

CITY OF HAMILTON

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Economic Development Division

Report to: Chair and Members Planning & Economic Development Committee	Submitted by: Lee Ann Coveyduck General Manager
Date: May 13, 2005	Prepared by: Guy Paparella Ext. 5807 Steve Robichaud Ext. 5579
File:	

SUBJECT: City Initiative 05-F to Amend the Official Plans for the Former Regional Municipality of Hamilton-Wentworth, Former Town of Ancaster and the Former Township of Glanbrook to Recognize and Expand the Existing Airport Influence Area and to Create a Special Policy Area for Employment Purposes (PED05015) (City Wide)

RECOMMENDATION:

That approval be given to the City Initiative 05-F for amendments to the former Regional Municipality of Hamilton-Wentworth Official Plan, former Town of Ancaster Official Plan and former Township of Glanbrook Official Plan to recognize and expand the existing Airport Influence Area and to create a new Special Policy Area to provide for the long term protection of lands for employment purposes, as identified in Appendix "A" to Report PED05015 on the following basis:

- (a) That the former Regional Municipality of Hamilton-Wentworth Official Plan be amended to add a new map, that being Map No. 7 "Airport Influence Area" and that Subsection C.4.3.5.4 be revised to reference Map No. 7 "Airport Influence Area";
- (b) That Subsection C.4.3.5.3 of the former Regional Municipality of Hamilton-Wentworth Official Plan be deleted and replaced with new subsection that requires the City of Hamilton minimize the future conflicts between the operation of the John C. Munro Hamilton International Airport and surrounding land use and development in the vicinity;
- (c) That Subsection C.4.3.5 of the former Regional Municipality of Hamilton-Wentworth Official Plan be amended to add a new Subsection, being Subsection C.4.3.5.5 requiring the City of Hamilton in conjunction with the John C. Munro Hamilton International Airport, to update and maintain Airport Zoning Regulations and Noise Exposure Forecasts to protect the long term 24/7/365 operations in the vicinity of the John C. Munro Hamilton International Airport;

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- (d) That the former Regional Municipality of Hamilton-Wentworth Official Plan be amended by revising Map No. 1-Regional Development Pattern by adding Special Policy Area 9 which includes lands bounded by Fiddler's Green Road on the west, Garner Road and Twenty Road on the north, the Airport Industrial Business Park on the east and White Church Road West on the south and that a new Subsection, being Subsection C.3.1.4.6, be added to identify major employment lands for the development of a future economic growth centre;
- (e) That the former Town of Ancaster Official Plan be revised to reference the proposed amendment to the former Regional Municipality of Hamilton-Wentworth Official Plan with respect to the addition of Map No. 7-Airport Influence Area and Map No.1-Regional Development Pattern as well as related policies C4.3.5.3, C.4.3.5.4 and C.3.1.4.6;
- (f) That the former Township of Glanbrook Official Plan be revised to reference the proposed amendment to the former Regional Municipality of Hamilton-Wentworth Official Plan with respect to the addition of Map No. 7-Airport Influence Area and Map No.1-Regional Development Pattern as well as related policies C4.3.5.3, C.4.3.5.4 and C.3.1.4.6;
- (g) That the General Manager, Planning and Economic Development Department, be hereby authorized and directed to prepare the requisite by-law to repeal and readopt the Draft Official Plan Amendments proposed in items (a) through (f) above, in a form satisfactory to Corporate Counsel for presentation to Council; and,
- (h) That after consultation with property owners within Deferral Area No. 11, the Minister of Municipal Affairs be requested to modify the former Regional Municipality of Hamilton-Wentworth Official Plan with respect to the lands identified as Deferral No. 11 to designate these lands as part of Special Policy Area 1 primarily for major employment land purposes.

Lee Ann Coveyduck
General Manager
Planning and Economic Development Department

EXECUTIVE SUMMARY:

The purpose of this report is to formulate a series of Official Plan Amendments to the former Regional Municipality of Hamilton-Wentworth, former Town of Ancaster and

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former Township of Glanbrook Official Plans which will help implement the creation of the City Council endorsed “Aerotropolis Cluster” in the City’s Economic Development Strategy. The effect of these Amendments is, firstly, to protect the John C. Munro Hamilton International Airport’s 24 hour/7days a week operation by restricting incompatible and noise sensitive land uses from encroachment into the operations of the airport; and, secondly, to provide for the development of employment lands surrounding the airport helping to ensure it is an integral part of the City’s future growth.

BACKGROUND:

On April 27, 2005, City Council passed the following resolution:

“That Planning and Development Department staff be directed and authorized to schedule a public meeting to consider an amendment to the Regional Official Plan and Township of Glanbrook Official Plan for the purpose of implementing the aerotropolis cluster.”

