



City of Hamilton PLANNING COMMITTEE ADDENDUM

Meeting #: 20-011
Date: October 6, 2020
Time: 9:30 a.m.
Location: Due to the COVID-19 and the Closure of City Hall

All electronic meetings can be viewed at:

City's Website:
<https://www.hamilton.ca/council-committee/council-committee-meetings/meetings-and-agendas>

City's YouTube Channel:
<https://www.youtube.com/user/InsideCityofHamilton> or Cable 14

Lisa Kelsey, Legislative Coordinator (905) 546-2424 ext. 4605

	Pages
5. DELEGATION REQUESTS	
*5.2. John Ariens respecting Designation of 1389 Progreston Road (Item 6.3 #2) (For today's meeting) (no copy)	
*5.3. Jack Dennison respecting Designation of 1389 Progreston Road (Item 6.3 #2) (For today's meeting)	5
*5.4. Designation of 110 - 122 King Street East, Hamilton (Former Royal Connaught Hotel) Item #1 of Hamilton Municipal Heritage Committee Report 20-005 (Item 6.3) (For today's meeting)	6
(i) Lynda Zugec	
(ii) Kristina M. Schmuttermeier	

7. PUBLIC HEARINGS / DELEGATIONS

7.1. Applications for Amendments to the Urban Hamilton Official Plan and Ancaster Zoning By-law No. 87-57 for Lands Located at 35 Londonderry Drive (Ancaster) (PED20158) (Ward 12)

*7.1.a. Written Submissions: 10

(i) Donna Brown

(ii) S and Z Mao

(iii) Joel Newman

7.2. Applications for Urban Hamilton Official Plan Amendment and Zoning By-law Amendment, for lands located at 235 Main Street West, 74 Queen Street South, 244 and 246 Jackson Street West (PED20142) (Ward 1)

*7.2.a. Written Submissions: 17

(i) Bruno and Natasa Crugnale

(ii) Margaret Krol

(iii) Doreen Stermann

*7.2.b. Registered Delegations: 20

(i) Carmen Cuming

7.4. Application for a City-wide Amendment to the Urban Hamilton Official Plan and an Area-specific Amendment for Lands Located in the Twenty Road West Area (PED20163) (City Wide)

7.4.a. Written Submissions:

- *7.4.a.a. Additional Written Submissions:
- (f) John Corbett, Corbett Land Strategies (Agent)
 - (g) John Doherty
 - (h) Martin Sullivan
 - (i) Warren Caldwell
 - (j) Erin Descamps
 - (k) Mary Wesley
 - (l) Gail Sullivan
 - (m) Jim Playfair
 - (n) Linda Sullivan
 - (o) John Kerchner
 - (p) Bob Berberick
 - (q) Ann Byrne
 - (r) Kathleen Sullivan
 - (s) Tom Sullivan
 - (t) Gail Stevens
 - (u) Rory Sullivan
 - (v) Kelly Byrne
 - (w) N and G Kolaski
 - (x) Maurice Stevens
 - (y) Greg Farrell

- *7.4.b. Registered Delegations:
- (i) Mark Noskiewicz
 - (ii) Art Dueksen
 - (iii) Lynda Lukasik, Environment Hamilton

7.5. Addition and Extension to Temporary Use By-law to Zoning By-law No. 05-200 – Outdoor Commercial Patios Temporary Use By-law to Zoning By-law No. 05-200 for temporary tents (CI-20-F(2)) (PED20135(a)) (City Wide)

*7.5.a. Virtual Delegations:
(i) Susan Creer

*7.5.b. Written Submissions:
(i) Rachel Braithwaite, Barton Village Business Improvement Area

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11. NOTICES OF MOTION

*11.1. Connection to Municipal Services for Ecole Elementaire Michaelle Jean School, 2121 Hwy 56, and Former Wills Motors Property, located at 2187 Hwy 56, Binbrook

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Request to Speak to Committee of Council

Submitted on Thursday, October 1, 2020 - 8:55 am

==Committee Requested==

Committee: Planning Committee

==Requestor Information==

Name of Individual: Jack Dennison

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Burlington, Ontario

Reason(s) for delegation request:

property owner 1389 Progreston Rd "Progreston Woolen Mill"

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

**Hamilton Municipal Heritage Committee Meeting Presentation – September 17, 2020
(Lynda Zugec)**

While I agree with the overall goal of designating the former Royal Connaught Hotel [under Part IV of the Ontario Heritage Act], the report provided by the City of Hamilton staff is somewhat lacking and as such I ask the committee to consider the following.

- **The Property Description and Various Legal Entities Need To Be Properly Detailed**

On page 45, the report indicates that:

The list of heritage attributes recommended to be included [in the Statement of Heritage Value or Interest attached as Appendix “B” to Report PED20159] pertain only to common element features of the building and not to the units of individual condominium owners. These heritage attributes include the lobby and mezzanine common area space on the building’s interior and features on the exterior facades of the 1914-16 and 1931 buildings.

Also, Appendix A on page 50 identifies the entire building pictorially as one entity – and refers to it as 82-112 - a collective whole.

There are two major things wrong with this:

#1 - The report fails to properly detail the separate legal entities, pictorially or otherwise. It only states that the building in its entirety is “one condominium for the six lower floor commercial units and two separate condominiums corresponding to two different phases of the residential portion of the building”.

(#2) The second thing wrong with this is that they are not “common element” or “common area” features of the building in the legal sense, so the report is incorrect in these statements and very much misleading.

