new decision point for the City of Hamilton on its proposed new Employment Growth District. The City now has a second chance to consider refinements to the AEGD Secondary Plan which will significantly improve the chances of the AEGD blossoming into a thriving employment district.

In particular, the City has an opportunity to establish a functional gateway for the employment district through the inclusion of the strategically essential parcel west of Highway 6 on Garner Road. This can be achieved while at the same time meeting the OMB requirement to reduce the lands within the AEGD by removing the Garner Road Lands at the northern edge of the proposed employment area which have little or no prospect of developing for employment uses. These changes will ensure the success of the goals of the AEGD.

It is respectfully requested that the City of Hamilton Economic Development and Planning Committee respond to the OMB Phase 2 requirement to make modifications to the Airport Employment Growth District Secondary Plan by implementing the proposed boundary and policy modifications set out at section 4.2 of the attached Lehman and Associates planning report.

Delegation at Economic Development and Planning Committee

Silvestri Investments requests an opportunity to address the Committee at the February 18 Committee Meeting on this matter. At this meeting, members of the Silvestri Investment team, including Mr. Annand, Urban Metrics, the land economist that has completed a market analysis of the AEGD lands, will be available to answer any questions the Committee may have with respect to this matter.

All of which is respectfully submitted.

Yours truly,



Peter Pickfield

Atts.: Lehman Planning Justification Report, January 30, 2014
Stantec Sanitary & Water Servicing Overview Report, January 2014

cc: City Clerk's Department c/o Vanessa Robicheau
Nancy Smith, Turkstra Mazza
Guy Paparella, Director of Growth and Planning

PLANNING JUSTIFICATION REPORT

**MODIFICATIONS TO THE AIRPORT EMPLOYMENT
GROWTH DISTRICT (AEGD) SECONDARY PLAN AREA:
Phase 3 Ontario Municipal Board Hearing**

LEHMAN
& ASSOCIATES

Submitted on behalf of:

456941 Ontario Ltd., 1263339 Ontario Ltd.,
Lea Silvestri, Lea Silvestri Investments Limited ("Silvestri Investments")

January 30, 2014

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**PLANNING JUSTIFICATION REPORT: PHASE 3 MODIFICATIONS
TO THE AIRPORT EMPLOYMENT GROWTH DISTRICT
SECONDARY PLAN AREA**

1.0 INTRODUCTION

The AEGD Secondary Plan is one of three land use planning exercises carried out by the City of Hamilton that are currently under appeal before the Ontario Municipal Board: the new City Urban Official Plan (PL110331); the new City Rural Official Plan (PL090114); and the Airport Employment Growth District (AEGD) Secondary Plan (PL101300). This report addresses issues arising out of Phase 2 of the Board hearing for the AEGD Secondary Plan.

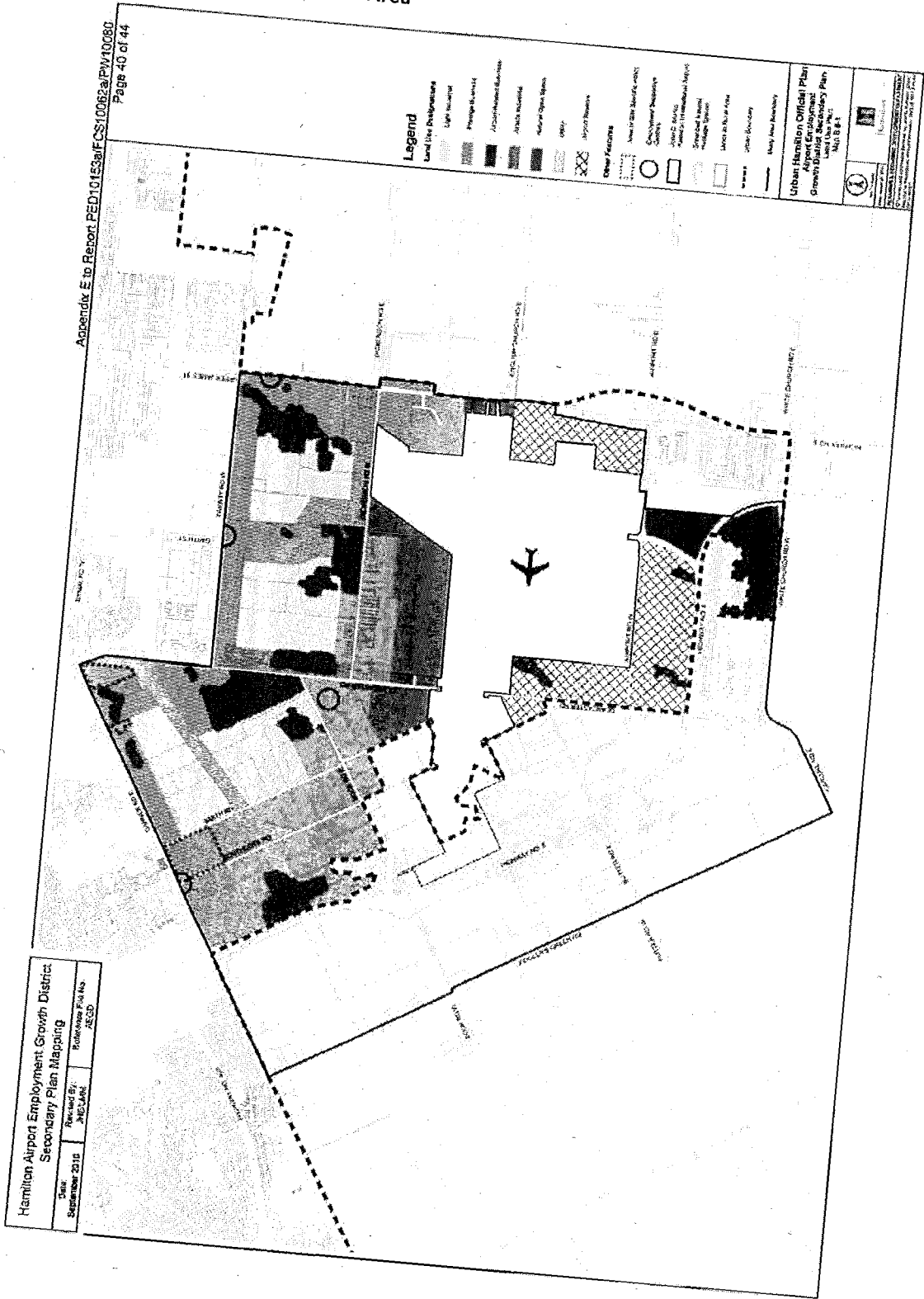
The hearing for the AEGD Secondary Plan is being conducted in three phases. Phase 1 considered whether the OMB was precluded from considering new residential and retail commercial uses within the AEGD. The Board approved a settlement agreement determining that new residential uses are precluded within the AEGD. Phase 2 of the hearing considered how much employment land is required to meet the 2031 employment forecast for Hamilton as provided for in the Provincial Growth Plan. The Board determined that 555 net hectares of employment land are needed within the AEGD Secondary Plan Area. Phase 3 of the hearing will determine the final location and configuration of the AEGD Secondary Plan Area boundary based on the Board's findings for Phase 2 of the hearing.

The purpose of this report is to provide a planning rationale for the proposed modifications to the AEGD Secondary Plan Area boundary that will implement the Board's decision for Phase 2 of this hearing. Specifically, this report addresses the location of the AEGD Secondary Plan Area boundary as it relates to lands bounded by Garner Road to the north and the hydro corridor to the south in the vicinity of the City's urban boundary and the boundary of the AEGD Secondary Plan Area as shown on Map 1. These lands are referred to collectively throughout this report as the 'Subject Lands'. The Subject Lands are more specifically identified in this report as two distinct land use areas being an 'Employment Gateway Area' centered around the Highway 6 and Garner Road interchange and the 'Garner Road Lands' east of Southcote Road as shown on Map 2.

This report is based on the Board's decision for Phase 2 of the hearing which determined that 555 net hectares of employment land are needed within the AEGD Secondary Plan Area. This means that 107 hectares of land must now be removed from the AEGD Secondary Plan Area. Boundary modifications to the AEGD Secondary Plan Area, as proposed in this report, are proposed in order to assist the City in achieving this reduction.

A draft of this report was provided to City Planning staff in early January. The Report has been updated to reflect our review of the report entitled Airport Employment Growth District Secondary Plan Refinement by Dillon ("Dillon Consulting Report"), together with the covering Staff Report entitled (AEGD) Ontario Municipal Board (OMB) Hearing – Phase 3 Secondary Plan Boundary Refinement and Revised Land Use Plan (PED13209(a)).

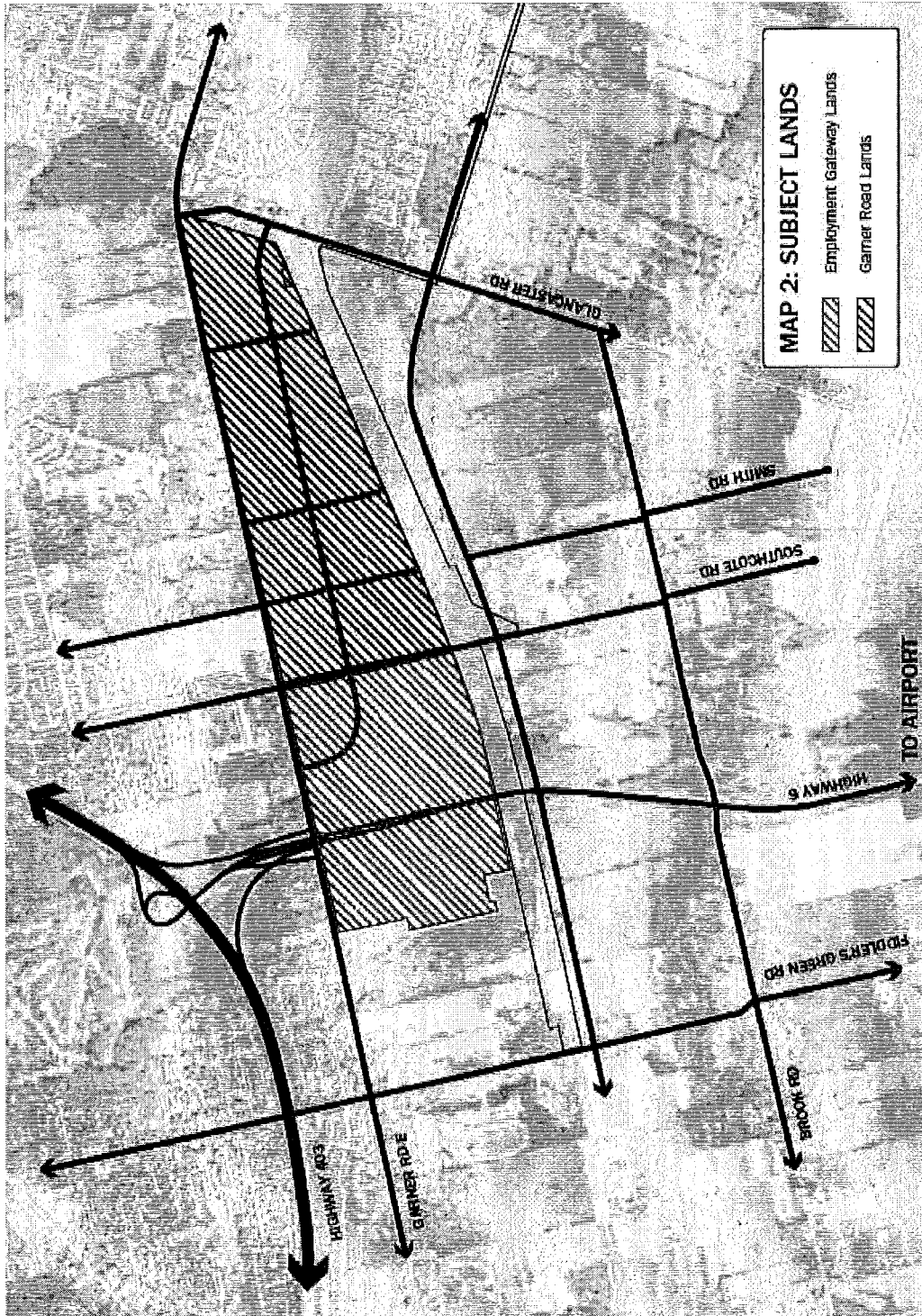
Map 1: AEGD Secondary Plan Area



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Hamilton Airport Employment Growth District
 Secondary Plan Mapping
 Date: September 2010
 Prepared by: J. McLean
 Reviewed by: R. Kavanagh
 AEGD

Map 2: Subject Lands



2.0 CONTEXT

The Subject Lands have been affected by the planning processes for each of the City's Urban Official Plan, Rural Official Plan and Airport Employment Growth District Secondary Plan – the history and relevance of each is provided below.

2.1 Hamilton's Urban Official Plan

In 2003, the City initiated the Growth Related Integrated Development Strategy (GRIDS). GRIDS was a planning process to identify a broad land use structure, associated infrastructure, economic development strategy and financial implications for growth in Hamilton over the next 30 years.

As part of this planning exercise, Hemson completed a Comprehensive Employment Study (2006). The 2006 Hemson report concluded that there was a need for an additional 1,030 gross hectares (2,600 gross acres) of employment land to meet the 2031 employment forecasts of the Growth Plan (Hemson Report, Table 10, Page 26). The key recommended location for the new employment land was at the Hwy6/Hwy 403 interchange, adjacent to Hamilton airport.

"For employment land to be competitive, it must be well-served by road transportation infrastructure, preferably 400-series highways. It should also be large enough to provide a variety of sites, a sense of place and appropriate buffering from surrounding uses, particularly residential development. Only one location can meet both of these requirements. This is the area adjacent to the new Highway 6 and Highway 403 interchange and the HIA." (Hemson, Comprehensive Employment Study, 2006, Executive Summary ii)

"A new employment area adjacent to the HIA, focused around the new Highway 6 and Highway 403 interchange, is recommended to meet the balance of Hamilton's employment land requirements, approximately 850 gross ha."(Hemson, Comprehensive Employment Study, 2006, Executive Summary ii)

"A new employment area adjacent to the Highway 6 and Highway 403 interchange is recommended to meet the bulk of Hamilton's future employment land requirements." (Hemson, Comprehensive Employment Study, 2006, Page 39)

In particular, the Hemson Study notes the primacy of the lands located both immediately east and west of Highway 6. Lands further east of Southcote are not described as being included within the recommended employment node.

"The airport option is developed to maximize the Highway 6 frontage that is available and to protect the remaining land around the actual airport facility for employment use, including land that could provide direct access to the runways.

The key parcel is north of Book Road towards the Highway 6 and Highway 403 interchange, between Fiddler's Green Road and the arterial road east of Southcote Road. In this location there are potential frontage lands on both sides of Highway 6." (Hemson, Comprehensive Employment Study, 2006, Page 39)

The GRIDS Growth concepts were translated into geographic options. All five options presented through the GRIDS process included alternatives for an urban boundary expansion area around the airport for employment uses. Employment land needs were to be accommodated through a future urban boundary expansion area around the airport as a product of the secondary planning process for the AEGD. The final extent and boundaries of the AEGD expansion area were not reflected through the GRIDS planning process. It is important to note that the Subject Lands were not included within the urban boundary established by the GRIDS growth strategy as adopted by Council in May 2006. The five options considered through the GRIDS process, and the ultimate preferred option, are included as Appendix 1 to this report.