ANALYSIS OF ALTERNATIVES:

Introduction

The John C. Munro Hamilton International Airport is an important economic engine for the City of Hamilton. With the North American Free Trade Agreement (NAFTA), Free Trade Area of the Americas (FTAA), European Community and evolving Asia/Pacific Community, the Airport will be part of our future for employment and assessment growth as well as distribution development. Even though SARS, 9/11 and the fluctuating cost of energy not only affected but changed the aviation industry, there are signs of recovery occurring. The growth of other industry sectors in Hamilton is dependent on ready access to the airport and the servicing of lands for future development in the surrounding area.

The Airport- Economic Overview

In a global context, the John C. Munro Hamilton International Airport has the potential to become one of the major airports in Ontario, distributing people and products throughout North America and overseas. Currently, the majority of activity is generated by the demand for transportation into and out of the southern Ontario area.

Air cargo shipments increase at a rate three times that of the economy which translates to 300% cargo growth by the year 2017. This will equate to a doubling of cargo aircraft as well. Currently this does not mean additional flights since carriers have existing excess capacity, however Hamilton International Airport (HIA) is well positioned to capture this growth due to its 24 hour/7 days/week operation. In 2003, HIA set a new cargo tonnage record of 96,000 tonnes.

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Other global centres are focusing on long-term strategies for their airports. For example, Dallas/Fort Worth - Alliance Airport has a 20-year plan to spend almost \$5.5 billion, expanding its passenger, cargo and other facilities. Alliance includes an industrial airport, rail service, major highway connections, state-of-the-art infrastructure, full digital capability and land development opportunities. It is home to over 17 Fortune 500 companies and only a little over one-fifth of the 15,000 acres has been developed to date. This illustrates the importance of aerotropolis clusters as distribution centres for just-in-time goods and services.

The Free Trade Area of the Americas (FTAA) will be the world's largest free trade area with 800 million people, almost one-sixth of the world's population, with combined gross domestic product of nearly \$17 trillion U.S. Implementation is expected by 2006 with 34 countries participating, with over one-third of the world's economic activity. Trade throughout the hemisphere would increase opportunities for exporters, manufacturers and consumers while increasing the need for distribution/transportation services.

In the last decade, the most successful companies have benefited from skilled labour, high-speed transportation, infrastructure, competitive market positions, and colleges/universities to sustain and enhance their success. A global trend toward just-in-time delivery has had implications for companies who have had to adjust sales, inventory and manufacturing processes in order to gain a competitive edge. This has resulted in operational changes whereby parts are sourced internationally, inventories are minimized, and customer responses are fast and flexible. In order to reduce the time to market, companies are locating along major access corridors within 15 minutes of an airport.

How are airports responding to these changes in the global marketplace? "Aerotropolis" Master Planned communities are a fairly recent concept emerging around airports. Services in these communities include, but are not limited to airport, major highways, rail, port connections, mass transit service, airport industrial development, commercial/office spin-off development and residential areas with schools and retail/food services.

Another trend in the airport sector is the targeting of time-sensitive sector companies for distribution such as computer hardware, computer software, electronics, telecommunications equipment, apparel, automotive components for the auto industry, industrial equipment and health/biotechnology. Fort Worth/Alliance airport is a good example where Fortune 500 companies locate at airports.

The Airport-Local Analysis

The John C. Munro Hamilton International Airport is located in the south end of Hamilton, approximately 70 km from the Pearson International Airport in Toronto, within one-day's drive to 150 million consumers. Hamilton International Corporation operates the airport, under a 40-year public/private partnership agreement with the City of Hamilton. With no night flying restrictions and a 10,000-foot runway, the Hamilton

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International Airport can support intercontinental traffic on a 24/7 operating basis. The airport has consequently become a hub for major cargo/courier traffic for the NAFTA corridor, with North America's largest courier companies at HIA.

At current levels, Hamilton International Airport is responsible for over 3,500 jobs, \$120M in employment income, \$170M contribution to GDP, and \$410M in total economic output.

People and cargo are attracted to the Hamilton area for personal and/or business reasons. Many business sectors benefit from airport activity such as healthcare, information communications technology, traditional manufacturing, tourism and distribution.

The airport also offers high productivity, no congestion, low cost airport services, dedicated apron with air-truck transfers and access to road, rail and port. Transportation linkages such as air-to-road and rail-to-port are important factors for successful business activity in the Hamilton area. Recent expansions in transportation infrastructure, including the new Highway No. 6 (linking the airport to the Highway 403) and the planned Mid-Peninsula Corridor, will augment the attractiveness of the airport and establish new economic corridors for future development.

When the Highway No. 6 extension was completed in 2004, over 3,000 acres of land could be opened up for development. However, zoning, official plan, urban boundary and servicing issues all need to be addressed before development can occur in this area.

Why is the Aerotropolis Cluster Important to Hamilton?

"Aerotropolis" master-planned communities are emerging around airports. Services include, but are not limited to, airport, major highways, rail, port connections, mass transit service, airport industrial development, commercial/spin-off development and residential areas with schools, retail and food services.

Airport lands offer Internet access, sanitary, water, natural gas, electrical, phone and cable services.