I will tell you why specifying the aforementioned is important.

The Builder decided to parse out the “Main Lobby” of the Royal Connaught building as a separate legal entity and put in place an agreement to charge condo owners \$68,000 yearly to enter and exit their condo units through the Main Lobby. As you can imagine, this has been a source of great tension within the building and this type of activity is set to become illegal under the Condo Act (please refer to the Stage 2 Report Recommendations). Hence, what is referred to as common elements are not common elements at all. Many of them are owned by the Builder so as to preserve the Builders’ ongoing revenue stream.

To complicate matters, a surveyor’s report obtained by owners indicates that the Main Lobby property description is actually included in the property description of the Agreement of Purchase and Sale of condo unit owners, meaning condo unit owners were sold the Main Lobby as part of their agreement, but this was then parsed out at a later date unbeknownst to purchasers.

Such complexities necessitate the inclusion of accurate property descriptions and legal entities within the report.

For example, what happens in the event of a disagreement among any of the parties involved? What if Condo 1 agrees with the Builder (who owns the Main Lobby) and Condo 2 disagrees when it comes to updating or altering Heritage Attributes? What if the Builder (who owns the Main Lobby) receives a grant or loan as a result of this heritage designation – does he share it with the other two legal entities? Or how is that decided? Should there in effect be 3 heritage designations given there are 3 legal entities? Or,

should there be 8 heritage designations given that 6 commercial units can be owned by 6 different parties and then the other 2 include the two condos?

The Main Lobby is registered as vacant land with the city in terms of property taxes and was only registered this year in 2020. This is despite being an operational for-profit sales center that is separate from the 2 condominiums. All the owners of individual condo units have been paying property taxes since 2017.

What if property taxes are not paid by one of the entities? Will the other entities be able to receive a loan or grant for something that they all want to update as far as Heritage Attributes are concerned? Or will they be hindered because one entity failed to pay property taxes?

I can continue with such questions, but I assume you are understanding my point. [Because of the immensely complex legal structure specific to the building - even though it is physically one building - the City of Hamilton should engage in proper due diligence and include a properly detailed property description along with the associated legal entities. The City should also be proactive in identifying how disputes can be handled and monies allocated].

Appendix B and Appendix D Need to Be Updated

Appendix B STATEMENT OF CULTURAL HERITAGE VALUE AND DESCRIPTION OF HERITAGE ATTRIBUTES

Appendix D CULTURAL HERITAGE ASSESSMENT REPORT (2013)

As stated on page 41 of the report “The designation of the subject property was subsequently put on hold on the request of the Builder [property owner] in 2013 to facilitate the building’s repurposing into a mixed use condominium.[This involved the construction of a new 14 storey addition on the southwest area of the property fronting onto John Street South and the rehabilitation of the existing former hotel building to accommodate new lower floor commercial uses and residential units above.”] I think many would agree that adding 14 stories to a building is a substantive change.

As an example of a few more substantial changes, Figure 56, 57, 58 and 59 designate window structures and wrought-iron balconies as Historic Attributes and show pictures of them, but these have all been taken down by the Builder since the report that was completed in 2013.

Despite these major changes, the report indicates “The majority of interior and exterior heritage attributes identified in the 2013 Cultural Heritage Assessment Report remain intact and have been restored during the building’s repurposing. As a result, the property’s overall heritage value has been preserved.”

I understand that the City would like to “push this through their desk for approval” so to speak, but a lack of due diligence now will cause considerable problems in the future.

Planning Committee Meeting (Hamilton) Presentation – October 6, 2020 (Lynda Zugec)

Before I begin, I would like to point out that I was not included in the email distribution list to speak today, despite having spoken and submitted documentation at the September 17th Hamilton Municipal Heritage Committee meeting and multiple email exchanges with City staff. The online video recording of the September 17th meeting was truncated and excluded comments from other owners and Board members due to - from what was communicated to me by City staff - technological errors. I have also not heard anything from Councillor Jason Farr, despite his public declaration of wanting to “understand the residents’ issues before the matter goes to [the] planning committee”. As concerned owners, we did indeed reach out to Councillor Jason Farr previously in June 2019, but he seemed – at best – disinterested. If the City does connect with us, as was suggested by the committee, we would appreciate it to be with those who are more objective and who do not have an existing or past relationship with the Builder.

In terms of issues regarding designation:

- **Current Property Owners Were Treated As An Afterthought In The Designation Process**

According to Section 29, Part IV, of the Ontario Heritage Act, “the property owner is a key player in a designation under the Ontario Heritage Act. As early as possible in the process, designation should be discussed with owners to ensure that they are actively engaged in the process.” In our case, the process was hurried and the only communication that existed was a letter from the City of Hamilton advising that there was a recommendation to designate dated September 4th. The letter submitted by one of the Condo Boards Property Management Team for the September 17th meeting clearly stated that not enough time was provided for a complete and full review of the designation or to even properly consult owners. This is also evidenced by the fact that the first initial correspondence by the City of Hamilton is dated September 4th and we now attend this meeting on October 5th.

We were informed during the actual presentation on September 17th by David Addington (and via email correspondence to me directly as well as in the city report) that owners need not be consulted or agree to the designation and made it appear that the City of Hamilton is essentially doing us a "favor" by even sending a notice regarding this to owners. This is hardly congruent with Section 29.

Given my limited time to speak today, I would like to formally submit on record my previous statements made at the September 17th meeting as well as my statements today. I will now briefly highlight some of my statements during the September 17th meeting.