A Special Policy Area for the future employment area was incorporated into the Region of Hamilton-Wentworth Official Plan by ROPA 25, the Town of Ancaster Official Plan by OPA 104 and the Township of Glanbrook by OPA 50 in July 2005. The subsequent secondary plan (being the AEGD Secondary Plan) was to determine the appropriate land uses and ensure that airport-related uses would occur. ROPA 25 added Special Policy Area 9 as a study area for a future Airport Growth District. Again, lands between Garner Road and the hydro corridor were not included in SPA 9 as shown on Exhibit 1.

The three OPAs that implemented the Special Policy Area were appealed to the Ontario Municipal Board. Prior to the start of the OMB hearing, the City and the parties agreed to a settlement. The Minutes of Settlement included:

- a) changes to the boundaries of ROPA 25, OPA 104 and OPA 50 to include the Deferral 11 lands as well as the Subject Lands between Garner Road and the hydro corridor. The inclusion of these additional lands was approved by City Council on September 2006 through the adoption of Special Policy Area C which included lands west of Highway 6 in the vicinity of Highway 403 and Garner Road;
- b) the addition of the following new clause to the end of Policy C.3.1.4.8a): "Any lands beyond those identified for the proposed Airport Growth District will be considered in the context of a comprehensive amendment for other urban uses."
- c) the correction of a typographical error in clause e).

2.2 Hamilton Rural Official Plan

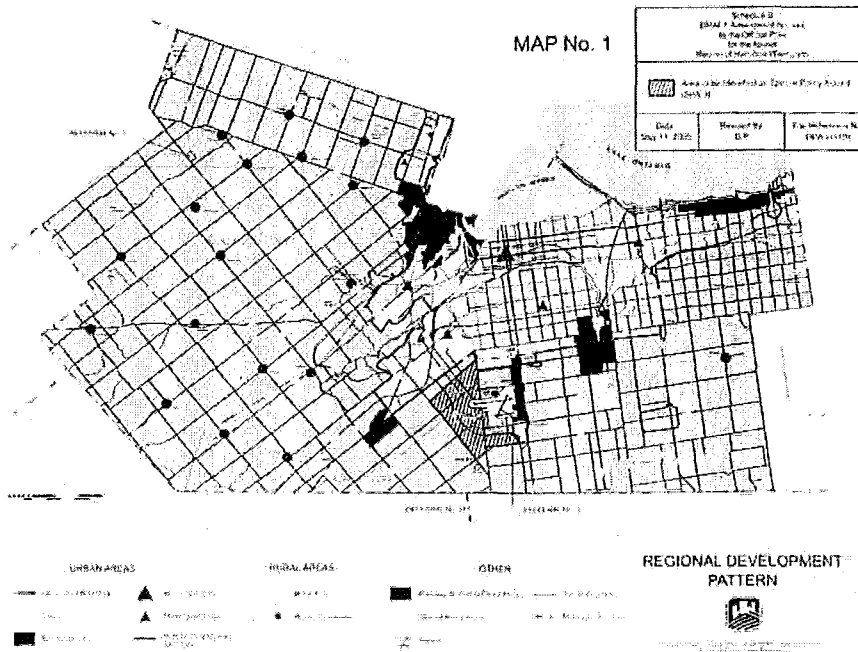
On September 27, 2006, Council adopted a new Rural Official Plan. This Rural OP contains a Special Policy Area C – Future Employment Growth District as shown on Exhibit 2 attached to this report. The boundary of SPA C includes the lands between Garner Road and the hydro corridor. In 2006, the additional lands between Garner Road and the hydro corridor were added to ROPA 25 (amending the Region of Hamilton-Wentworth Official Plan) via the Minutes of Settlement in order to bring it into conformity with the proposed New Rural Official Plan for the amalgamated City, which was adopted by City Council at the same time as the OMB hearing on ROPA 25 was occurring.

Special Policy Areas within the Rural Official Plan are geographic areas where additional studies are required to determine ultimate land uses, or where more detailed and specific policies are

not contained within a Secondary Plan or Rural Settlement Area Plan. The purpose of Special Policy Area C is to maintain the rural designation(s) of the lands within this area until such time as a more detailed Secondary Plan (being the AEGD) is in place. It is the stated intention of the Rural Official Plan that "coincident with the adoption of a comprehensive amendment the City will repeal SPA 'C' in its entirety." (Hamilton Rural Official Plan, Volume 3, Policy 2.6) Special Policy Area C of the Rural Official Plan is not in effect and remains under appeal.

Exhibit 1: ROPA 25, Special Policy Area 9

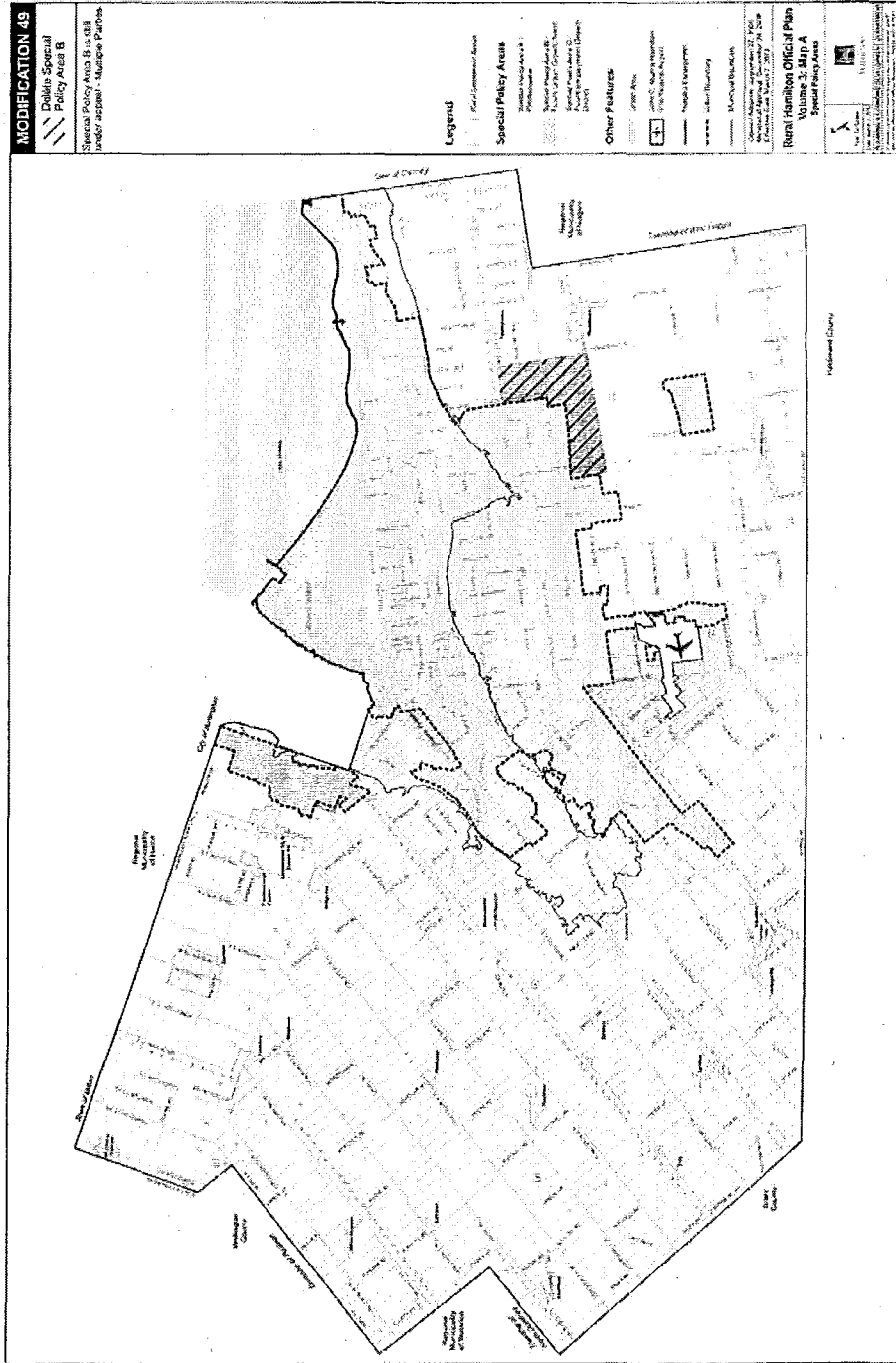
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2.3 AEGD Secondary Plan (ROPA 41)

The AEGD Secondary Plan (ROPA 41) will have the effect of moving the urban boundary to encompass additional lands adjacent to the Airport and provide specific land use policies for those additional lands. All the additional lands added to the urban area by ROPA 41, as currently approved by the City, are designated for employment uses or are part of the natural heritage system. If not included in the AEGD, the Garner Road Lands would be governed by the policies of the Rural Official Plan and could be considered for inclusion in an expanded urban boundary at some point in the future.

Exhibit 2: Hamilton Rural Official Plan, Special Policy Area C



3.0 PLANNING RATIONALE

Based on our understanding of agreed evidence presented at the Phase 2 hearing, the Board has determined that there is a need to reduce the size of the AEGD by 107 hectares. Any determination of what lands should remain within the AEGD should consider a number of factors such as the location and functionality of the lands including the distance from the airport, proximity to transportation routes, servicing, compatibility of surrounding land uses, and phasing of development. These criteria provide a framework for identifying which lands should be included within the AEGD boundary and conversely which lands could be excluded from the AEGD. The land use scheme that emerges should further mesh with market realities if the economic potential of the AEGD is to be realized.

Our analysis suggests that a combination of adding some lands to the AEGD in a key location and removing some lands that are unlikely to ever be developed for employment purposes would provide an appropriate and feasible planning scheme.

3.1 Employment Gateway Area - Lands To Be Included In The AEGD Secondary Plan Area

The first element of the solution takes advantage of the opportunity to create an Employment Gateway Area centered around the Highway 6 and Garner Road interchange. Lands within the Employment Gateway Area could form part of the early development of the AEGD and function as a catalyst for continued future development. As shown on Map 3, the proposed Employment Gateway Area would include lands east of Highway 6 as well as an additional 45.89 hectare parcel west of Highway 6. It is proposed that the lands west of Highway 6 proposed for inclusion in the AEGD Secondary Plan Area extend as far west as the stream corridor but would not include the stream corridor or the Silvestri lands west of that corridor. Approximately 46 hectares of the 69 hectare Silvestri parcel west of Highway 6 is proposed for inclusion in the AEGD Secondary Plan Area. The addition of these lands can be offset by the removal of lands east of Southcote Road as is discussed later in this report.

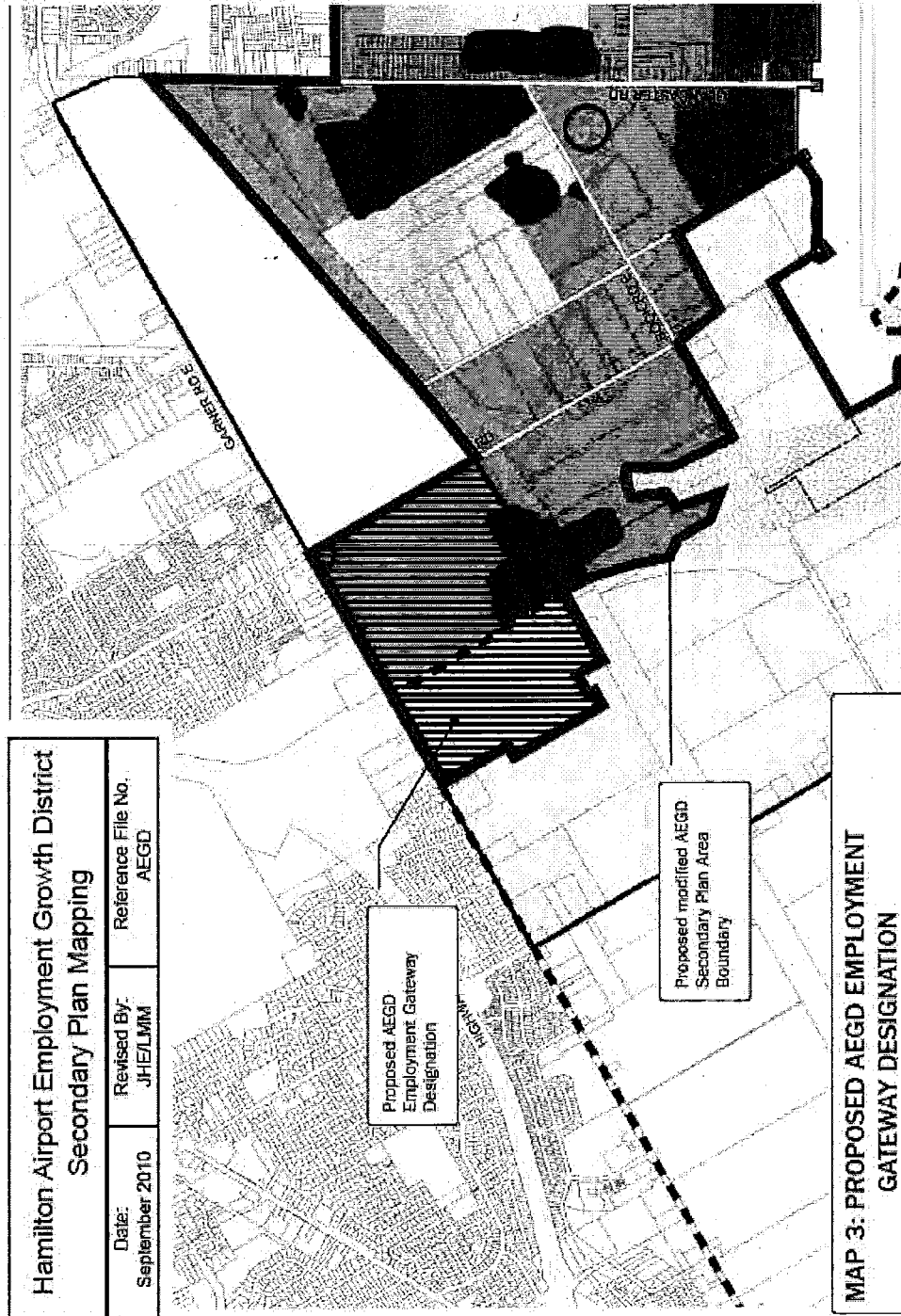
There is a strong planning rationale for the inclusion of the lands west of Highway 6 as is provided below.

3.1.1 Locational Characteristics

Over the past several decades the most significant trend in employment location has been the decentralization of employment from central to suburban locations. The need for less expensive land together with the increasing dependence on road access for goods, services and employees has driven this trend. While there are many reasons why the successful development of an employment area is dependent on the provision of excellent road access, perhaps the most important is that in Ontario close to 90% of all goods are moved by trucks, and the cost of transportation is a key factor in locational decisions of employers. In southern Ontario this is particularly important given the dominance of trade with the United States and the need to easily access border crossings.