Airports are targeting time-sensitive companies for distribution such as computer hardware/software, electronics, telecommunications equipment, apparel, automotive components, industrial equipment and healthcare/biotechnology products.

All are retaining and expanding business while investing millions to ensure that their communities benefit from this economic engine's results. Increased employment and non-residential assessment growth has been identified by City Council as a strategic priority and the inclusion of employment lands in the development of growth scenarios is required to facilitate this objective.

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To create a balanced community, in which opportunities are provided within the community for residents to work, Hamilton will require significant employment growth to balance the projected population growth.

Population growth must be more deliberately linked to employment growth to create the type of community envisioned in Vision 2020, that being a city that supports a population that maintains “our environmental integrity together with our social quality and economic prosperity”.

In this regard, *Places to Grow* discussion paper released in 2004 noted that where a municipality proposes an urban boundary expansion then, amongst other criteria, that “the proposed expansion provides a balance between population and employment growth (target ratio of 2:1)”.

Why is the Airport the number one priority?

The Economic Development Strategy Aerotropolis cluster identifies the following benefits/advantages to making the Hamilton International Airport an economic development priority:

- Air cargo/courier/passenger services are growing industries
- Rates for shipping products are decreasing
- Variety of products being shipped is increasing
- New air routes are emerging
- NAFTA, FTAA, European Community, Asia/Pacific Community encouraging greater movement of a wide variety of goods globally
- Hamilton International Airport has a runway to handle intercontinental traffic, no congestion, high productivity, 24 hour operations, low cost airport services, access to road, rail and port, approximately \$80M in public and private investment to date, Foreign Trade Zone opportunity, strategic location in the centre of Canada’s Industrial Heartland and proximity to major U.S. markets
- Provincial Government committed \$33M and built the New Highway #6 in 2004 with direct access to the Airport from Highway #403
- Planning is underway for the Mid-Peninsula Corridor which will enhance the Canada/US transportation routes and create another QEW in terms of economic development

Planning Context

Both the City of Hamilton and the Province of Ontario have identified the John C. Munro Hamilton International Airport as an economic development priority:

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- The Places to Grow discussion paper identified the Airport as Hamilton’s top economic priority by stating growth should “take advantage of the economic opportunities provided by the airport.”
- The Hamilton Airport Gateway Opportunities Study stated “a strong industrial base in the vicinity of the airport will support and solidify its function as an important part of Southern Ontario’s transportation infrastructure.
- The Provincial draft terms of reference for the Mid-Peninsula Corridor state, “John C. Munro Hamilton International Airport is a future economic growth centre and major development area in the region.”

In order for us to realize the full economic development potential of the employment lands surrounding the Hamilton International Airport it will be necessary to expand the urban boundary for employment purposes.

The issue is further complicated by the proposal to build an airport in Pickering. Therefore, timely action in commencing this process is critical.

Projected Employment Growth

Since 1986, employment levels have fluctuated in the 190,000-205,000 range while population growth has continued at a far more rapid rate. As a result, the amount of out-commuting from Hamilton to other employment locations has accelerated.

To create a balanced community, in which opportunities are provided within the community for residents to work, Hamilton will require significant employment growth to balance the projected population growth.

The projected employment growth for the City of Hamilton, by category, is as follows:

Major Office:	14,000 new jobs
Service Commercial:	37,000 new jobs
Employment Land:	52,000 new jobs

The Official Plan directs new office employment to the Downtown and the Secondary Plan and Zoning presently allow for new office development in the downtown.

Service Commercial is population related and driven by local needs in new neighbourhoods. As new neighbourhoods are planned and developed, these needs will be addressed.

Employment Land must be planned for and opportunities for industrial development must be created - the aerotropolis cluster will help create these opportunities.

The Provincial growth forecasts recognize the importance of industrial-type development. As noted in the Hemson report,

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"The basic industrial orientation of the GGH economic region, centered on the GTA-H, also does not appear to be significantly changing. The largest category of employment in the GTA-H remains manufacturing, followed by trade. The GTA-H is in fact one of the most heavily industrialized metropolitan economies in North America." (pg 10)

Accommodating Growth

Based on the Hemson forecasts, total employment on employment lands in the City of Hamilton will increase by approximately 52,000 jobs in the 2001-31 time period.

Based on the GTA-H standard of 37 workers/ha (15 workers/acre), approximately 1,270 ha (3,100 acres) of employment lands are required to accommodate projected growth.

This can be achieved through a combination of Council's direction to incorporate the general employment land needs of 285 ha (700 acres) and additional 400 ha - 800 ha of aerotropolis-employment lands in the GRIDS growth scenarios.

Employment Lands Are Protected

The Provincial Policy Statement that came into effect in March, 2005 provides for the long-term protection for employment lands. Employment lands can only be redesignated once a municipality has done a comprehensive review as part of an official plan review process.