- **One Concern: The Property Description and Various Legal Entities Are Not Properly Detailed**

The report fails to properly detail the separate legal entities, pictorially or otherwise.

The report references “common element” or “common area” features of the building, but in the legal sense they are not, so the report is incorrect in these statements and very much misleading.

I will tell you why specifying the aforementioned is important.

The Builder decided to parse out the “Main Lobby” of the Royal Connaught building as a separate legal entity and put in place an agreement to charge condo owners \$68,000 yearly to enter and exit their condo units through the Main Lobby. As you can imagine, this has been a source of great tension within the building and this type of activity is set to become illegal under the Condo Act (please refer to the Stage 2

Report Recommendations). Hence, what are thought of or referred to as common elements are not common elements at all. Many of them are owned by the Builder so as to preserve the Builders' ongoing revenue stream.

To complicate matters, a surveyor's report obtained by owners indicates that the Main Lobby property description is actually included in the property description of the Agreement of Purchase and Sale of condo unit owners, thus complicating property description matters.

Such complexities necessitate the inclusion of accurate property descriptions and legal entities within the report.

For example, what happens in the event of a disagreement among any of the parties involved? I would like to highlight that currently there are 3 separate owners within the building – the Builder and 2 registered condo units. Also, there currently exists great friction among these existing parties. Looking forward, there is the potential for 8 separate legal entities to be a part of this one building.

Because of the immensely complex legal structure specific to the building, the City of Hamilton should engage in proper due diligence and include a properly detailed property description along with the associated legal entities. The City should also be proactive in identifying how disputes can be handled and potential City of Hamilton grants and loans or monies allocated.

- **Another Concern: Appendix B and Appendix D Need to Be Updated To Reflect The Reality of Today**

Appendix B STATEMENT OF CULTURAL HERITAGE VALUE AND DESCRIPTION OF HERITAGE ATTRIBUTES

Appendix D CULTURAL HERITAGE ASSESSMENT REPORT (2013)

The Cultural Heritage Assessment Report was completed in 2013 – 7 years ago.

As stated previously in the report “The designation of the subject property was [subsequently] put on hold on the request of the Builder [property owner] in 2013 to facilitate the building's repurposing into a mixed-use condominium”. I think many would agree that adding 14 stories to a building is a substantive change and that a lot of changes have happened at the Royal Connaught building since 2013.

Many of the Historic Attributes have been removed by the Builder since 2013, necessitating an updated Cultural Heritage Assessment Report by qualified personnel. In addition to not being updated to accurately reflect the reality of today, this has implications for both the Reserve Funds set out by the now-existing Condominium Corporations and potential Insurance Premiums/Payments for Owners, which as mentioned previously, were more of an afterthought rather than actively engaged participants in the process.

I understand that the City would like to “push this through their desk for approval” so to speak, but a lack of due diligence now will cause considerable problems in the future.

Thank you.

Re: 35 Londonderry Drive, Ancaster
File No. UHOPA-17-032
File No. ZAC-17-072

To: Planning Committee, City of Hamilton

The plan has not addressed overflow parking from the site for units that may have more than 2 vehicles per unit. There are only 8 Visitor Parking spots that will not be available for tenant use.

There is already a parking problem on Lowinger Avenue and Londonderry Drive due to the spillover parking from the existing Londonderry Drive townhouses, the Meadowlands Daycare and local businesses.

I have attached a photo taken at 3 pm October 1 2020 that shows the number of vehicles that are already on these streets on any given day. Where will the spillover tenant / visitor parking from 35 Londonderry Drive be accommodated when the 2 streets are already full?

This application should be denied until the overflow parking issue can be accommodated within the site.