In southern Ontario the locational preference of employers is easily demonstrated by the success of employment areas that have access to more than one 400 series highway. The area

Map 3: Proposed AEGD Employment Gateway Area



around Pearson Airport, the largest contiguous area of employment land in Canada, has access to highways 401, 409, 403 and 407. It is the highway access that has made it successful, not the presence of the airport. The presence of the airport has limited the use of the lands surrounding the airport to employment purposes thus providing less expensive land with excellent access and a large surrounding labour pool –an ideal situation for employers. The economics of these areas are further enhanced by the establishment of a broad range of business activities that are supportive of the key employment function of the area as is evidenced by the findings of UrbanMetrics:

“The most dynamic and successful employment areas in the Greater Golden Horseshoe are those which encourage a broad range of business activities, including hotels, stores, restaurants and other service-type functions. Examples of successful business parks that provide a full range of uses, including industrial, office and retail/service-commercial type functions, include lands in the vicinity of: Highway 403/ Winston Churchill (Oakville); Highway 404/Highway 407 (Markham/Richmond Hill) and Highway 404/Major Mackenzie Drive (Richmond Hill).”(PL101300, Witness Statement of Douglas Annand and Peter Thoma, April 20, 2012, Page 8)

Portions of the Employment Gateway Area Lands flanking both sides of Highway 6 provide the locational characteristics and ready access to transportation routes for the development of an AEGD Employment Gateway Area centered around the Highway 6 and 403 interchange. This includes the 45.89 hectare parcel of land west of Highway 6 that is not currently within the AEGD boundary as well as lands east of Highway 6 extending to Southcote Road.

3.1.2 Uses Permitted in the Proposed Employment Gateway Area

An Employment Gateway Area in this location could further support the establishment of a broad range of business and prestige employment uses as well as airport related commercial functions including restaurants, hotels, financial services and ancillary retail uses. UrbanMetrics has specifically addressed the locational attributes and economic impacts of permitting a broad range of uses in the proposed AEGD Employment Gateway Area:

The gateway lands around Garner Road and Highway 6 have the locational characteristics to accommodate a full spectrum of employment uses, including retail and service commercial uses which support employees, airport travelers, and residents of the surrounding communities.(PL101300, Witness Statement of Douglas Annand and Peter Thoma, April 20, 2012, Page 8)

It is proposed that the Employment Gateway Area would be identified on Map B.8-1 (Land Use) of the AEGD Secondary Plan as a Prestige Business Site Specific Policy Area and Employment Supportive Centre. All of the uses of the Prestige Business designation would be permitted in the identified Employment Gateway Area. The Site Specific Policy Area would modify the permissions of the Employment Supportive Centres as contained in Section 8.4.5.3 of the AEGD Secondary Plan by adding a number of additional uses that may be permitted through a zoning by-law amendment and which would enhance the Gateway function. The proposed Site Specific Policy Area is as follows:

"Site Specific Policy – Area _____

8.1.6.4 Notwithstanding Policy 8.4.5.3 of this Secondary Plan, the lands designated Prestige Business and Employment Supportive Centre as identified on Map B.8-1, Airport Employment Growth District Land Use Plan as Site Specific Policy - Area B, the following uses shall also be permitted subject to a zoning by-law amendment:

- g. banquet facility*
- h. conference and/or convention centre*
- i. place of entertainment*
- j. retail store up to a maximum gross floor area of _____*
- k. health care services*
- l. institutional uses."*

The additional uses proposed for the Employment Gateway Area incorporate the conclusions of the UrbanMetrics Report (September 2010) and subsequent Witness Statement (April 2012) and are reflective of similar approaches to employment gateway lands in other GTA municipalities.

3.1.3 Compatibility of Land Uses

A successful employment area is one in which all activities can co-exist without constraints that limit their business opportunities. In planning terms this means locating compatible uses adjacent to one another, grouping like uses and avoiding impacts that cannot be mitigated. In the planning and development of employment areas there are many different physical and regulatory means of buffering uses. The use of natural features, roadways, man-made berms and other physical means can separate uses. There can be design limitations on the nature of uses on the edges of communities adjacent to employment areas, such as requiring enclosed buildings in employment communities and sealed windows with mechanical ventilation in residential neighbourhoods.

An Employment Gateway Area encompassing portions of the Subject Lands on both sides of Highway 6 presents the best location to anchor the AEGD in terms of compatibility with surrounding land uses. This takes into consideration noise contours which would limit, and in some cases place additional restrictions on residential development in this area. The stream corridor west of Highway 6 provides an added buffer between employment uses and other rural or residential uses in the vicinity. It is proposed that this stream corridor be retained in a Natural Open Space designation.

3.1.4 Phasing

Development within the proposed Employment Gateway Area could be realized in the near to mid-term for a range of employment and related uses. The broader use permissions of the Gateway Area as proposed, have the potential to function as a catalyst for continued economic development within the larger AEGD.

The work undertaken by UrbanMetrics suggests that the proposed Employment Gateway Area, if appropriately designated for employment, commercial and related uses, would in the normal

course of events, develop within six to ten years as the initial stage of the AEGD. The UrbanMetrics report states:

"It is our professional opinion that the Highway 6 and Garner Road interchange has the potential to develop as a key employment node, absorbing much of the early development interest for non-residential activity."(Market Justification Study & Review of the Proposed AEGD Secondary Plan, September 23, 2010, pages vii and 47)

In its current form the AEGD places the only lands with significant exposure to a 400 series highway, and relatively close access, in the second Phase of development, post 2031.

3.1.5 Servicing

Stantec Consulting Limited has prepared a Sanitary and Water Servicing Overview Report (January 2014) which provides an overview of the sanitary and water servicing strategy to incorporate the Subject Lands west of Highway 6 within the AEGD Secondary Plan Area and to address the establishment of a Gateway Employment Area as illustrated on Map 2.

Stantec has determined that the Subject Lands can be adequately serviced such that the timing for advancement of the Subject Lands is not servicing dependent.

"This report provides an overview of the wastewater and water servicing for the proposed development of 140 Garner Road East. Based on our review, it is our opinion that the Subject Lands can be adequately serviced with respect to both sanitary and water services in a timely and economically feasible manner, based on the approaches to each outlined below." (Section 4.0, Stantec Sanitary & Water Servicing Overview Report, January 2014)

3.1.6 Summary of Planning Rationale for the Proposed Employment Gateway Area

From a planning perspective and economic development perspective, there is a strong rationale for the inclusion of the lands which flank both sides of Highway 6 south of Garner Road in the AEGD Secondary Plan Area. Lands within the Gateway Employment Area should be allocated for development in Phase One to stimulate further development in the AEGD and foster implementation of the Secondary Plan as a whole. As supported by the findings of UrbanMetrics, the Gateway Employment lands should be designated to permit a broad range of employment functions, including some service commercial and retail uses.

3.2 Garner Road Lands - Lands Proposed To Be Excluded From The AEGD Secondary Plan Area

The Board has ruled that there is a surplus of 107 hectares of land within the proposed AEGD Secondary Plan Area which must be removed. Portions of the Subject Lands located east of Southcote Road (referred to as the 'Garner Road Lands') present an opportunity to assist the City in removal of the surplus employment lands from the AEGD Secondary Plan Area. When considered with the addition of the Employment Gateway Area Lands, the removal of the Garner Road Lands would result in a net 108.42 hectare reduction of the employment lands in the AEGD.

The removal of the Garner Road Lands from the AEGD Secondary Plan Area is appropriate for the following reasons:

- a) the location and existing parcel fabric do not satisfy the locational requirements for employment uses;
- b) the lands are very unlikely to be developed for employment purposes posing a financial risk to the municipal investment in services;
- c) there is no planning rationale to include the lands within the AEGD Plan Area; and
- d) the portion of the Subject Lands east of Southcote Road as shown on Map 5 occupies an area of 154.31 hectares and would greatly assist the City in achieving the modifications to the AEGD Secondary Plan Area as directed by the Board.

Removal of the Garner Road Lands from the AEGD Secondary Plan Area would further be consistent with the planning rationale provided through the GRIDS planning exercise whereby none of the five options considered through the GRIDS identified the Garner Road Lands for inclusion in the AEGD.

3.2.1 The Garner Road Lands Are Not Suitable for Employment Land Uses

The Garner Road Lands do not have the necessary locational characteristics required to support the development of an employment area or the uses that would typically locate in such an area. The characteristics that make the Garner Road Lands unsuitable for employment uses are as follows:

- a) lack of access to major transportation networks including a 400 series highway;
- b) distance from the airport which limits the feasibility of employment supportive uses being established;
- c) fragmented parcel fabric which restricts the establishment of larger employment uses and limits the options and range of potential employment sites; and,
- d) proximity to existing adjacent sensitive uses both institutional and residential which could further restrict the functioning of employment uses located within the employment area.

The planning rationale provided above is consistent with the findings of UrbanMetrics which has further concluded that these lands would not realize development for at least 25 years:

"... the proposed AEGD Secondary Plan provides significant, and unnecessary risk in terms of bringing municipal services Parcels B and C, as well as other neighbouring lands between Garner Road and the Hydro corridor, if approved for employment uses, because they are not likely to be developed within the 25-year time horizon of the Official Plan."(PL101300, Witness Statement of Douglas Annand and Peter Thoma, April 20, 2012, Page 9)

3.2.2 The Future Land Use of the Garner Road Lands Is More Appropriately Addressed Through An Alternate Planning Process

Should the Garner Road Lands be removed from the AEGD Secondary Plan Area, the applicable land use permissions would default back to the Rural Official Plan. From a planning perspective, the allocation of the Rural Official Plan policies would maintain the status quo until the future development potential of the lands can be considered in the context of the next expansion of the City's urban boundary.

Any future expansion of the City's existing urban boundary or a re-designation of the lands through a municipal comprehensive review would need to be supported by the prescribed studies and planning justification reports in accordance with both the City of Hamilton Official Plan and the Provincial Policy Statement and Growth Plan. The future development potential of the Garner Road Lands is more appropriately addressed through future municipal comprehensive reviews.

3.2.3 Planning Rationale for Leaving the Garner Road Lands in a Rural Designation

The Garner Road Lands are bounded by the City of Hamilton Urban Boundary to the north and the AEGD Secondary Plan Area to the south, the result of which is to create a remnant patch of rural lands surrounded by lands designated for urban development. The planning justification provided below demonstrates why this is appropriate and represents good planning.

1) The Garner Road Lands Are Not Required for Employment Purposes

The AEGD lands will not be developed for many years and were designated in order to provide for the City's employment land needs through to 2031. The Board through its decision for Phase 2 of the hearing has ruled that the AEGD as adopted by Council designates more employment land than is needed in order to provide for the 2031 employment targets.

In relation to the Garner Road Lands, it is the findings of UrbanMetrics that these lands if designated for employment uses, will not be developed for at least 25 years if at all. This would make them among the last of the AEGD lands to develop and present a significant risk that the municipal investment of services to this area would not be justified. Ultimately, inclusion of the Garner Road Lands in the AEGD would create a land use that is not needed nor appropriate in this location.

2) The Garner Road Lands Are Adjacent To The Existing Urban Boundary And Would Be A Logical Extension Of The Existing Urban Land Uses

The Garner Road Lands would be a logical expansion of the existing urban boundary at some time in the future. The development of urban uses north of the hydro corridor would be premised on the hydro right-of-way being used as the buffer between the employment lands of the AEGD and an urban community that focuses on Garner Road, rather than Garner Road being the dividing line between the two land use categories.

Urban uses between the hydro right-of-way and Garner Road should be an extension of the established existing residential, institutional and commercial fabric north of Garner Road.

Further, the locational characteristics of these lands make them less susceptible to impacts from the airport. Almost all of these lands are outside of the airport noise contours as shown on Map 4.

The Garner Road Lands if included in an expanded urban boundary and developed for urban purposes, are likely to develop before the AEGD Employment Lands south of the hydro corridor.

3) Placing the Garner Road Lands in a Rural Designation Represents Good Planning

Planning for growth must occur within the construct and framework of the Provincial Growth Plan. The Growth Plan establishes targets and densities that direct local planning decisions for how much and where in the community growth will occur. While the Growth Plan provides a highly structured and consistent basis for planning decisions, it can result in unintended consequences.

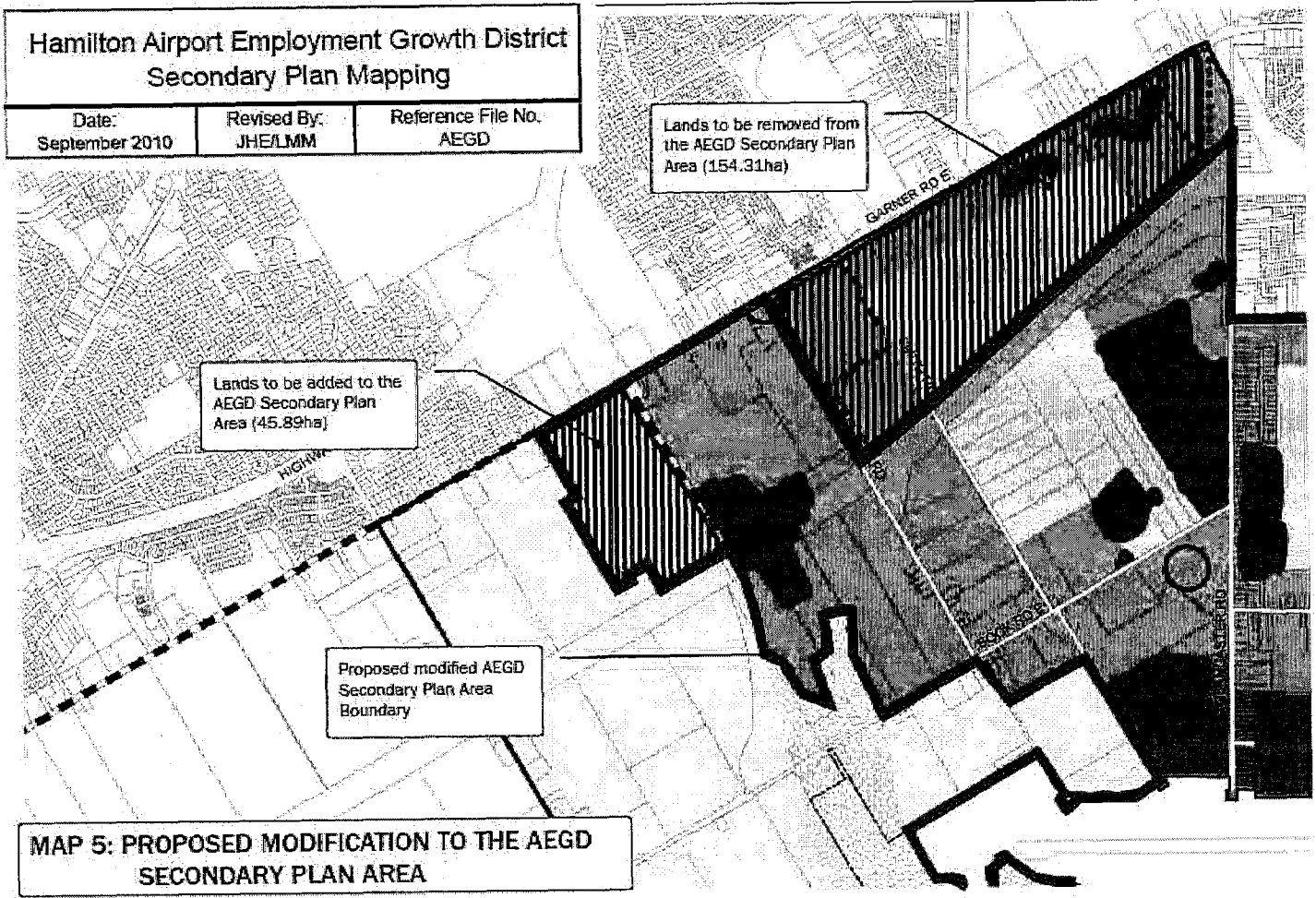
The requirements of the Growth Plan impose a limit on the amount of land that may be designated to accommodate both employment and residential land needs. These numbers must be reconciled within the existing settlement patterns. In this case, the result is a settlement pattern that may not reflect classic community planning principles but that still represents good planning.