By moving now to identify the aerotropolis in the Official Plan will prevent land speculation in that Council will be able to send a clear message that these lands are for employment purposes, not residential.

Other reasons for acting now are:

- Places to Grow and the Sub-Area Growth Strategy could delay/frustrate the City's ability to move on the aerotropolis cluster in an expeditious fashion while making us more reliant on neighbouring municipalities;
- There is no downside/risk for the Province to maintain the status quo - the risk is to the City in terms of delay, missed opportunities and businesses relocating from the Hamilton airport to Pearson and/or the proposed Pickering airport;
- The Province did not implement all of the City requests as part of the Greenbelt Plan (e.g. our LEAR vs. their LEAR) so the City needs to act now to implement its own objectives and as a signal that it is serious about their airport
- The Province has signalled that it wants the Hamilton International Airport to grow. That is why the airport was left out of the Greenbelt Plan. In addition, the

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Mid-Peninsula Corridor Environmental Assessment Terms of Reference refers to the importance of the airport.

Will Moving Now Undermine GRIDS?

In March 2005, Council received the long list of growth concepts for GRIDS. Six growth concepts have been developed. There are two parts of the growth concepts: lands required to accommodate population and household growth and lands required to accommodate employment growth.

As previously noted, total employment in Hamilton is projected to increase by 100,000 jobs and as part of GRIDS, Council directed that based on the results of the “*Hamilton Airport Gateway Opportunities Study*” (HAGOS) and the “*Providing Employment Lands in Hamilton - Financial Options*” report, to support long-term airport operations and to stimulate economic development in and around the airport/airport IBP, between 830 - 1,295 ha (2,050 - 3,200 acres) of land are required to be evaluated for employment related uses. As part of the work on GRIDS, the alternative servicing scenarios are being investigated and developed for employment lands in and around the airport.

The identification of an Aerotropolis Cluster and associated land requirements in and around the Airport by Council will not impact the environmental assessment process for the infrastructure master plans because land use decisions are Planning Act, not Environmental Assessment Act matters.

There are sufficient vacant lands within the existing urban area to accommodate projected growth to 2016. Combined with the proposed provincial requirement for a minimum of 40% residential intensification and the “back-ending” of higher population and household growth, then there is the opportunity to provide for the transition period for an enhanced rate of industrial development to provide which in turn provides for balanced job:housing growth in the City of Hamilton.

Therefore, given that all of the GRIDS growth options all incorporate the aerotropolis cluster as part of projected land needs, moving now will provide certainty to the process regarding the aerotropolis cluster and provide for the long term protection of lands for employment purposes.

The Official Plan Amendments

Based on the foregoing, staff is recommending a series of Amendments to Schedules and Policies within the Official Plans of the former Regional Municipality of Hamilton-Wentworth, the former Town of Ancaster and the former Township of Glanbrook. These Draft Amendments are detailed in Appendix “A” and summarized below.

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The Airport Influence Area

Policy 4.3.5.4 in the former Regional Municipality of Hamilton-Wentworth Official Plan identified an airport influence area bounded by Highway #53 and Twenty Road on the north, Trinity Road on the west, Carluke and White Church Roads on the south, and Miles Road on the east (excluding Mount Hope Urban Area, Airport and Duff's Corners Business Parks). The purpose of this area was to "restrict development that is noise or land use sensitive to airport operations or will limit the opportunities for expansion of airport operations". The area municipal Official Plans for the former Town of Ancaster and former Township of Glanbrook were required to incorporate policies and refine land use limitations. However, this requirement was never fulfilled because the Area Municipal Official Plans were not brought into conformity prior to amalgamation. In addition, they have not been modified to implement more up-to-date information regarding airport operations and more recent noise exposure forecast contours. Moreover, no specific Schedule or Map identified the airport influence area in any Official Plan document.

The Draft Official Plan Amendments identified in Appendix "A" address these issues and bring the Airport Influence Area into a more prominent position that can be used as a foundation upon which the aerotropolis cluster can begin to be implemented.

Special Policy Area for Employment Lands

Based on the foregoing justification for the John C. Munro Hamilton International Airport as an economic growth node for future prosperity, it is important to identify a land area to focus and guide airport development initiatives. This will help ensure benefits of economic development are felt city wide and more readily attract investment in strategic infrastructure for major non-residential employment. To this end, staff is proposing to identify a new Special Policy Area which is located primarily to the south and west of the existing John C. Munro Hamilton International Airport. This Special Policy Area is intended to basically envelope the airport and provide for potential employment lands along new Highway #6 to Highway #403. In addition, the Special Policy Area excludes the newly-created Greenbelt south of Fiddler's Green Road, Carluke Road and White Church Road. The gross area of this Special Policy Area is approximately 1,200 ha (3,000 acres). The net area for development of employment lands will be substantially less (approximately 2,000 acres) once a Secondary Plan is completed identifying various infrastructure and environmental requirements (ie airport-specific operations, transportation network, storm water management facilities, environmentally-sensitive areas, woodlands, residential enclaves).