Regards,
Donna & Fred Brown
Ancaster, Ontario

Londonderry Drive, Ancaster 3pm October 01 2020



Image 1 of 2

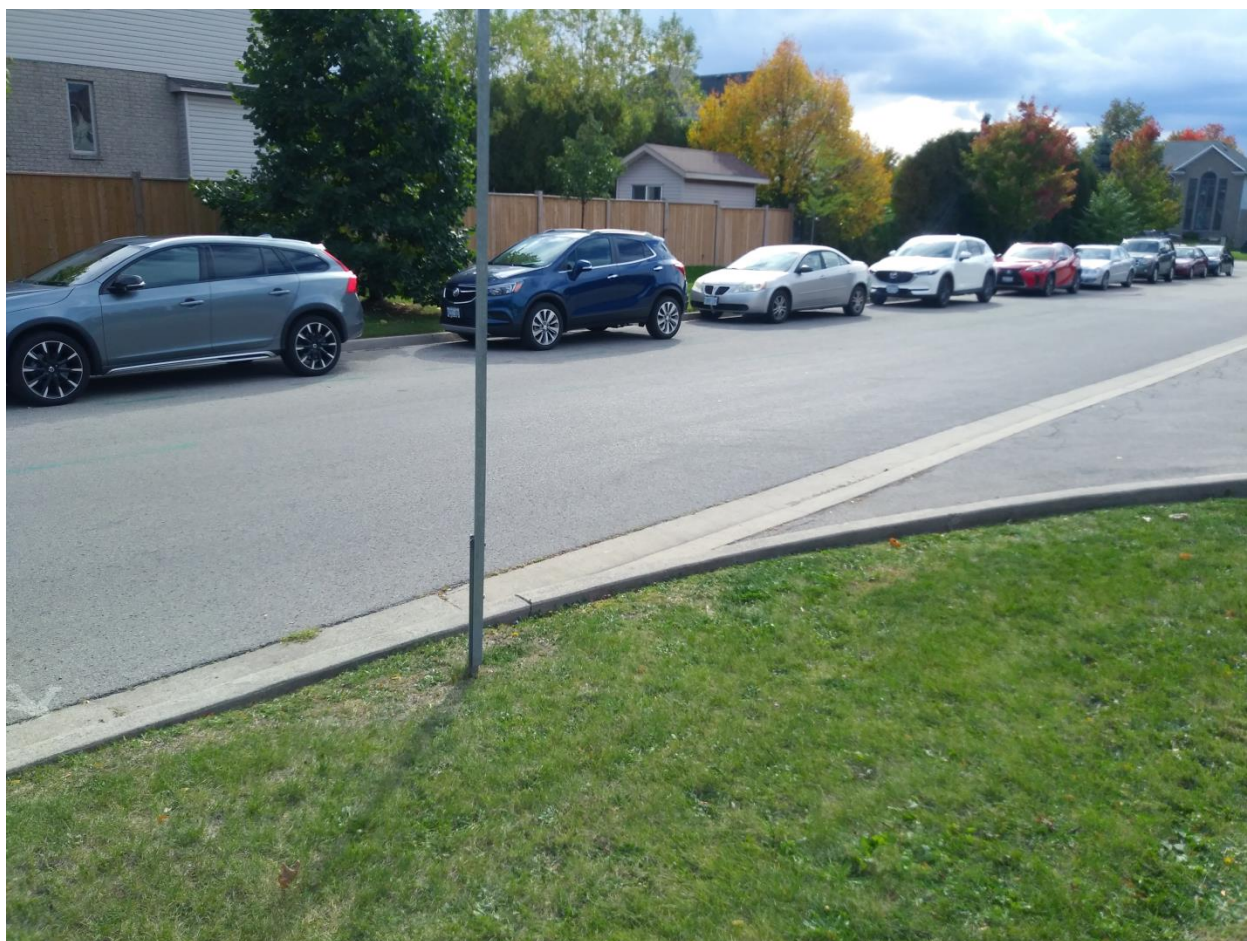


Image 2 of 2

October 4th, 2020

Zhihui Deng & Shihong Mao

Ancaster,

Re. UHOPA-17-032 / ZAC-17-072 Amendment

Dear Sir/Madam,

As the residents on the Londonderry Drive we received your letter regarding to the amendment project of building 24 townhouse units on the property at 35 Londonderry Drive. Three years ago (around Nov. 2017), the original project planned to build 27 townhouse units in the same lot, for which we expressed many concerns. This amendment doesn't solve the concerns we have addressed before:

(1) The land lot at 35 Londonderry Drive was originally designated for low density housing. The residents choose to live in this area because of its quiet and peaceful atmosphere. Building of medium or high density residential here is incompatible with this area. It will make the neighborhood noisy and adversely affect the quality of our lives.

(2) Development of 24 townhouse units does not have big difference from development of 27 townhouse units, which was proposed three years ago. This will inevitably lead to increased traffic density and put children playing outside in danger. Meanwhile, majority of families have more than one vehicles. The design of one garage parking plus one driveway parking (in this amendment) is very inconvenient for two or more vehicles. It is inevitable that some residents will intentionally park their cars on the Londonderry Drive just for their convenience. This will affect not only the residents on the Londonderry Drive, but also the residents who reside on the Lowinger Avenue and drive through Londonderry on a daily basis. To solve this, two driveway parking lots for each dwelling are necessary.

(3) As addressed three years ago, big concern will arise during the snow season in winter. The parking restrictions at Londonderry Drive do not cover nights or weekends. The city snow plow truck could not enter the end of Londonderry to clean the snow if there are cars parked on two sides of the Londonderry Drive. This issue had occasionally happened in

the past. Adding 24 residential units will inevitably worsen the situation remarkably and will significantly affect the daily life of the residents on Londonderry.

(4) Let's make a simple comparison between this lot (i.e. 35 Londonderry Drive) with its neighbor "RM4-411"(876 Golf-link Road): (A) the sizes of lot "RM4-411" is much larger than 35 Londonderry Drive; (B) "RM4-411" have fewer units (condos); (C) "RM4-411" owns more parking lots; (D) more importantly, "RM4-411" has its direct car exit to the major road (Golf-link Road) in addition to its exit to the Londonderry drive, which reduces the traffic density. Nevertheless, some residents of "RM4-411" still deliberately park their cars on the Londonderry Drive. Every evening, many cars park at the south side of Londonderry Drive, close to Meadowlands Blvd. This has affected the traffic, especially for the snow-plowing truck in winter. In contrast, the property of 35 Londonderry Drive has smaller lot size, more townhouse units (supposed to build), less parking lots, and most importantly, they don't have any direct exit to the major road. With such comparison, it is very easy to imagine what kind of traffic disaster will affect the Londonderry area once 24 townhouse units are built in such a small "enclosed" lot.

In order to maintain our community healthy and functional, we strongly recommend to reject this amendment, which proposes to build 24 townhouse units in 35 Londonderry Drive. Considering the size and location of this piece of lot, building four to six detached houses, or at most eight semi-detached dwellings would be appropriate and reasonable.

Thank you.