The future use of the Garner Road lands was considered through the City's GRIDS process. While two of the options considered through the GRIDS process included the Garner Road Lands as a southern expansion of the existing the urban boundary, none of the five growth options recommended inclusion of the Garner Road lands within the AEGD. Contrary to these options, the final preferred growth option recommended that the lands between the hydro corridor and Garner Road be added to an expanded Airport Special Policy Area. It is our understanding that at the time, there was concern that leaving a strip of rural land surrounded on three sides by lands within the urban envelope did not reflect efficient development patterns.

In the case of the Garner Road Lands east of Southcote, the appearance of a rural reserve within an otherwise urban area is more theoretical than real. It is the conclusion of the UrbanMetrics report that the Garner Road Lands, if designated for employment uses, will not be developed over the foreseeable planning horizon of twenty five years or longer. The reasons for this have been provided earlier in this report. In essence the Garner Road Lands, even if designated for urban employment purposes on an Official Plan Schedule, will remain rural over the long term. As such, in terms of actual settlement patterns, development will still be limited by the City's urban boundary on the north side of Garner Road, with rural land uses south of Garner Road and beyond – regardless of any employment designation applied to a continuous urban area on the map.

There is a simple choice to be made in relation to the Garner Road Lands:

- i) Should these lands be designated for employment uses as part of the AEGD?
- ii) Is it better to apply a rural designation to these lands in order to ultimately achieve a more efficient development form within the limits and timing applied by the Growth Plan?



Hamilton Airport Employment Growth District Secondary Plan Mapping		
Date: September 2010	Revised By: JHE/LMM	Reference File No. AEGD

**MAP 5: PROPOSED MODIFICATION TO THE AEGD
SECONDARY PLAN AREA**

From a planning perspective, it is logical to remove the Garner Road Lands from the AEGD. However, the Growth Plan limits the ability of the City to expand the southern urban boundary or place the lands in an alternate urban designation. While leaving an area of lands in the Rural designation surrounded by the urban lands may seem contrary to standard planning approaches, in this case it is the most appropriate mechanism for ensuring the long term compatibility of land uses and the most suitable urban structure in accordance with sound planning principles. Prior to the Growth Plan, the City would have had the flexibility to include lands in the urban envelope without the constraint of the Growth Plan Schedule 3 population and employment targets. In this case, conforming to the Growth Plan and the achievement of good planning requires a pragmatic approach.

Placing the Garner Road Lands within a rural designation would in fact result in a logical progression of existing development patterns. It would not be "leap frog" development. Any future development of the Garner Road Lands for purposes other than employment uses, would not proceed ahead of an otherwise logical progression of the existing development pattern. There would be no inefficiency of service provision. Services in this area of the City would be proceeding from multiple locations, making the leap-frog concept irrelevant.

It is both appropriate and good planning practice to place the Garner Road Lands within a rural designation and to consider these lands for inclusion in the urban boundary in the context of the City's next urban boundary expansion. Ultimately in this case, it is better planning practice not to make a decision on future development designations rather than making the wrong decision.

3.2.4 Planning Summary for Lands to be Excluded From the AEGD

From a planning and economic development perspective, there is a strong rationale to support the removal of the Garner Road Lands east of Southcote Road from the AEGD Secondary Plan Area. Given the locational characteristics of these lands, they are unlikely to be developed for employment purposes and present a significant risk that the municipal investment of services to this area would not be justified. Such lands are not required in order to provide for the 2031 employment target lands needs. As a result, it is my opinion that the Garner Road Lands east of Southcote Road should be removed from the AEGD Secondary Plan Area.

The development potential of the Garner Road Lands would more appropriately be addressed through a separate planning process that addresses the need for a further expansion of the City's urban boundary. On this basis, it is my opinion that there is a stronger planning justification to leave these lands designated within the Rural Official Plan than to continue to be included in the AEGD Secondary Plan.

3.3 Review of City Staff Report/ Dillon Consulting Report, January 6, 2014

We have completed a review of the Dillon Consulting Report which provides a recommended AEGD Secondary Plan Area and land use configuration based on criteria set out in Section 2 of that report. Overall, we agree with the approach taken to identify areas most suitable and least suitable for Employment uses as set out in this report. The overall findings with respect to suitability of lands for employment are consistent with our planning findings and supports our conclusion regarding the suitability of certain lands within the AEGD for employment purposes.

We also agree with the Dillon Consulting Report finding that “urban continuity” is an important criteria when considering which lands should be included within the AEGD Boundary. However, in my opinion, if this criteria is properly applied, it supports the conclusion that the Garner Road Lands east of Southcote (shown as Area 7 in the Dillon Report) should be removed from the AEGD Secondary Planning Area and considered for future inclusion in the Urban Boundary in the context of other urban uses.

Specifically, as discussed above, based on the UrbanMetrics market/land economy assessment of the Garner Road Lands east of Southcote, it is my opinion that the inclusion of these lands in the AEGD for employment purposes would entrench a discontinuity in the urban fabric of the AEGD rather than preventing one as presumed by the Dillon Consulting Report. The UrbanMetrics review indicates that the lands are likely to remain vacant and devoid of urban uses well beyond the planning horizon for the AEGD Secondary Planning Area, creating a long term “hole in the donut” for the urban fabric.

On the other hand, if the lands are removed from the AEGD, there will be an opportunity for the lands to be considered for more appropriate mixed urban uses in the context of the next City of Hamilton urban boundary expansion process.

The key planning principle at issue is ‘the creation of a continuous urban fabric’, not that the colours on the land use Schedule show a continuous urban fabric. Leaving the Garner Road lands within the AEGD is a simple decision that looks good on a map but will create a long term problem without any benefit to the City or surrounding area.

4.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

4.1 Key Findings

Our key findings are as follows:

1. The Board has determined that there is a 107 hectare surplus of employment land in the AEGD Secondary Plan Area and that the boundaries of the AEGD Secondary Plan Area be modified to facilitate the removal of these 107 hectares.
2. Any assessment of the necessary modifications to the AEGD Secondary Plan Area boundary should consider the appropriate boundary adjustments required to both achieve this Board ordered modification and ensure that the final boundary includes lands that are most likely to achieve the long term success of the AEGD as a viable employment district.
3. Map 5 illustrates how the AEGD Secondary Plan Area boundary could be modified as it relates to the Subject Lands. First, 45.89 hectares of land located west of Highway 6 should be added to the AEGD Secondary Plan Area as they are functionally related to the Employment Gateway Area. An assessment undertaken by UrbanMetrics indicates that these lands will be an essential element of the overall success of the Employment Gateway Area and if included, would be one of the first areas to be developed within the AEGD.

4. The Garner Road Lands east of Southcote Road at the northern edge of the proposed employment area are unlikely to be developed under the proposed employment designations given their locational constraints and proximity to existing residential uses and designations. These lands occupy an area of 154.31 hectares.
5. The lands proposed to be removed from the AEGD would revert back to a rural designation within the Rural Official Plan. These lands would be more appropriately designated for mixed urban uses given their locational characteristics and existing surrounding land uses. Removal of the lands from the AEGD would be a precursor to consideration of the future development potential of the lands as part of the next expansion of the City of Hamilton Urban Boundary.
6. Application of the Rural Official Plan would function as a holding category for the lands east of Southcote Road until the development potential of the lands is determined through future planning exercises. It is my opinion that there is no planning justification to include these lands in the AEGD Secondary Plan given the unsuitability of these lands for employment purposes and the lengthy timeframe before these lands would be developed for such purposes.
7. The net effect of the modifications proposed in this report, would be to remove 108.42 hectares of land from the AEGD Secondary Plan Area. This would address the 107 hectare employment land surplus identified by the Board as a result of Phase 1 of the hearing.

Lands To Be Removed East of Southcote Road:	154.31 hectares
Lands to be Added West of Hwy 6:	45.89 hectares
<hr/>	
Proposed Net Reduction of AEGD Secondary Plan Area	108.42 hectares

4.2 Recommended AEGD Boundary and Policy Modification

Our recommended AEGD boundary and policy modifications are as follows:

1. Modify the AEGD Secondary Plan Area boundary by adding 45.89 hectares of land located west of Highway 6.
2. Identify the lands both east and west of Highway 6 as a Prestige Business Site Specific Policy Area – Gateway and Employment Supportive Centre. All of the uses of the Prestige Business designation would be permitted in the identified Site Specific Policy Area. The Site Specific Policy Area would modify the permissions of the Employment Supportive Centres as contained in Section 8.4.5.3 of the AEGD Secondary Plan by adding a number of additional uses that may be permitted through a zoning by-law amendment and which would enhance the Gateway function. The proposed Site Specific Policy Area text would read is as follows:

"Site Specific Policy – Gateway Area

8.1.6.4 *Notwithstanding Policy 8.4.5.3 of this Secondary Plan, the lands designated Prestige Business and Employment Supportive Centre as identified on Map B.8-1 Airport Employment Growth District Land Use Plan as Site Specific Policy - Area B, the following uses shall also be permitted subject to a zoning by-law amendment:*

- a) banquet facility*
- b) conference and/or convention centre*
- c) place of entertainment*
- d) retail store up to a maximum gross floor area of _____*
- e) health care services*
- f) institutional uses."*

3. Delete the lands east of Southcote Road at the northern edge of the proposed employment area from the AEGD, thus returning them to a Rural designation. These lands occupy an area of 154.31 hectares.

It is my opinion that the modifications as presented above, will substantially strengthen the employment function of the AEGD and represent good planning for the greater community.



Robert Lehman, F.C.I.P., R.P.P
January 30, 2014

APPENDIX 1

GRIDS CONSIDERED & PREFERRED OPTION(S)

Figure 10: Preferred Growth Option

- Existing Urban Area Boundary
- Rural Settlement Area
- Existing Business Park Area
- Potential New Business Park (in existing Airport SPA)
- Expansion to Airport SPA
- Potential Urban Boundary Expansion Area
- Intensification Area
- Regional Node
- Community Node
- Community Service Node
- Higher Order Transit Corridor
- Additional Corridor
- Local Corridor

0 1.5 3 6 Kilometers

May 1, 2006

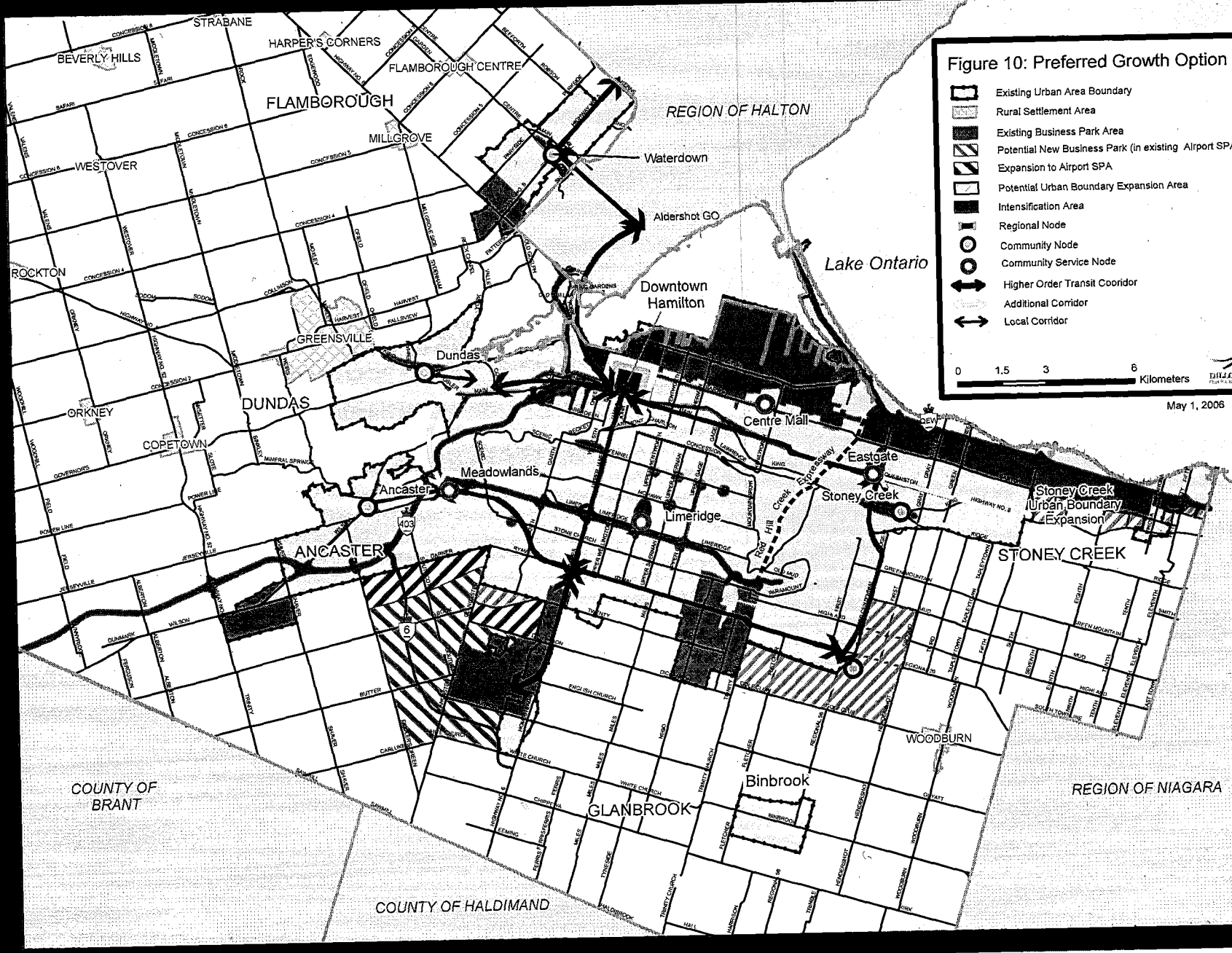


Figure 5: Option 1

Community

Focusing growth downtown helps promote increased transit and facilitate the development of a cohesive community where people can live and work. High intensification requires strong building design guidelines and may make it difficult to provide a full range of housing choice.

Transportation

Opportunity for expanded transit and improved pedestrian movement in urban area. Transit may be needed up the escarpment to serve employment areas.

Water & Wastewater

All options need water and wastewater mains across the escarpment to service employment growth. This option does not capitalize on these mains to serve residential growth. Infrastructure upgrades will be required within developed urban boundary.