Deferral Area No.11

The Official Plan for the former Regional Municipality of Hamilton-Wentworth was approved on January 5, 1995 save and except for a number of referrals to the Ontario Municipal Board and a number of deferrals. While a number of these referral and

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deferral issues have been resolved, Deferral No. 11 is still outstanding. This Deferral area applies to an area which is generally located south of Twenty Road, north of Dickenson Road, east of Glanaster Road and west of the Airport Industrial Business Park along Upper James Street (formerly Highway #6). This area is approximately 650 acres and is located within the existing and proposed Airport Influence Area directly abutting the Airport to the north. Staff indicate this area is key to the protection of the airport operations and should be included as part of the overall aerotropolis cluster strategy. As such, staff is recommending that direction to consult with property owners within the area of Deferral 11 and then request the Minister of Municipal Affairs to modify the Official Plan of the former Regional Municipality of Hamilton-Wentworth by including lands identified as Deferral No. 11 as part of Special Policy Area 1 primarily intended for employment purposes. Failing this request to the Minister, the matter should be brought back to City Council to consider other alternatives including referral to the Ontario Municipal Board.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial - The aerotropolis cluster will allow for the creation of employment opportunities that will make Hamilton a stronger, healthier, and more vibrant community. This balance is key to the City's future success. The airport is a strategic priority for economic development and the future growth of Hamilton. It is clear that it will require not only commitment but broad-based financial investment from both the public and private sector as well as Hamilton International Corporation and the subject area property owners. This financial strategy will be detailed further within the context of GRIDS, the Master Servicing Strategy and proposed Secondary Planning for the areas in the airport vicinity.

Staffing: N/A

Legal: As required by the Planning Act, Council shall hold at least one (1) public meeting to consider applications for amendments to official plans.

POLICIES AFFECTING PROPOSAL:

City Council's Economic Development Strategy commits to the creation of an "Aerotropolis Cluster" as an economic engine for the City of Hamilton.

City Council also committed to complete GRIDS and all related Master Servicing Plans to ensure the airport is an integral part of the City's future growth as soon as possible.

City Council further directed that the John C. Munro Hamilton International Airport be identified as an economic node and exempt the airport from restrictive policies in both the Provincial Greenbelt and Places to Grow Plans to allow Hamilton to make an Official Plan amendment to extend the Urban Boundary to address significant economic development priorities.

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City Council made a commitment to cooperate with Hamilton International Corporation to help implement the municipal components to their Airport Master Plan.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The following Departments/Agencies were consulted:

Long Range Planning
Economic Development
City Manager - GRIDS
Public Works
Hamilton International Corp.
Airport Implementation Task Force

CITY STRATEGIC COMMITMENT:

City Council's Strategic Plan "Right on Course" commits to the following:

- (a) to focus all available resources on economic development as its No. 1 priority with particular attention to the airport as a key economic node to future prosperity;
- (b) to pursue initiatives at the airport to ensure benefits of economic development are felt city-wide;
- (c) to pursue investment in strategic infrastructure to attract new non-residential business.

:GP

Attach. (1)

Draft Amendments**to the****Regional Municipality of Hamilton-Wentworth, Town of Ancaster, the
Township of Glanbrook Official Plans**

The following text, together with Schedule "A" (*Map No. 7, Airport Influence Area of the former Regional Municipality of Hamilton-Wentworth Official Plan*), Schedule "B" (*Map No. 1 – Regional Development Pattern of the former Regional Municipality of Hamilton-Wentworth Official Plan*), Schedule "C" (*Schedule "F-1 - Special Policy Areas*), of the Official Plan of the former Town of Ancaster and Schedule "D" (*Schedule "A" – Land Use Plan*) of the former Township of Glanbrook Official Plan, attached hereto, constitutes;

1. Official Plan Amendment No. ___ to the Regional Municipality of Hamilton-Wentworth Official Plan;
2. Official Plan Amendment No. ___ to the Town of Ancaster Official Plan;
3. Official Plan Amendment No. ___ to the Township of Glanbrook Official Plan;

Purpose:

The effect of the Amendment is:

1. to protect John C Munro International Airport's 24 hour operation by restricting incompatible and noise sensitive land uses from encroachment into Airport noise sensitive areas; and,
2. to provide for the development of a future employment land growth centre.

Location:

The lands subject to this Amendment are in the vicinity of the John C. Munro Airport.