Zhihui and Shihong

To: Legislative Coordinator, Planning Committee
City of Hamilton

From: Joel Newman,
President, Wentworth Condominium Corporation 311 (WCC311)
876 Golf Links Road, Unit 22
Ancaster, ON L9K 1M7

Date: October 5, 2020

Files: UHOPA-17-032 / ZAC-17-072

Subject Property: **35 Londonderry Drive, Ancaster**

The purpose of this memo is to present concerns regarding this application. I reside in and am president of Wentworth Condominium Corporation 311 (WCC311). Most of its unit's rear privacy areas border the west edge of the subject property. I am expressing both my personal and WCC311 board's concerns.

Parking

The visitor parking spots, in its proposed location and layout, will not likely be used for that purpose and will be inadequate for the following reasons:

All the following observations are generated from previous events and situations at WCC311.

1. Many residents will have two vehicles. They will abuse the use of visitor parking or park on the street. They do this to avoid having to constantly shuffle their cars on and off their driveways. In the past, WCC311 has had to hire private security to enforce its parking bylaw that prevents residents using visitor parking. After enforcement parking on-street was their usual choice in preference to using their driveways.
2. The proposed parallel parking scheme is difficult for many drivers and their car must be driven in reverse to exit the property. There is no space for turning around. This deficiency was identified by the city's own Transportation Planning Section (See page 21 of PED20158) and has not been corrected, an action identified in this report.
3. During the winter since there is no nearby provision for snow storage along the visitor parking row, spots will be lost to built-up snowbanks. This situation will be more problematic if there are already parked vehicles.
4. For those living or visiting the southwest building, it will be far more convenient to park on the street because the distance between the street and the unit is much shorter than the distance between the unit and visitor parking. If on-street parking is not available, which is highly likely (explained later), they will probably use visitor parking at WCC311 for the same reason. This situation at WCC311 has occurred in the past with non-residents that work or live locally.

There have already been issues with on-street parking, identified and documented under Public Consultation, Traffic and Planning in PED20158. There were two previous applications, approved by city council, to restrict parking on Londonderry Drive because non-local residents, shoppers or employees, were dominating the parking spaces.

There is room for only seven or eight vehicles on Londonderry Drive. This parking area is currently fully utilized during business hours. Not only is this area filled every working day but also many times during weekends. Even overnight there are usually four cars and one commercial vehicle parked. The commercial vehicle must park on the street because, as per WCC311 bylaw, commercial vehicles are not allowed to park overnight on condominium property. In the winter, this situation causes snowbanks, at times large, to accumulate mid-street. With the lack of satisfactory onsite parking, as mentioned previously, on-street parking will certainly be exacerbated. As stated previously, mostly these cars are second vehicles owned by residents who want to avoid shuffling their vehicles frequently. Some remain on the street all day.

A staff response under PED20158 (Public Consultation, Traffic and Parking, page 22) states that “pre-existing parking issues are beyond the scope of this development application”. This statement is completely unacceptable and a bit reprehensible. It implies that the city does not care about existing residents and that they must just “live with it”, even if the problem becomes worse. This development is going to impact the on-street parking in this area. There is no doubt about that. At the very least, the city should determine the full impact before this application is approved. The amount of visitor parking must, at the very least, meet the city bylaw minimum requirement.

If the proposed development becomes a condominium corporation, the two bylaws previously referenced are standard with most townhouse condominiums and will produce the same impact, as what occurred at WCC311, making the on-street parking situation worse.

West Planting Strip

The property line between the development and WCC311 is marked with a wooden fence. On WCC311's side are all residents' private rear yards.

The landscaped strip adjacent to our fence is the only significant area for snow storage in the development. During and after a snowfall a large amount of snow, with salt or chemicals, will be deposited. Given how far plows can throw snow and how much snow can accumulate, this planting strip is too narrow. To avoid damage to our residents' rear yards and the existing fence this planting strip must meet the required 3.0-metre width minimum and graded downward away from the property line to ensure that the rear yards and fence are protected.

Action Summary

I request the application be **rejected** and further study be undertaken. More than adequate space and better layout for parking onsite needs be provided and the planting strip along the west property line must be expanded with its grading specified to be downward away from the property line.

February 21, 2020

Ms. Andrea Dear
City of Hamilton
Planning & Economic Development Department
71 Main Street West, 5th Floor
Hamilton, ON L8P 4Y5

RE: UHOPA-18-05; ZAC-18-012

Dear Ms. Dear:

This letter acts to confirm that we, the current owners of XX Queen Street South, have no objection to the revised development application files UHOPA-18-04 and ZAC-18-012, which we understand now include the original property at 235 Main Street West, as well as 74 Queen Street South and 244 and 246 Jackson Street West.

We have reviewed the concept plan and elevations with Belmont Equity that include a 23-storey tower at the intersection at Main Street West and Queen Street South and 6 townhouse units along Jackson Street West and retains portions of 74 Queen Street South within the development.

We feel Belmont Equity's new proposal offers a responsible and compatible approach for preserving the character of the neighborhood where we have lived for the last 20 years while also enabling the development of a long-vacant property at one of the City's prominent intersections. We feel that this proposal will be a benefit to the community and are encouraged to see it move forward.

We have asked that this letter be submitted for public record.

Kind regards,



Bruno & Natasa Crugnale

March 9, 2020
City of Hamilton
Planning Department
71 Main Street West, 5th Floor
Hamilton, ON L8P 4Y5

RE: UHOPA-18-05 and ZAC-18-012

To Whom it May Concern:

I am the owner of XX Main Street West and operate a medical practice from the building.