Stormwater

Lowest overall impact on the environment for stormwater but highest cost for storm sewer upgrades needed for intensification. Approximately 15% of the existing storm sewer network may need to be upgraded/replaced to service intensification. All Options have potential for some impact on the quality or quantity of water in the creeks. The location of the residential intensification may result in potential impacts to Red Hill Creek, Chedoke Creek and Stoney Creek.

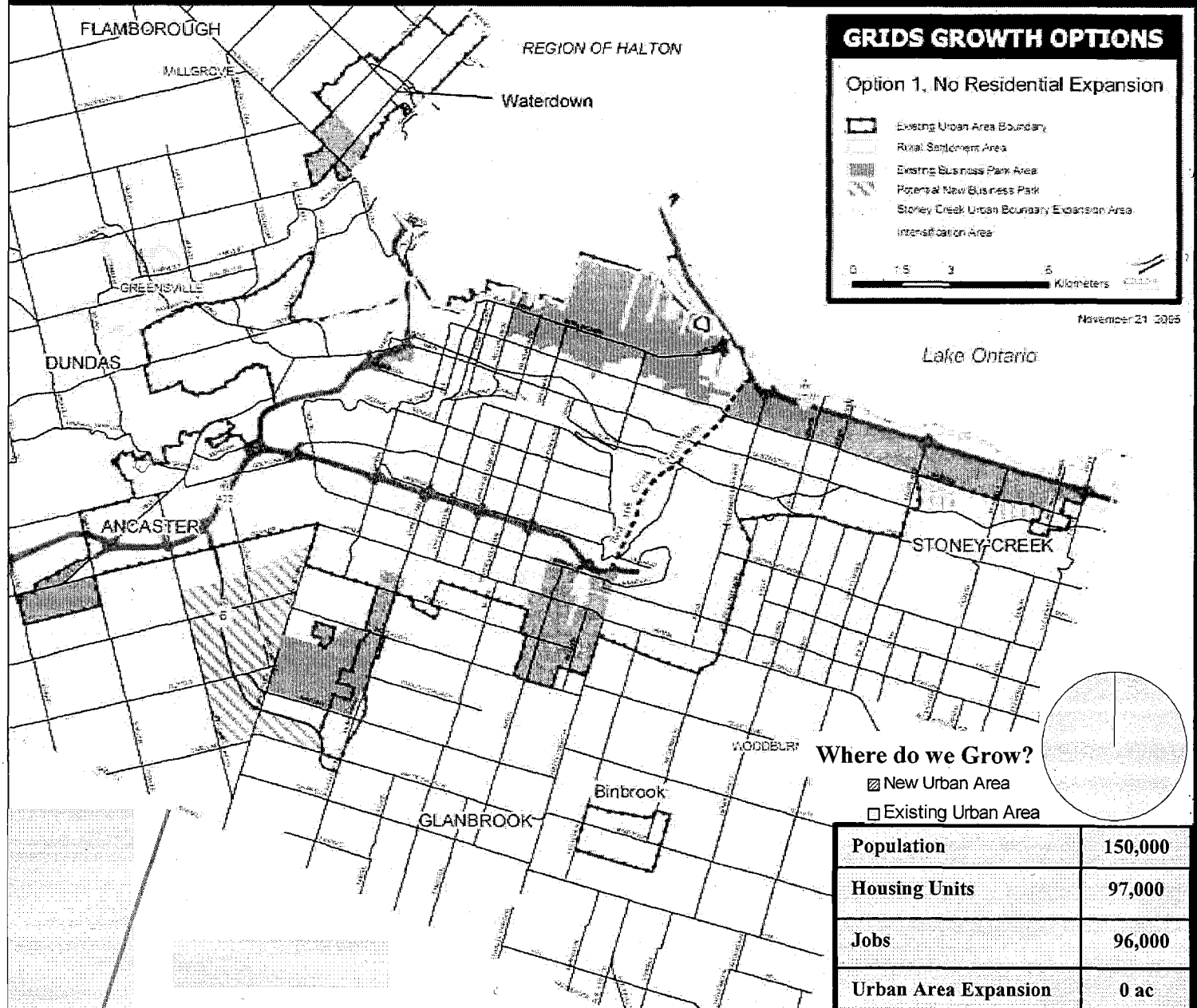


Figure 6: Option 2

Community

Focuses new urban area growth providing opportunity for building a distinctive, vibrant, mixed, high quality community that is pedestrian/transit oriented. Intensification levels are considered reasonable with appropriate policy intervention. Removes approximately 2500 acres of agricultural land.

Transportation

Options 2, 3 and 4 will all require expanded Transit Service Area on the Mountain. These options also result in a potential need for additional transportation capacity north-south across the escarpment and an expanded local collector road system in south east.

Water & Wastewater

All options need water and wastewater mains across the escarpment to service employment growth. This option results in significant water and wastewater demand in the southeast. Servicing for the residential and employment areas could be integrated with an east escarpment crossing.

Stormwater

Approximately 8% of the existing storm sewer network may need to be upgraded/replaced to service intensification for Options 2, 3 & 4. These options will require stormwater management for the new urban areas, however, new development areas are typically easier and less costly to service. All Options have potential for some impact on the quality or quantity of water in the creeks. Option 2 may result in impacts on Twenty Mile Creek and Stoney Creek.

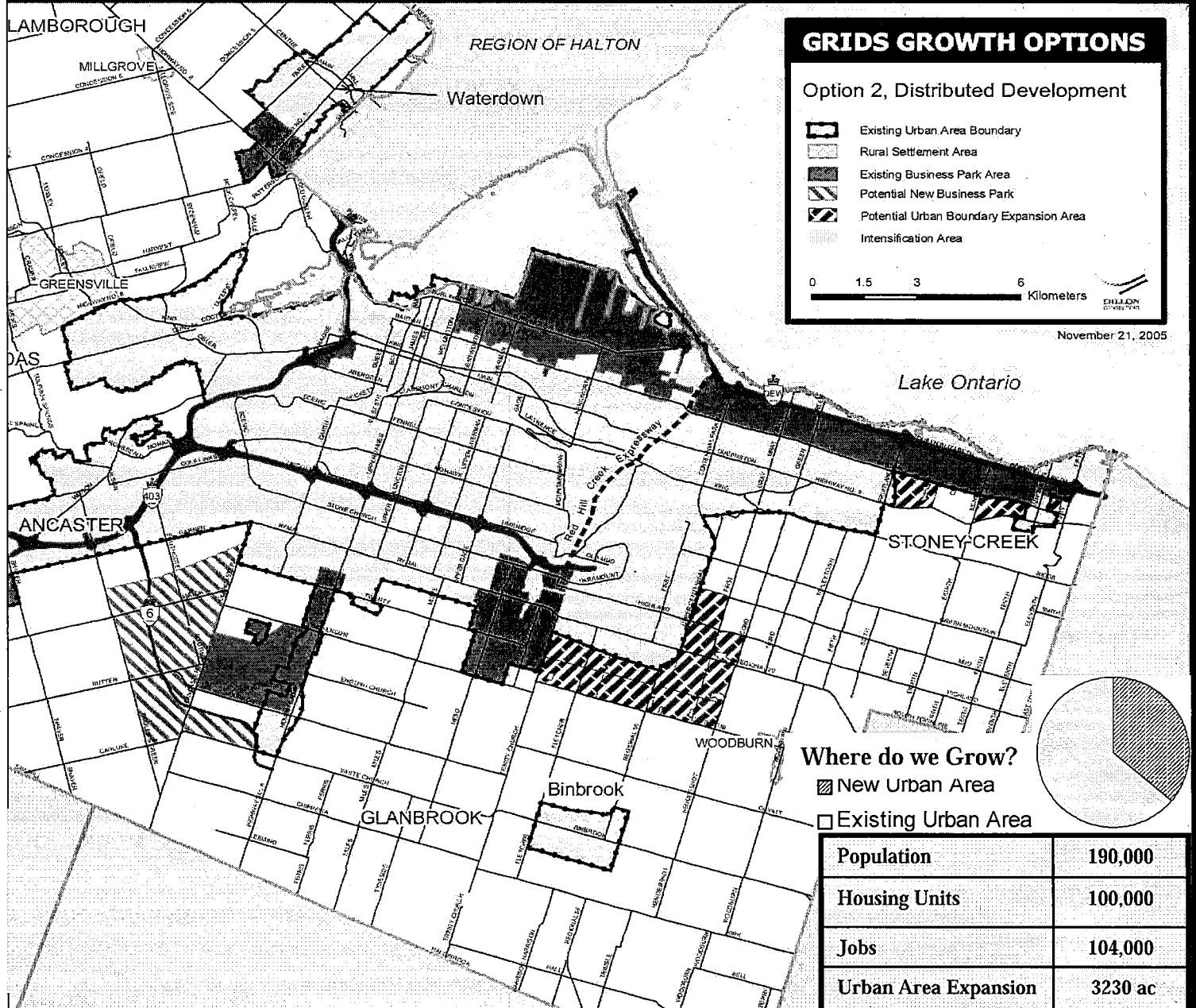


Figure 7: Option 3

Community

New growth is dispersed to minimize impacts to agricultural land. Removes 1070 acres of agricultural area. Intensification levels are considered reasonable with appropriate policy intervention.

Transportation

Options 2, 3 and 4 will all require expanded Transit Service Area on the Mountain. These options also result in a potential need for additional transportation capacity north-south across the escarpment and an expanded local collector road system in south east.

Stormwater

Approximately 8% of the existing storm sewer network may need to be upgraded/replaced to service intensification for Options 2, 3 & 4. These options will require stormwater management for the new urban areas, however, new development areas are typically easier and less costly to service. All Options have potential for some impact on the quality or quantity of water in the creeks. The location of Options 3 and 4 widely distribute new growth resulting in potential to effect Twenty Mile Creek, Stoney Creek, Borer's Creek, Spencer Creek, Sulphur Creek, and Red Hill Creek.

Water & Wastewater

All options need water and wastewater mains across the escarpment to service employment growth. This option results in significant water and wastewater demand in the southwest. Servicing for the residential and employment areas could trigger west trunk infrastructure upgrades and be integrated with a west escarpment crossing. This option includes servicing Pleasantview which is a very challenging area to service due primarily to topography.

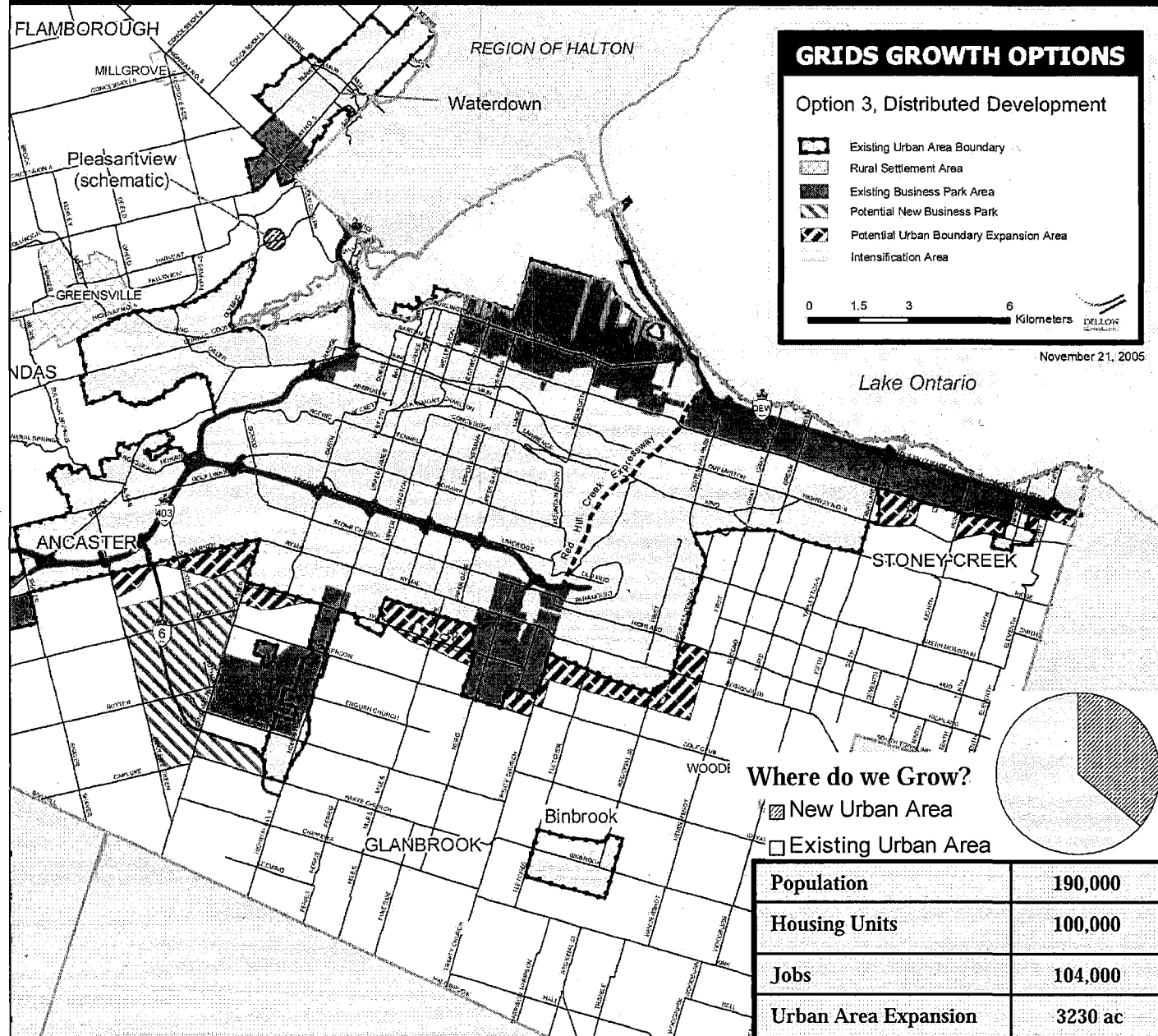


Figure 8: Option 4

Community

New growth is dispersed to minimize impacts to agricultural land. Removes 1240 acres of agricultural area. Intensification levels are considered reasonable with appropriate policy intervention.

Transportation

Options 2, 3 and 4 will all require expanded Transit Service Area on the Mountain. These options also result in a potential need for additional transportation capacity north-south across the escarpment and an expanded local collector road system in south east.

Water & Wastewater

All options need water and wastewater mains across the escarpment to service employment growth. This option results in significant water and wastewater demand in the southwest. Servicing for the residential and employment areas could trigger west trunk infrastructure upgrades and be integrated with a west escarpment crossing.

Stormwater

Approximately 8% of the existing storm sewer network may need to be upgraded to replaced to service intensification for Options 2, 3 & 4. These options will require stormwater management for the new urban areas, however, new development areas are typically easier and less costly to service. All Options have potential for some impact on the quality or quantity of water in the creeks. The location of Options 3 and 4 widely distribute new growth resulting in potential to effect Twenty Mile Creek, Stoney Creek, Borer's Creek, Spencer Creek, Sulphur Creek, and Red Hill Creek.