Basis:

1. City Council's Strategic Plan "Right on Course" commits to the following:
 - (a) to focus all available resources on economic development as its No. 1 priority with particular attention to the airport as a key economic node to future prosperity;

- (b) to pursue initiatives at the airport to ensure benefits of economic development are felt city-wide; and,
 - (c) to pursue investment in strategic infrastructure to attract new non-residential business.
2. City Council's adopted Economic Development Strategy (October 2004) and the Hamilton International Airport (HIA) Gateway Opportunities Study (October 2002) commits to the creation of an Aerotropolis Cluster which is intended to form an industrial, commercial and residential community around the John C. Munro Hamilton International Airport in support of the airport operation and the City's economic development objectives.
 3. The Places to Grow discussion paper identified the Airport as Hamilton's top economic priority, by stating growth should "take advantage of the economic opportunities provided by the airport."
 4. The Province, in conjunction with the GTA municipalities and Hamilton, prepared growth forecasts for employment lands. Based on the Hemson forecasts, total employment on employment lands in the City of Hamilton will increase by approximately 52,000 jobs in the 2001-31 time period. Based on the GTA-H standard of 37 workers/ha (15 workers/acre), approximately 1,270 ha (3,100 acres) of employment lands are required to accommodate projected growth.
 5. A secondary plan will be required to determine the mix of employment uses, the servicing requirements, the appropriate transportation network and the funding required for the completion of the hard infrastructure. This will be completed in conjunction with GRIDS and all related Master Servicing Plans to ensure that the airport is an integral part of the City's future growth.
 6. The Regional Official Plan identifies an Airport Influence Area. The boundaries have been modified to coincide with 25 NEF contour as identified in the Airport Master Plan. The Airport Influence Area will protect John C. Munro International Airport's 24 hour operation by restricting incompatible and noise sensitive land uses from encroachment into Airport noise sensitive areas.

Actual Changes

1. Regional Official Plan
 - 1.1) Add a new schedule titled "Map 7- Airport Influence Area", attached as shown on the attached Schedule "A" of this Amendment.

- 1.1) to delete Policy C.4.3.5.3 in its entirety and replace it with the following policy:

“Minimize future conflicts between the operation of the Airport and surrounding land uses. Under this policy, the affected Area Municipalities will be required, in their Official Plans and Zoning By-laws, to apply noise exposure forecast contours (Transport Canada) and guidelines for development in the Vicinity of the Airport (Transport Canada) so that no sensitive land uses are developed within areas exposed to noise disturbance levels at 25 NEF or greater, except where the lands are currently designated Urban.”

- 1.2) Amend Policy C.4.3.5.4 to delete the last sentence and replace it with the following sentence.

“The limitations of the Airport Influence area are defined on Map 7 – Airport Influence Area.”

- 1.3) Add a new policy to section C.4.3.5 as follows:

“C.4.3.5.5 The City of Hamilton, in conjunction with the John C. Munro Airport, are required to update and maintain up-to-date Airport Zoning Regulations and Noise Exposure Forecast to protect the long term 24 hour, seven day a week and three hundred and sixty five day a year operation.”

- 1.4) Map No. 1 – Regional Development Pattern – be revised by adding Special Policy Area 9, as shown on the attached Schedule “B” of this Amendment.

- 1.5) Add a new Policy C.3.1.4.6 to section C.3.1.4 as follows;

“C.3.1.4.6. The lands generally located south and west of the Airport, and identified - as Special Policy Area 9 on Map 1 but subject to the provisions of the Greenbelt Protection Plan, are required for the development of a future economic growth centre and major employment lands. The use of these lands for this purpose will be contingent upon the following;

- a) *The completion of a Secondary Plan which will require:*
- i) the designation of appropriate land uses;*
 - ii) the completion of a City wide Water/Wastewater (Lake Based system) Master Plan, and City Wide Transportation Master Plan;*
 - iii) a sub-watershed plan, including a comprehensive storm water management plan;*

- iv) environmental impact statements as required by applicable Official Plan and Greenbelt Plan policies;*
- v) a financing policy approved by the City; and,*
- vi) any other study the City deems as necessary.*

b) the provision of full municipal services, including sanitary sewerage, water supply and storm water management facilities and an appropriate transportation network.

2. That the Official Plan for the Town of Ancaster be amended as follows:
 - 2.1) Schedule “F-1 - Special Policy Areas – be revised by including the subject lands as Specific Policy Area 57 and 57a, as shown on the attached Schedule “B” to this Amendment.
 - 2.2) Section 5 be amended by adding the following new policies;

5.12 SPECIFIC POLICY AREA NO.57

“5.12 In addition to the existing applicable policies in this Plan, this section sets out additional policies for the lands identified on Schedule “F-1” as Specific Policy Areas 57 and 57a.

5.12.1 The area identified as Specific Policy Area 57 on Schedule “F-1”, shall be subject to Policies C.4.3.5.3 and C.4.3.5.4 of the Regional Official Plan.

5.12.2 The area identified as Specific Policy Area 57a on Schedule “F-1”, shall be subject to Policy C.3.1.4.6 of the Regional Official Plan.”

3. That the Official Plan for the Township of Glanbrook be amended as follows:
 - 3.1) Schedule “A – Land Use Plan – be revised by including the subject lands as Special Policy Area 2 and 2a, as shown on the attached Schedule “D” to this Amendment.
 - 3.2) Section B.1 be amended by adding a new Subsection B.1.12 as follows;

“B.1.12 In addition to the existing applicable policies in this Plan, this Section sets out additional policies for the lands identified on Schedule “A” – Land Use Plan, as Specific Policy Areas 2 and 2a.