This letter acts to confirm that on February 26, 2020, I met with Belmont Equity and reviewed the revised 235 Main St. W. development proposal, which now includes a 23-story residential building at the intersection of Main and Queen Streets and townhouse units along Jackson Street, and preserves portions of the existing home at 74 Queen Street South.

Based on my discussions with Belmont Equity, I understand that their development will incorporate the following:

1. Driveway Access:My existing driveway access over a portion of the 235 Main St. W property that exists today will remain after the development is complete. This same portion will be paved and available for my exclusive use by way of an easement agreement registered on title of 235 Main St. W. I ask that this easement be granted in perpetuity and that Planning Act Consent be obtained by Belmont Equity at its expense.
2. Retaining Wall:The existing retaining wall situated at the rear of my property will be protected to ensure that it is not negatively impacted by construction of the project. Any care taken to ensure protection of the retaining wall will be at the cost of the development. In the event the retaining wall is impacted, Belmont Equity will repair any damage at their cost.

I am happy to see this property revitalized with what looks to be a very exciting project.

If you have any questions please feel free to contact me below.

Sincerely,

Dr. Margaret Krol
Hamilton ON

From: dstermann
Date: 2020-06-29 4:13 PM (GMT-05:00)
To: "Dear, Andrea" <Andrea.Dear@hamilton.ca>
Cc: "Hilson, Stephanie" <Stephanie.Hilson@hamilton.ca>
Subject: RE: Fwd: Question: re:Tall Buildings Guidelines Interpretation

Thanks Andrea for your clarification. It definitely clears a lot up for me. I had interpreted it just as the developer is interpreting it. Thanks Stephanie as well for bringing that to my attention.

I most definitely think the map **MUST** be redrawn. Will this be something you can request of the correct department in Planning?

In my opinion in it's present form it gives room for the developer to manipulate the system. I realize a developer can at any time make any proposal but I am certain when they saw this map they jumped with glee seeing they now had an opening to make their proposals that probably now has more standing at any tribunal because the city IMO has allowed for that misinterpretation.

Based on your clarification my personal opinion is that both the Belmont proposal and the Vrancor proposal should not be approved because they are NOT within the Downtown Secondary Plan.

Thanks again for taking the time to explain it to me.

I would appreciate being kept apprised of your reports and when these two proposals go before the Planning Committee

Sincerely

Doreen

(Ms.) Carmen Cuming
Hamilton, ON

October 4, 2020

Planning Committee

City of Hamilton

Regarding: Presentation at the planning committee meeting of October 6 for File no. UHOPA-18-005 and ZAC -18-012 for a proposed 23 storey building on 235 Main St. W and 3 storey townhouse block on 75 Queen St. S., 244 and 246 Jackson Street West.

Dear Planning Committee members:

I am grateful to have lived in this family neighborhood for 34 years. I have built many friendships here and felt the community support around me. I am a 70 years old senior living alone and plan to age in place. I am concerned that your approval of the proposed staff report changes might negatively impact the healthy future of this small residential enclave and nearby neighborhoods. I live at Jackson and Pearl between Queen and Locke (see map exhibit 1). We have been protected by development to date, sheltered by the bridges over the railroads to the south and our narrow streets; the bridges don't have vehicular traffic and only the one on Pearl St is accessible to pedestrians leading to Ryerson middle school and recreation center, a tennis court and Triple H park.

We used to be called "the poor neighborhood on the wrong side of the tracks", as compared to the ones closer to Aberdeen. The popularity of Locke St. and recent condo on 101 Locke St. S., between Canada and Jackson streets, have changed this perception. But this popularity may also be our downfall as a small community and quiet residential area. We have been grateful for living close enough to downtown but "not being downtown".

Change is inevitable and intensification desired. But I worry that acceptance of the proposed changes will likely have a long-term detrimental impact on our neighborhoods potentially opening the doors to more high- rises, creating a downtown sprawl, eroding local communities and contributing to:

- a) more traffic and consequent more air pollution and risk of accidents and pressure on limited street parking;
- b) less air circulation; studies have shown in other cities that "the high-density construction of certain areas hinders natural aeration and causes the formation of heat islands that affect the pollution of the air basin. In addition, the environmental situation is negatively affected by the stagnation of air masses caused by natural and climatic factors such as no wind conditions, surface temperature inversion" (2018, pgs. 2 and 3 attached exhibit 2);
- c) shadow, wind tunnels, obstruction of skyscape;
- d) more impersonal relationships and crowded areas at local amenities e.g. local park;
- e) pressure on old infrastructure especially hydro and water sewage; we already had many power outages in this neighborhood and I wrote to the city mayor and local councilor about it (Nov. 1, 2019).

1/2

We favor development congruent with 101 Locke St. S. which has 6 floors. Other buildings in this area are not higher than 7 until we get to Beverly Hills building west of Dundurn St.. Yes, there are some high-rise buildings nearby, to the east of Queen (as noted by staff on pag. 33) but most are not higher than 20 storeys. Besides as noted by the staff report this site is on a topographical elevation (DRP comment, pag. 39) making it more prominent. And it is on Queen St. South which provides the only access to West Mountain, a very busy road.

I cannot agree with the statement by staff “Along the Jackson St. W. frontage, the town house block is proposed adjacent to the existing low rise residential allow for an appropriate transition in built form and density (Policies E.4.24)” (staff report pag. 14). Is this meant to satisfy the requirement for gradation in building height as required? (E.2.4.16, E.4.6.24). It does not seem logical as it is still a height of 23 descending to 3!