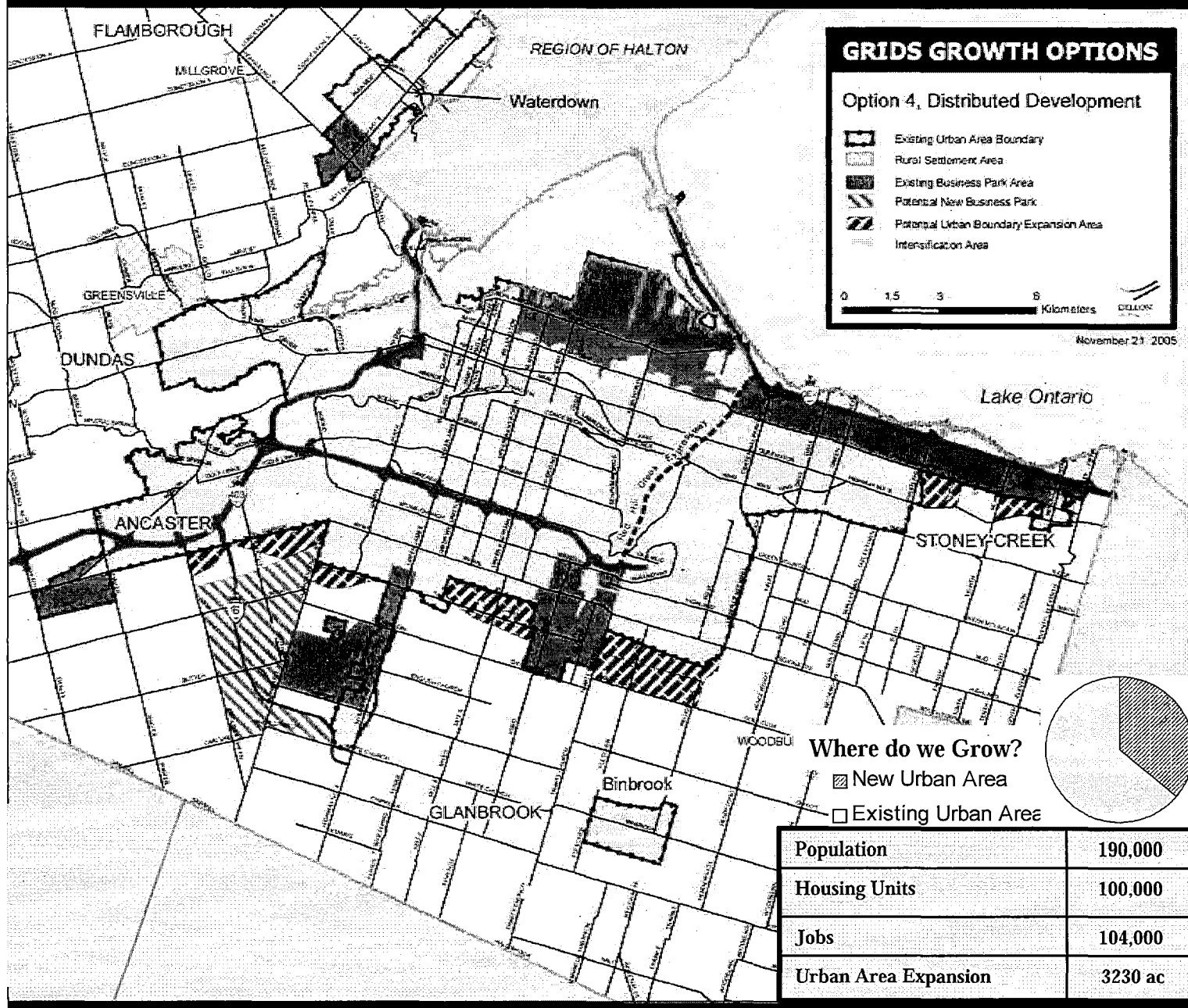


Figure 9: Option 5

Community

Nodes and corridors support opportunity to build distinctive, vibrant, high quality, mixed neighbourhoods. Intensification along corridors increases potential for new transit based linear neighbourhoods that are attractive to pedestrians. Intensification levels are above supply/demand but considered realistic with appropriate policy intervention. Removes 2080 acres of agricultural area.

Transportation

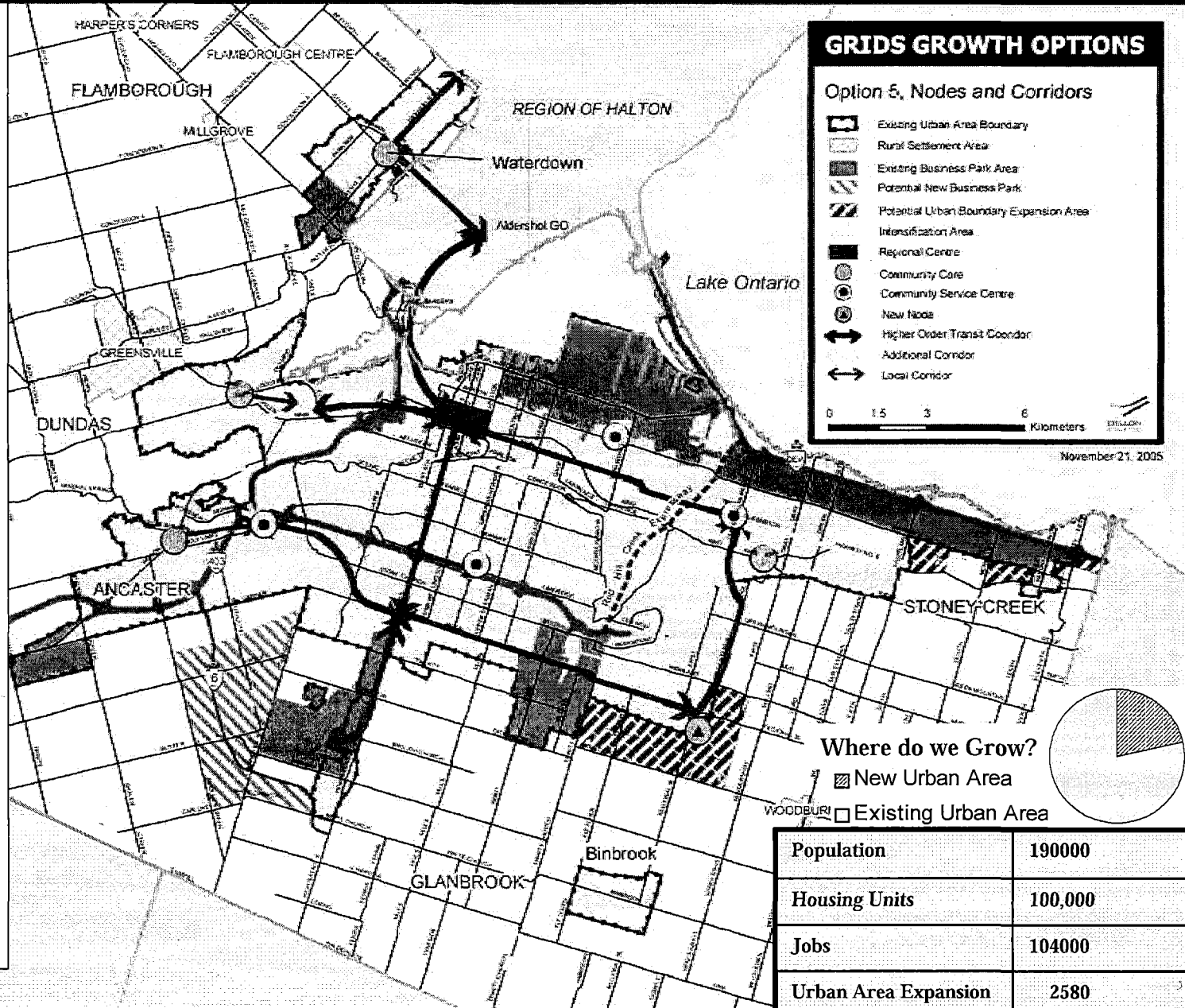
Opportunity for multi-modal transportation corridors linking key nodes with expanded transit feeder routes to the major nodes. High capacity for trunk transit lines north south and east west below the mountain and above the mountain.

Stormwater

Moderate impact on the environment with moderate cost.

Water & Wastewater

All options need water and wastewater mains across the escarpment to service employment growth. This option provides potential opportunities for locating infrastructure in common corridors. Significant demands in the southeast provide opportunity for integration with east end escarpment crossing.





Stantec

140 GARNER ROAD EAST, HAMILTON, ON

**SANITARY & WATER SERVICING
OVERVIEW REPORT**

Prepared for:

Silvestri Investments Ltd.

Prepared by:

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Date: January 2014
Project No. 1603-11401

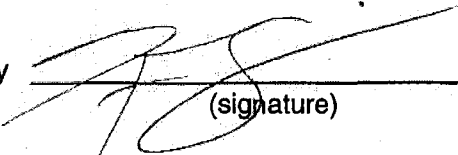
Sign-off Sheet



Stantec

This document entitled 140 GARNER ROAD EAST, HAMILTON, ON was prepared by Stantec Consulting Ltd. for Silvestri Investments Ltd. The material in it reflects Stantec's best judgment in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Stantec Consulting Ltd. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.


Prepared by



(signature)

Kevin Fergin, P.Eng.

Reviewed by



(signature)

Steve Perschbacher, P.Eng

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1.0 Introduction

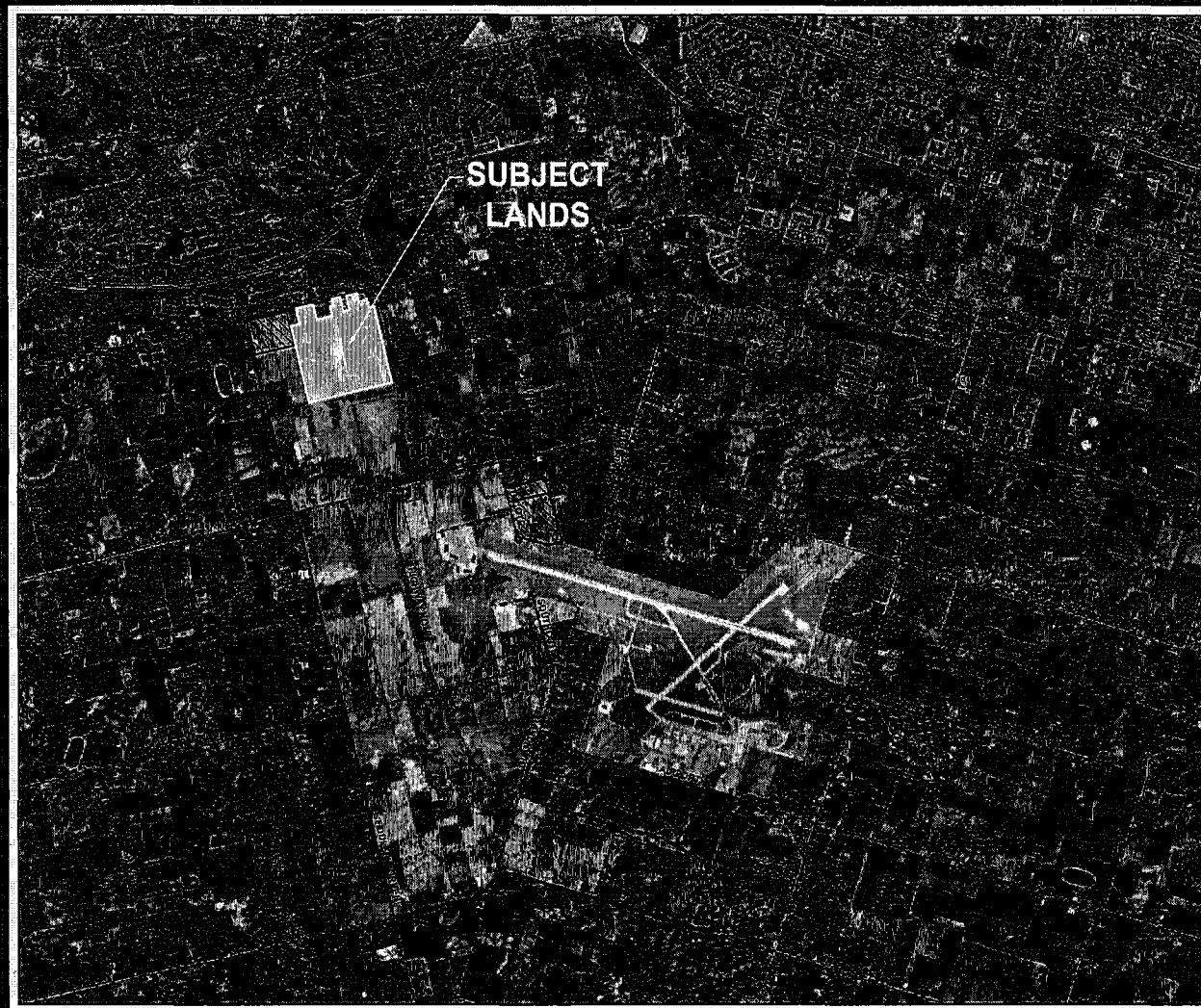
Based on planning and market studies completed by Lehman and Associates and UrbanMetrics, and an initial engineering review by A. J. Clarke and Associates, Silvestri Investments Ltd. (Silvestri) is proposing a modification to the existing Airport Employment Growth District (AEGD) boundaries and designations. The modifications would alter the existing AEGD boundary to encompass lands west of Highway 6, as described below. Based on the above described studies, Silvestri is proposing that a new 'Employment Gateway' designation, centered around the Highway 6 and Garner Road intersection, be added to the Secondary Plan and apply to lands on both the east and west sides of the Hwy 6/Garner Road intersection. The permissions of this new designation would provide for a broad range of business and prestige employment uses, as well as employment related commercial uses and airport related commercial uses.

The Silvestri lands west of Highway 6 proposed to be included (hereinafter the "subject lands") are lands known municipally as 140 Garner Road East, Hamilton, ON. The subject lands are situated in part of Lots 44 and 45, Concession 4 in the Geographic Township of Ancaster, now in the City of Hamilton (Ancaster). These lands are located in the block bounded by Garner Road East to the north, Highway 6 to the east, Hydro One corridor to the south, followed by agricultural lands. To the west it is separated from Fiddler's Green Road by the Ancaster Christian Reform Church fronting on Garner Road East and Fiddler's Green Road. The subject lands have four frontages of various widths on Garner Road East. The total area of the subject lands is approximately 69 hectares.

The subject site is currently outside of both the AEGD Secondary Plan Area and the City's urban boundary. Silvestri Investments Ltd.'s proposal is to extend the Secondary Plan Area (and subsequently the urban area) to include these lands in a new Employment Gateway designation.

It is anticipated that any development on the subject lands will be based on fully urbanized standards of the City of Hamilton. The purpose of this report provides an assessment of the feasibility of achieving full municipal services to support the planned future development on the subject land building on the preliminary work completed by A.J. Clarke and Associates in 2010.

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5/17/2013 12:28:18 PM By: jasonbc, ahl



Hamilton
Hamilton AEGD Study

Figure 2
Study Area

Legend

	Airport Boundary
	Recommended 2031 Urban Boundary
	Secondary Plan Boundary
	Additional Study Area
	Council Directed Additional Lands

AECOM
Map Created By: MZ
Map Checked By: CH
Date Created: Sept 22, 2009
Date Modified: Feb 1, 2011

JUNE, 2013
160311401



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NOTES:

1. FIGURE 2 FROM CITY OF HAMILTON AIRPORT EMPLOYMENT GROWTH DISTRICT – PHASE 2: WATER AND WASTEWATER SERVICING MASTER PLAN, DATED JUNE 2011, PREPARED BY DILLON CONSULTING ET AL.