- (i) The area identified as Special Policy Area 2 shall be subject to Policies C.4.3.5.3 and C.4.3.5.4 of the Regional Official Plan.

- (ii) The area identified as Specific Policy Area 2a shall be subject to Policy C.3.1.4.6 of the Regional Official Plan.”

Implementation:

The provisions of Section D – Implementation, of the Official Plan for the former Regional Municipality of Hamilton-Wentworth, Section 7 – Implementation, of the Official Plan for the former Town of Ancaster, and Section G – Implementation of the Official Plan for the former Township of Glanbrook, will give effect to the amendments.

This is Schedule “A” to By-law No. 05- passed on the ___ day of _____, 2005.

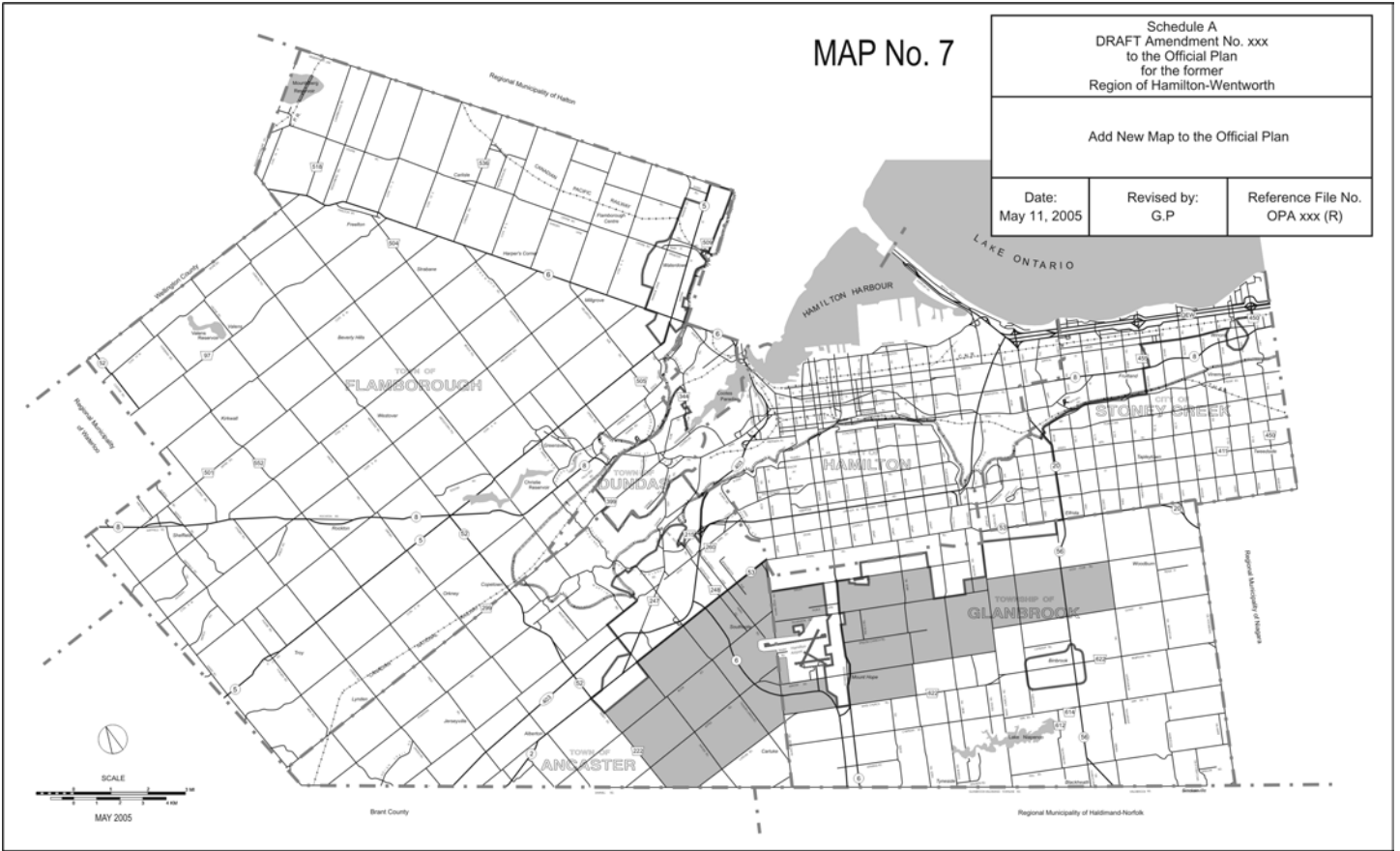
City of Hamilton

City Clerk

Mayor

MAP No. 7

Schedule A DRAFT Amendment No. xxx to the Official Plan for the former Region of Hamilton-Wentworth		
Add New Map to the Official Plan		
Date: May 11, 2005	Revised by: G.P	Reference File No. OPA xxx (R)