This argument is repeated in pag. 16 : “The townhouse block was introduced to provide a transition from the tower to the existing low rise residential area”. And in pag. 19 “To create an appropriate transition from the low rise residential to the high-rise multiple dwelling, the applicant has provided a block of attached two and three storey townhouses along the Jackson Street West frontage that connect the remaining façades of 74 Queen Street West and transitions to the low-rise houses to the west”. And it is mentioned again in pag. 19. The massive height of this tower is problematic with repetitions to justify it, culminating on pag. 27 when the town houses are presented as a transition to the residential area to the south! A three storey podium does not provide an appropriate transition either as suggested in staff report (pag 37).

A 23 storeys glass building is incongruent in height and design with this neighborhood, characterized by two and two and half storey, older, majority brick homes. A podium of three storeys is only limited to the first three storeys and we still have a massive glass building above it! I don't agree with: “The tower podium and the townhouse block have been designed to respect and enhance the existing built form and character of the existing streetscapes. The use of a combination of brick, cement panels and glazing, the development has mimicked the surrounding neighbourhood by breaking up the podium with horizontal and vertical features that are similar in scale to the surrounding homes (Policies B.3.3.2.3 a), b) and f), b) and c), B.3.3.2.6 a), c) d) and e)).

This development will stick out like a sore thumb in this neighborhood and our landscape despite of the podium or enhanced sidewalks. It will block the sun and air circulation, create wind tunnels and cause traffic congestion amongst other issues. It is not compatible with the surrounding area in terms of use, scale, form and character (Policy b.2.4.1.4.d) and g). This proposal contravenes Urban Design Policies B.2.2.2.2 and B.3.3.2.3. (a,b,c,f). I am not sure about the requirements for heritage conservation but we need more information about the proposed adaptive reuse of the historic property on 74 Queen St. S.

Please clarify pag 14, 3rd par. starting at “This applicant is seeking to adda Site Specific Policy Area to the Strathcona Secondary Plan to permit a height of 23 storeys”. And explain the staff recommendation on pag. 27, 3rd par.: “Staff are recommending to remove the 235 Main St. W. and 74 Queen St. S. from the Area Specific Policy -Area C and to place these lands in a new site specific policy area to permit the development of the 23 storey tower atop a three storey podium and an attached six unit townhouse block”? What are the repercussions of this change on future high-rise developments in this area?

How can we be assured that the present maximum 22.0 metre building height allowed be maintained for the remainder of lands abutting Main St. West? (staff report 38). This is clearly a glaring massive change in height from 20.0 to 80.85 meters and it sets a precedent. You have a responsibility to stop it or ask to be revised for a more acceptable height.

My recommendation is that if you approve a development in this area for it should be for an 8 storey or maximum 10 storey building, not including the mechanical structure above.

And we need your support and commitment with any development going forward for:

- 1) Improvement of our aging infrastructure of hydro stations and water sewage
- 2) Provision of calming areas for car traffic; this is particularly necessary at the block between Ray and Pearl streets because it is a downslope; we have many children and seniors in this neighborhood.

This community has spoken loud and clear with front lawn signs opposing changes in our official plans. The signs say: "I want the city to stick to its plans. No development around us without us".