Client/Project
SILVESTRI INVESTMENTS LTD.
140 GARNER ROAD EAST,
HAMILTON, ONT
Figure No.
1.0
Title
SITE LOCATION PLAN

Stantec**140 GARNER ROAD EAST, HAMILTON**

Existing Conditions
January 30, 2014

2.0 Existing Conditions

2.1 TOPOGRAPHY

The existing brick house and driveway are located at the northwest limit of the site, and an existing pond is located to the southeast of the aforementioned house.

The subject site is located within the headwaters of the Sulphur Creek subwatershed (Ancaster Creek branch). Two existing streams are present within the site and are located within the regulated area limits as identified by the Hamilton Conservation Authority maps. The headwaters of these streams are located within the boundaries of the site (or immediately south of it) and flow northerly, crossing under Garner Road East via culverts.

On the north side of the road, the west stream is enclosed in a 1350 mm diameter storm sewer, running through an easement within Maple Lane Gardens subdivision, and discharges into an open channel at Maple Lane Park. Both streams continue northerly via culverts under Highway 403 and on the north side they form Ancaster Creek. This watercourse is a tributary to Sulphur Creek, which ultimately outlets into Cootes Paradise and then into Hamilton Harbour. There is an existing woodlot present around the south section of the west stream and in the mid-southern portion of the site.

3.0 Engineering Review

3.1 SANITARY SERVICING

3.1.1 Sanitary Servicing by A.J. Clarke and Associates – September 2010

The following represents the sanitary servicing findings of A.J. Clarke and Associates (A.J. Clarke) per the memo prepared by Adi Irani, P.Eng. on September 12, 2010 to Silvestri Investments Ltd.:

There are no municipal sanitary services available directly along Garner Road East, at the current time. However there are existing sanitary municipal services located within the residential developments and easements located on the north side of Garner Road East that may be available to provide sanitary servicing for the subject site. Sections below provide an overview of the existing and future sanitary services, available capacity evaluation and potential servicing options for the development of subject site.

3.1.1.1 City of Hamilton Drainage Area Maps

Based on the City's overall drainage area plan, there are two drainage areas identified to drain the site and the external areas, as follows:

- East side of the subject site (plus external areas to the south of Hydro easement) consisting of 61.89 ha at 49 ppha (population density expressed in persons per hectare). This area is intended to drain northerly via future development located north of Garner Road East, between Garner Grove Estates subdivision and Hwy 6
- West side of the subject site plus external areas to the south of Hydro easement and to the east of the site consisting of 102.03 ha at 49 ppha. This area is intended to drain northerly via the existing sanitary sewer trunk constructed through the Maple Lane Gardens subdivision located north of Garner Road East

The subject site lands, external/adjacent areas and developments north of Garner Road East, between Highway 6 and Fiddler's Green Road, were intended to drain northerly to the existing pumping station at Calvin Street (Calvin Street P.S.). It appears that due to the subsequent developments in the neighbourhood of the subject site and through the Hamilton AEGD process, the drainage area limits and sanitary servicing opportunities have been modified.

3.1.1.2 Water and Wastewater Master Plan

The City of Hamilton Water and Wastewater Master Plan, Class EA Report, prepared by KMK Consultants Limited (November 2006), identified the following sanitary sewage works required in the vicinity of the site (Table 42 and Figure 24 – Wastewater Servicing, Recommended Preferred Solution):

- HC011 – Calvin Street SPS Upgrades (WW-35) – Year required in service 2016

In addition the report identified three projects involving construction of a new sanitary pumping station, a new forcemain and decommissioning of the existing pumping station at Harmony Hall (HC008: WW-3, WW-4 and WW-5) north of Garner Road East and west of Southcote Road.

These three projects are in the process of being completed as part of the Southcote Woodlands Subdivision development.

3.1.1.3 Development Charges Background Study

The City of Hamilton 2009 Development Charge Background Study, prepared by Watson & Associates Ltd. (October 14, 2009), identified the following sanitary sewage works required in the vicinity of the site (Table E2.2b and Figure E2.2 – Ancaster Sanitary Sewer):

- A15-S-09 – HC011 – Calvin Street SPS Upgrades – additional pump 59 L/s
- A17-S-09 – 500m - 600mm Sanitary Sewer – from north limit of Garner Grove Estates to Garner Road East (within the future development located to the north of the subject site)

The above projects are listed under the '6 Plus Years Planning Period'.

3.1.1.4 Sanitary Servicing for the East Side of the Subject Site

There are no municipal sanitary services available at Garner Road East, opposite of the east limit of the subject site, at the current time.

There is an existing 600 mm diameter municipal sanitary sewer at Melange Drive within the north limits of Garner Grove Estates subdivision located on the north side of Garner Road East, opposite the east side of the subject site. An inlet to this sewer is located approximately 230 m north of the Garner Road East. The extension of this sewer through future development to the east of the existing Garner Grove Estates, is included in the City's Development Charges 2009 under the '6 Plus Years Planning Period', to provide connection to Garner Road East.

The existing 600 mm diameter sanitary sewer has been designed to accommodate external area of 57.0 ha at 60 ppha from the south side of Garner Road East. This area includes the area

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within the east side of the subject lands. Since the design of the existing 600 mm diameter sanitary sewer within Garner Grove Estates, the City's standard for the Flow Factor used to estimate sanitary flows has changed from 455 L/day/cap to 360 L/day/cap, which provides increased capacity allowance for the sanitary flows in the existing system. With the City's current standard, sanitary flows allowance from the above mentioned external area are estimated at 78.50 L/s.

It is assumed that approximately 44.50 ha of the west side of the subject site will be developed at a population density between 60 and 125 ppha (to be confirmed at the development application stage). This would generate total sanitary flows between 63.5 and 100.0 L/s.

The form of development proposed at the east end of the subject site would have to be designed to allow for the proper sanitary servicing of the site without surcharging of the existing sanitary system.

3.1.1.5 Sanitary Servicing for the West Side of the Subject Site

There is an existing 450 mm diameter municipal sanitary sewer available at Miller Drive within Maple Lane Gardens development located on the north side of Garner Road East, opposite the west limit of the subject site.

This sewer has been designed to accommodate external area from the south side of Garner Road East of 57.7 ha at 49 ppha. The City's standard for the Flow Factor used to estimate sanitary flows has changed since then from 455 L/day/cap to 360 L/day/cap, which provides increased capacity allowance for the sanitary flows in the existing system. With the City's current standard, sanitary flows from the above mentioned external area are estimated at 70.9 L/s.

It is assumed that approximately 14.25 ha of the west side of the subject site will be developed at a population density between 60 and with 125 ppha (to be confirmed at the site plan application stage). This would generate total sanitary flows between 41 and 62 L/s. Therefore it appears that currently there is sufficient capacity in the existing sanitary sewer at Miller Drive to accept the flows from the potential development of the west side of the subject site.

3.1.1.6 Additional Analysis of the Sanitary System Downstream of Subject Site

Additional analysis has been completed to evaluate available capacity of the downstream existing sanitary system for the total sanitary drainage areas contributing flows to this system, under the fully developed conditions.

The existing 600 mm diameter sewer at Garner Grove Estates has been originally designed to accommodate future development to the east and the external areas from the south of Garner Road East and east of Highway 6 (south and north of Garner Road East).

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Subsequently, Highway 6 has been built and a portion of the sanitary drainage areas on the east side of Highway 6 has been diverted via the newly installed Harmony/Southcote P.S. and forcemain to the north-east.

The existing 600 mm diameter sanitary sewer drains westerly, then to the north, and at Maple Lane Park merges with the existing 450 mm diameter sanitary sewer, servicing Maple Lane Gardens and external areas from the east and south. Downstream of the confluence point sanitary flows continue northerly via the existing 450 mm diameter sewer under Highway 403, ultimately discharging to the existing Calvin Street P.S.

The capacity of the existing 450 mm diameter sanitary sewer at 0.61% crossing under Highway 403 appears to be insufficient under the fully developed conditions at the higher population densities suggested for the entire upstream drainage areas discharging to this point (i.e. Total Flow = 216.1 L/s, $Q_{Full} = 201.3$ L/s, Percent Flow = 107%).

However, this is based on the assumption that the 50 ha east of Highway 6, to the south of Garner Road East, will be directed to flow to this system. If this area is redistributed to be serviced in a different sanitary sewer system, then the existing 450 mm diameter crossing Highway 403 will be flowing at 70% full capacity.

In a worst case scenario, the 450 mm diameter sanitary sewer below Hwy. 403 would need to be upgraded.

3.1.2 Hamilton Airport Employment Growth District (AEGD) – Phase 2: Wastewater Master Plan – June 2011

The following represents the sanitary servicing findings of Dillon Consulting Ltd. et al per the report prepared June 2011:

3.1.2.1 Introduction

In 2006, the City of Hamilton completed the Growth Related Integrated Development Study (GRIDS) planning process in conjunction with the City of Hamilton Water and Wastewater Master Plan. These planning documents set out the Population and Employment targets and presented the major water and wastewater infrastructure projects throughout the City up to the year 2031. One major employment growth area that was identified was the existing agricultural lands surrounding the John C. Munroe Hamilton International Airport to the south, north and west. The Airport Employment Growth District (AEGD) will set out to provide approximately 660 net hectares of new employment land and 27,700 new jobs in the south Hamilton Mountain / Mount Hope area by year 2031.

The 2006 City of Hamilton Water and Wastewater Master Plan set out the overall servicing strategies for all the City's growth areas. Included in these strategies were the trunk infrastructure requirements to service the AEGD.

This current planning process for the AEGD provides opportunity to review the servicing strategies in detail to ensure sustainable, flexible and implementable solutions are developed and evaluated under a public Master Planning process.

3.1.2.2 Study Area

The Study Area for this Master Plan consists of the area surrounding the John C. Munro Hamilton International Airport. This area is bounded by Upper James Street / Homestead Drive in the east, White Church Road/Carluke Road East in the south, Fiddler's Green Road in the west and Garner Road, Glancaster Road and Twenty Road in the north. A small section of this area along Upper James Street is designated as Existing Airport Business Park and is within The City of Hamilton's Urban Boundary. The additional lands required for development of the AEGD will be within an urban area expansion. Although this represents the full buildout boundary for the AEGD that was identified in the 2006 Water and Wastewater Master Plan and also at the outset of this study, the employment target set out in the GRIDS planning process will only require a portion of the land area in order to accommodate this job growth. For the purposes of this study, the land within the AEGD boundary that accommodates the employment growth to 2031 is referred to as the "Secondary Plan Area" and any other land in excess of this is labeled "Additional Study Area". **Note: The subject lands (140 Garner Street East) are located in the "Additional Study Area"**. The Secondary Plan Area generally consists of lands in the northeast AEGD, east of Hwy 6, while the Additional Study Area is made up of the balance of the Study Area. The area north of the airport between Southcote Road and Smith Road (Smith Farm) as well as southeast corner of Fiddler's Green Road and Garner Road (Ancaster Christian Reform Church) are to be included in the Secondary Planning Area at the direction of City of Hamilton Council.

3.1.2.3 Wastewater System

Wastewater is currently treated at the Woodward Avenue Wastewater Treatment Plant (WWTP). Flow reaches the plant by way of several trunk sewers throughout the City of Hamilton. Flows from areas surrounding the AEGD make their way to the WWTP through the existing Ancaster and Upper James/Hamilton Mountain wastewater infrastructure.

The existing Upper James infrastructure consists of a series of sewage pumping stations (SPS), forcemains (FM) and gravity sewers that move flow northerly to the Twenty Road SPS before discharging to the existing Hamilton Mountain trunk sewer system. The existing Ancaster/Meadowlands sewer system consists of various smaller diameter sewers discharging to the Ancaster/Fennell Trunk sewer. There is also a proposed 825 mm sewer which

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will run from Garner Road on the future Raymond Road alignment to the existing Ancaster system.

3.1.2.4 Development and Evaluation of Wastewater Servicing Alternatives

The preferred Wastewater Servicing Strategy outlined in the 2006 City Wide Water and Wastewater Master Plan was used as the basis for the development of Wastewater Servicing Options for the AEGD. These options present a more refined and detailed strategy that incorporates the previously approved plan while making the necessary modifications due to changes in the Land Use Plan. Overall, three wastewater servicing options were developed and evaluated based on a triple bottom line approach taking into consideration technical, economic, legal, environmental and socio-economic factors:

- Wastewater Servicing Option A utilizes capacity within existing infrastructure in the northwest, northeast and south and splits the flows from the central portion of the AEGD to either the Twenty Road SPS or a new Dickenson Road/Book Road Trunk sewer
- Wastewater Servicing Option B utilizes capacity within existing infrastructure in the northwest, northeast and south and splits the flows from the central portion of the AEGD between the Twenty Road SPS and a new Hwy 6 trunk sewer and south AEGD SPS & FM
- Wastewater Servicing Option C utilizes capacity within existing infrastructure in the northwest, northeast and south and send the majority of flows from the central portion of the AEGD to a new Dickenson Road/Book Road Trunk sewer

The preferred Wastewater Servicing Option that was selected was Option C. This option splits the flow that is generated within the AEGD between existing serviced areas and the new Dickenson/Centennial trunk sewer. In general, areas in the northwest will be serviced by the existing Ancaster sewers while areas in the northeast will be serviced by the existing Twenty Road SPS and the Hamilton Mountain sewers. All of the flow produced by the central area of the AEGD will flow to the east via the new Dickenson Road/Book Road trunk sewer, and will be discharged to the Dickenson/Centennial trunk sewer. Some Secondary Plan Area flow in the south will be pumped north by the new AEGD SPS/FM, which will be sized for the growth to 2031 only. Flows from the Additional Study Area will be sent south to a new/upgraded AEGD SPS/FM to be pumped to the Dickenson/Centennial trunk sewer. This alternative best utilizes the capacity within the new trunk sewer and provides flexibility at existing northeast AEGD infrastructure. It also maximizes the capacities of existing infrastructure in the south (Homestead/Upper James) and northwest (Meadowlands).

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3.2 WATERMAIN SERVICING

3.2.1 Water Servicing by A.J. Clarke and Associates – September 2010

The following represents the water servicing findings of A.J. Clarke and Associates per the memo prepared by Adi Irani, P.Eng. on September 12, 2010.

3.2.1.1 Watermains

There is an existing 600 mm trunk watermain on the south side of Garner Road East as well as a 400 mm watermain on the north side of Garner Road East which should provide sufficient water servicing for the subject lands.

There is a water reservoir located on the north side of Garner Road East, just west of the intersection of Glancaster Road. The reservoir and pumping station at this location is intended to be upgraded as development in Ancaster proceeds.

3.2.2 Hamilton Airport Employment Growth District (AEGD) – Phase 2: Water Master Plan

The following represents the water servicing findings of Dillon Consulting Ltd. et al per the report prepared June 2011.

3.2.2.1 Water System

Water for the AEGD is supplied from the Woodward Ave Water Treatment Plant and pumped through a series of pumping station up the Niagara Escarpment via 1050 mm and 1200/1500mm watermains. The AEGD is divided into two different pressure districts; Pressure District 18 (PD18) lies in the northwest between ground elevations of approximately 220 m and 260 m and is serviced by pumping station HD018 and reservoir HDR18. Pressure District 6 (PD6) consists of land between ground elevations of approximately 205 m and 240 m and is serviced by pumping station HD06A and HD06B.