LEGEND

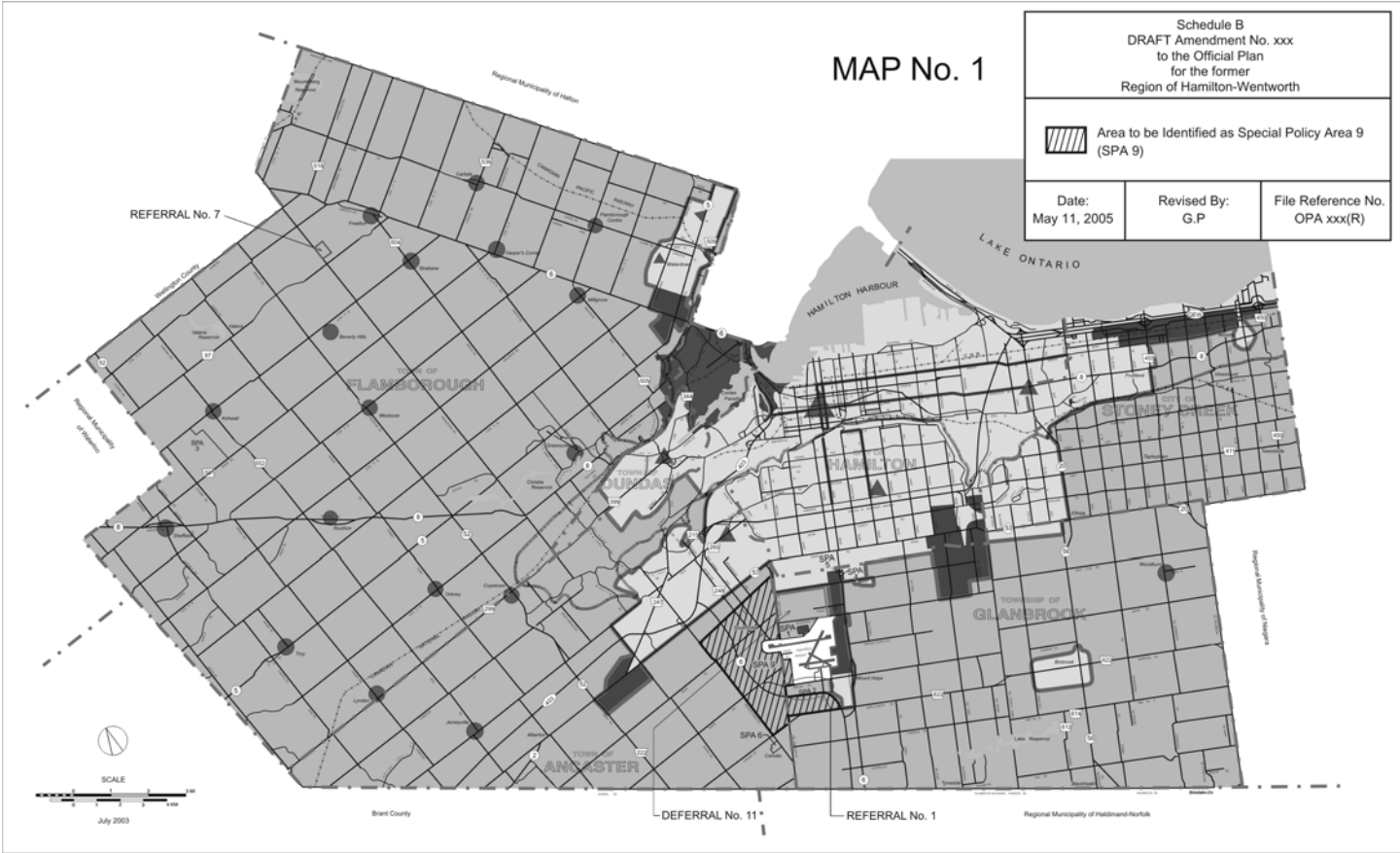
- AIRPORT INFLUENCE AREA
- URBAN AREA BOUNDARY

AIRPORT INFLUENCE
AREA



MAP No. 1

Schedule B DRAFT Amendment No. xxx to the Official Plan for the former Region of Hamilton-Wentworth		
 Area to be Identified as Special Policy Area 9 (SPA 9)		
Date: May 11, 2005	Revised By: G.P	File Reference No. OPA xxx(R)



URBAN AREAS

-  Urban Area Boundary
-  Urban
-  Business Parks
-  Regional Centre
-  Mixed-use Centre
-  High Density Mixed-use Corridors

RURAL AREAS

-  Rural Area
-  Rural Settlements

OTHER

-  Parkway Belt West Policy Areas
-  Special Policy Areas
-  Airport
-  Future Roadway
-  Municipal Boundary

REGIONAL DEVELOPMENT PATTERN



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Regional Environment Department

February 2005