There is currently an existing water distribution network surrounding the AEGD which consists of watermains ranging from 200 mm to 750 mm. There is also an existing 600 mm watermain that runs along Glancaster Road beneath Runways 12-30 connecting to a 400 mm watermain on Airport Road.

3.2.2.2 Development and Evaluation of Water Servicing Alternatives

The preferred Water Servicing Strategy outlined in the 2006 City Wide Water and Wastewater Master Plan was used as the basis for the development of Water Servicing Options for the AEGD. These options present a more refined and detailed strategy that incorporates the previously approved plan while making the necessary modifications due to changes in the Land

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Use Plan. Overall, three water servicing options were developed and evaluated based on a triple bottom line approach taking into consideration technical, economic, legal, environmental and socio-economic factors:

- Water Servicing Option A maximizes the Pressure District 18 service area and minimizes the area serviced by Pressure District 6
- Water Servicing Option B maximizes the Pressure District 6 service area and minimizes the area serviced by Pressure District 18
- Water Servicing Option C proposes a slightly larger Pressure District 18 and slightly smaller Pressure District 6 than Servicing Option B

The preferred Water Servicing Option that was selected was Option B. The overall strategy for this option is to maximize the Pressure District 6 service area. Under Option B, the PD6 area will consist of lands east of Glancaster Road and south of Book Road between elevations of approximately 220 m to 240 m. PD18 areas will lie north of Book Road and west of Glancaster Road and have elevations between approximately 240 m and 250 m. PD6 currently has flexibility for development within the AEGD due to the existing PD6 watermains throughout the AEGD and along the AEGD boundary as well as excess capacity in the HD06A pumping station

3.3 CONSULTATION WITH CITY OF HAMILTON PUBLIC WORKS STAFF

In order to confirm the general findings and conclusions set out in this report, a meeting was held with Chris Gainham, Senior Project Manager of Water/Wastewater Planning in the Environment & Sustainable Infrastructure Division of the Public Works Department of the City of Hamilton.

At this meeting, we presented to, and discussed with, Mr. Gainham an overview of the information presented in this report. Mr. Gainham generally confirmed the availability of the sanitary and water servicing options set out in this report. He confirmed that the sanitary servicing via the existing built infrastructure on the north side of Garner Road East where the subject lands are fronting was designed with the intent of servicing the subject lands.

It was indicated by Mr. Gainham that there are some downstream sanitary sewer capacity constraints exist related to existing infiltration/inflow (I/I) effecting the nominal design capacity of the sewers. Based on this, it is our opinion that further review of these downstream capacity constraints should be completed as part of the next step in the development of a more detailed servicing plan for the site. Based on existing information, however, it is our opinion that feasible engineering options are available to address any potential downstream constrains identified. On behalf of Silvestri Investments, we have submitted a request for a capacity review of the subject lands as the next step to address this issue.

4.0 Findings and Conclusions

This report provides an overview of the wastewater and water servicing for proposed development of 140 Garner Road East. Based on our review, it is our opinion that the subject lands can be adequately serviced with respect to both sanitary and water services in a timely and economically feasible manner, based on the approaches to each outlined below.

4.1 SANITARY SERVICING OF SUBJECT LANDS (140 GARNER ROAD EAST)

Based on our review of the findings of the A.J. Clarke preliminary report which reviewed the overall sanitary drainage considerations contemplated by the City prior to the Hamilton AEGD Study, as well as the findings of the Hamilton AEGD – Phase 2: Wastewater Master Plan report (AEGD report) prepared by Dillon et al in June 2011, it is our opinion that the provision of sanitary services on the subject lands is feasible and achievable within the timeframe for development through the implementation of one of the following options(see Figure 2):

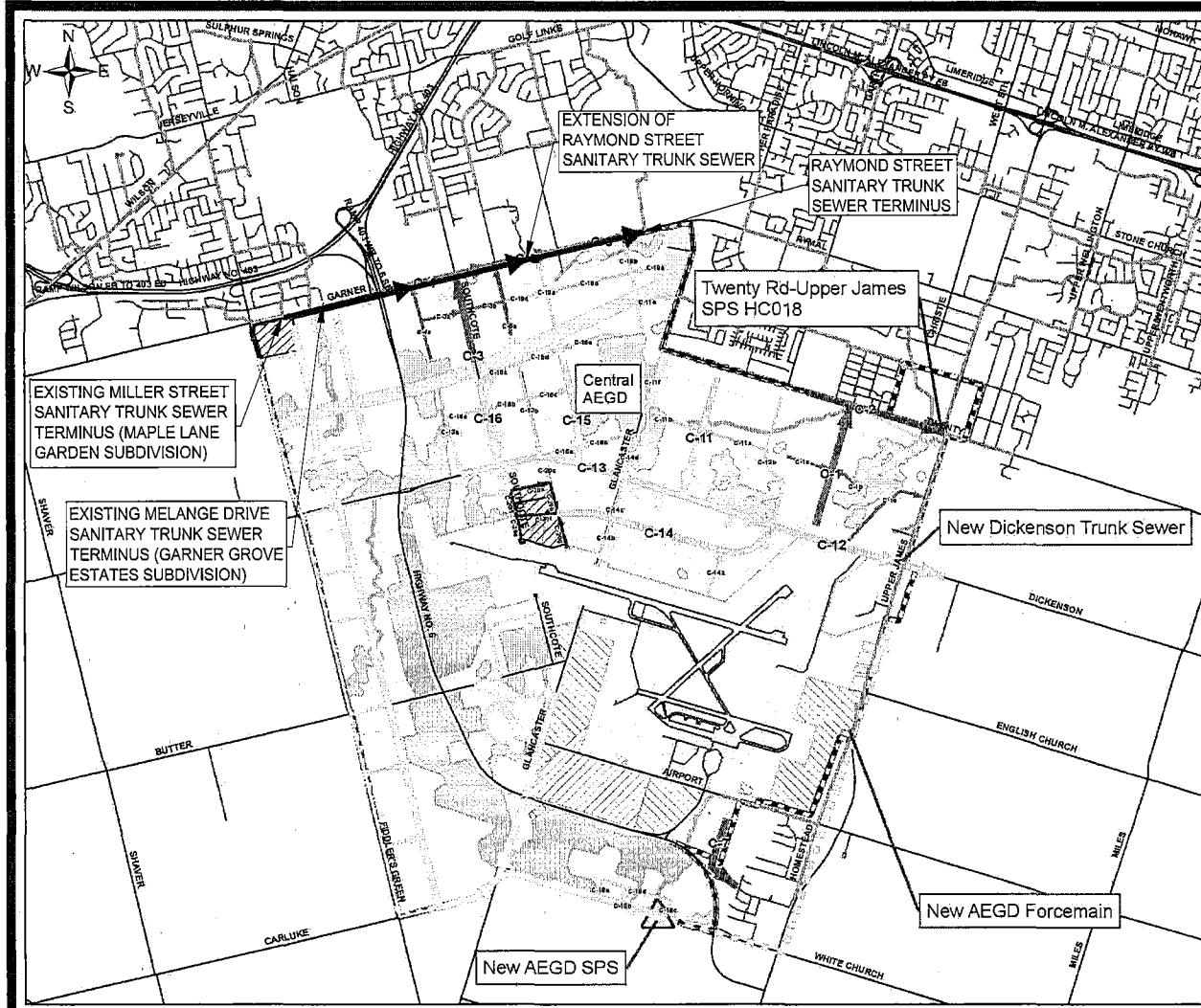
1. Servicing the subject lands to the existing sanitary sewer infrastructure to the north of Garner Road East via the sanitary sewers terminating at Miller Drive at Garner Road East, and Melange Drive (at its current deadend terminus), constructed in conjunction with the Maple Lane and Garner Grove Estates developments, respectively. This would provide for economical sanitary servicing of the subject property and maximizes the use of existing built sanitary infrastructure in the community.
2. Alternatively, building off of the contemplated trunk sewer extension proposed in the AEGD report along Garner Road East to terminate at Highway 6 (per Dillon's Water Servicing Option C), this sewer could be extended further west to service the subject lands. Funding of the trunk sewer advancement along Garner Road East and associated timing would be considerations for further review. However, assuming that the trunk sewer is funded via Development Charges, this option would provide for economical sanitary servicing of the subject property.


We note that with either of these contemplated alternatives, further detailed review of sewer depths, grade and capacity would need to be completed in concert with a proposed development application. Additional review should also be completed as part of this work to ensure potential downstream limitations are addressed.

4.2 WATER SERVICING OF SUBJECT LANDS (140 GARNER ROAD EAST)

Based on the findings of A.J. Clarke as well as the findings of the Hamilton AEGD – Phase 2: Wastewater Master Plan report (AEGD report) prepared by Dillon et al in June 2011, water servicing is feasible and achievable within the timeframe for development through implementation of the following approach (see Figure 3):

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Hamilton

Hamilton AEGD Study
 Figure 14
 Preferred Wastewater Servicing
 Option


Legend

- Existing Trunk Sewers
- Proposed Sewers
- Trunk Sewers - Servicing Phase 1
- Sub-Trunk Sewers - Servicing Phase 1
- Trunk Sewers - Servicing Phase 2
- Sub-Trunk Sewers - Servicing Phase 2
- Trunk Sewers - Additional Study Area
- Sub-Trunk Sewers Additional Study Area
- Sewers - Smith Farm
- Roads
- ▨ Council Directed Additional Lands

Map Created By: MZ
 Map Checked By: CH
 Data Created: Sept 22, 2008
 Date Modified: Feb 2, 2011



JUNE, 2013
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NOTES:

- FIGURE 14 FROM CITY OF HAMILTON AIRPORT EMPLOYMENT GROWTH DISTRICT. – PHASE 2: WATER AND WASTEWATER SERVICING MASTER PLAN, DATED JUNE 2011, PREPARED BY DILLON CONSULTING ET AL.

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 140 GARNER ROAD EAST,
 HAMILTON, ONT
 Figure No.
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 Title
 SANITARY SERVICING
 CONCEPT

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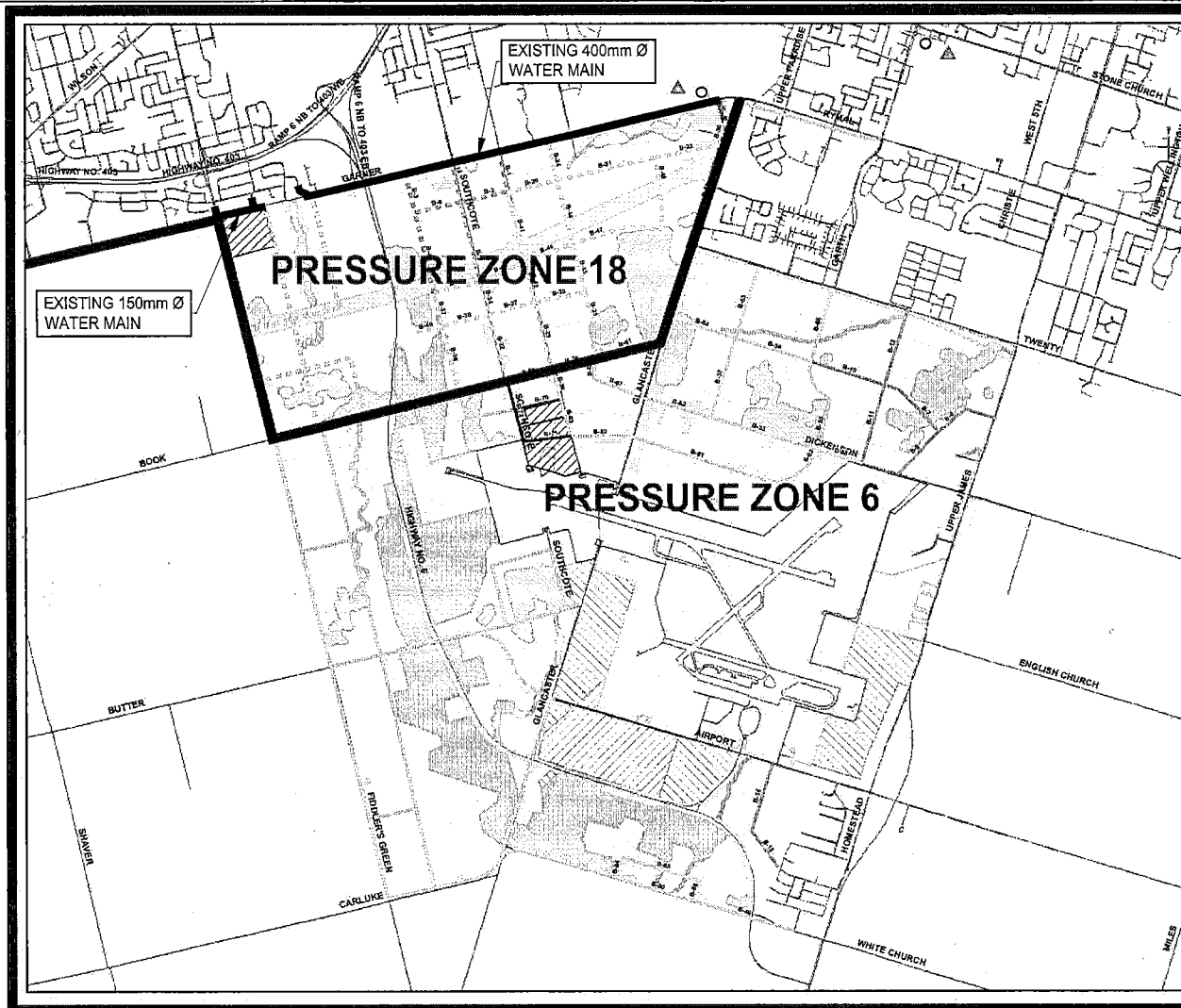
140 GARNER ROAD EAST, HAMILTON

Findings and Conclusions

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Water servicing for the subject lands would occur via a connection to either of the two existing watermains on Garner Road East putting the subject lands in Pressure District 18 as contemplated in the AEGD report.

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Hamilton

Hamilton AEGD Study
Figure 13
Preferred Water Servicing
Option

Legend

- Existing Reservoir
- ▲ Existing Pump
- Proposed Watermains**
- ▨ PD 18 Servicing Phase 1
- ▨ PD 18 Servicing Phase 2
- ▨ PD 18 Additional Study Area
- ▨ PD 6 Servicing Phase 1
- ▨ PD 6 Servicing Phase 2
- ▨ PD 6 Additional Study Area
- ▨ PD 6 Smth Farm
- ▬ Proposed Pressure District 6/18 Boundary
- ▬ Existing Watermains
- ▬ Roads
- ▨ Council Directed Additional Lands

AECOM

Map Created By: MZ
Map Checked By: CH
Date Created: Sept 10, 2009
Date Modified: Feb 2, 2011

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NOTES:

1. FIGURE 13 FROM CITY OF HAMILTON AIRPORT EMPLOYMENT GROWTH DISTRICT – PHASE 2: WATER AND WASTEWATER SERVICING MASTER PLAN, DATED JUNE 2011, PREPARED BY DILLON CONSULTING ET AL.

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