Respectfully yours,

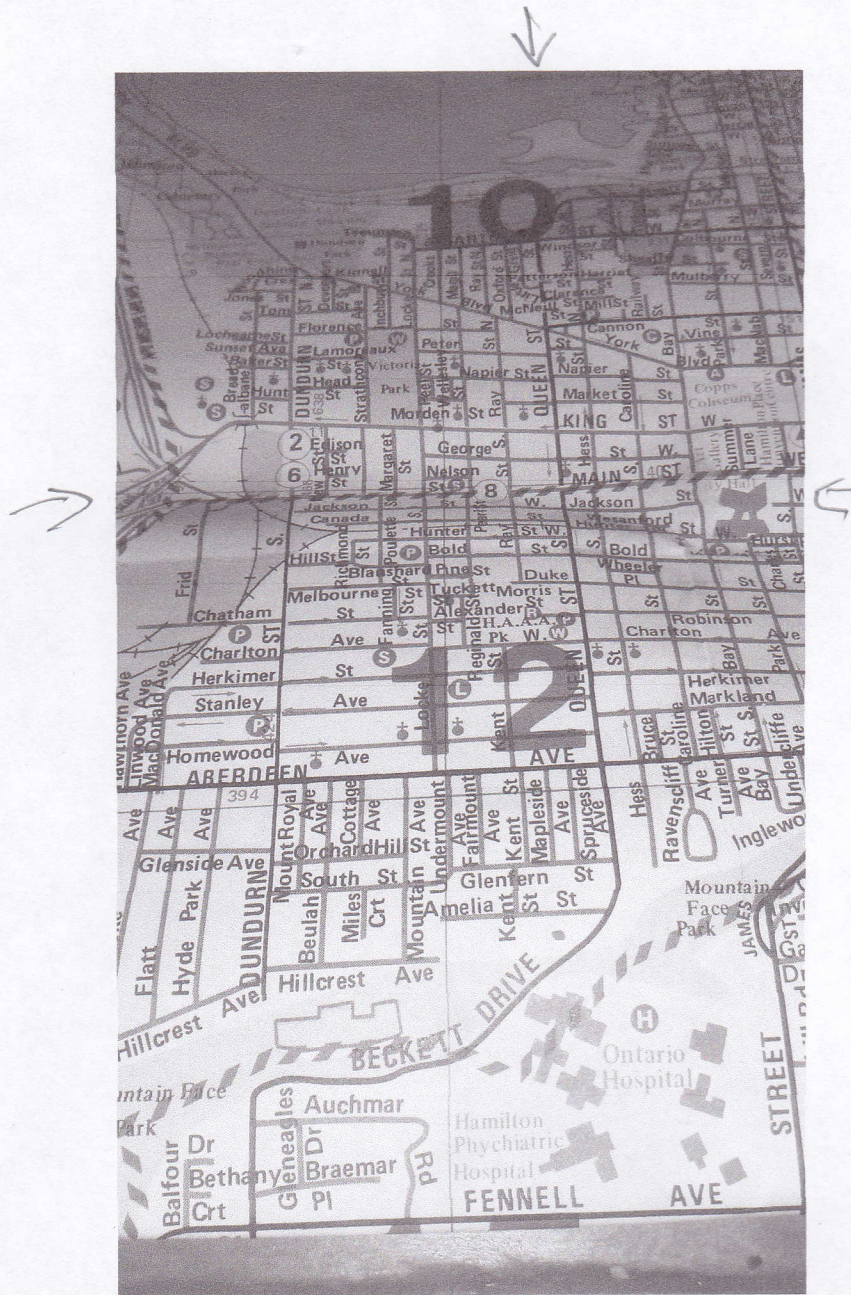
Carmen Cuming

Cc: Andrea Horwath, MPP, Hamilton Center

Attachments: Appendix 1 (map of the area)

Appendix 2: Article: Giyasov, Botir, Giyasova Irina: "The Impact of High Rise Buildings on the Living Environment", E3S Web of Conferences 33, 01045 (2018)

*Ceeminy
Appendix 1*



The Impact of High-Rise Buildings on the Living Environment

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²Tambov State Technical University, Sovetskaya St. Tambov. 392000. Russia

Abstract. Urbanization as a socio-economic process manifested in the concentration of the population in modern big cities contributes to the development of high-rise building construction. With the development of education and culture, changing leisure habits, city residents put forward new architectural and functional requirements to the living environment and urban infrastructure. This calls for the creation of new types and forms of residential buildings, the structure of the city and transport networks. In addition, the need to develop high-rise building construction is justified by the growing demand for residential, public and administrative buildings and the lack of free space. The paper analyzes the development of high-rise building construction in urban areas. The problem of the impact of high-rise building construction in big cities on the living environment is considered. Using analytical methods, causes and sources of pollution, such as transport and engineering infrastructure have been identified. In some urban areas, there are zones with modified thermal conditions and air exchange resulting in the formation of the "urban heat island". The qualitative and quantitative characteristics of variations in temperature and wind speed with respect to the height of the building have been calculated, using the example of the Evolution Tower of the Moscow International Business Center ("Moscow City"). Calculation and comparative analysis for the cities of Moscow, Khanty-Mansiysk and Vladivostok has made it possible to assess the variation in temperature and wind speed and their impact on the living environment under different climatic conditions.

1 Introduction

The rapid growth of the economy of the leading countries is contributing to the development of big cities. In connection with intensive internal and external migration of people to big cities, the population density is increasing. As a result, the number of modern multi-storey buildings and high-rise buildings is increasing, and the engineering and transport infrastructure is developing at an incredible pace. A modern metropolitan area is a living environment that combines a natural environment, a high-tech production environment, an intensive transport environment, a recreation environment and a high-density residential environment.

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The growth of modern high-rise buildings significantly affects the existing climatic conditions of the terrain and the environmental balance of the living environment. At the same time, the density of urban development, the infrastructure and transport networks play an important role in changing the living environment. Urban development as a combination of complex architectural forms significantly affects the aerodynamics of the terrain. In this regard, both industrial areas and high-density residential areas are environmentally unfavorable. Thus, high-rise buildings and structures, being an integral part of a modern city, significantly aggravate the environmental conditions of urban areas.

One of the important components of the living environment of a city is the residential environment. The unified system "man - apartment - building - neighborhood - residential area of the city" defined in the scientific literature as "residential environment" has complex features and mechanisms. A human being, interacting with the residential environment, performs non-productive activities on the territory of populated areas. In big cities, the development of the living environment, mainly consisting of multi-storey buildings, high-rise buildings and modern public spaces, causes variation in temperature and wind directions of the terrain and aggravates the environmental situation [4].

High-density residential areas of the city, being the most important part of any metropolitan area, where comfortable living conditions are created for their residents, are exposed to the constant impact of pollution sources. The main sources of air pollution in residential areas include industrial enterprises, heating boiler houses and road transport. The economic growth and the increasing pace of construction of high-rise residential buildings, public and business centers in big and metropolitan cities, have resulted in an increase in business activity and use of motor transport. Motor transport as a mobile source of pollution is the main source of air pollution in residential areas. Due low location and close proximity to the residential area, motor vehicles create extensive and stable zones of pollution, with the concentration of pollutants in the air exceeding the permissible level by several times.

A modern city with high-rise buildings is a fairly effective system of heating the vertical surfaces of buildings and horizontal surfaces of roofs, sidewalks and roads with solar heat [8]. At the same time, the high-density construction of certain areas hinders natural aeration and causes the formation of urban heat islands that affect the pollution of the air basin. (Fig. 1) [10].

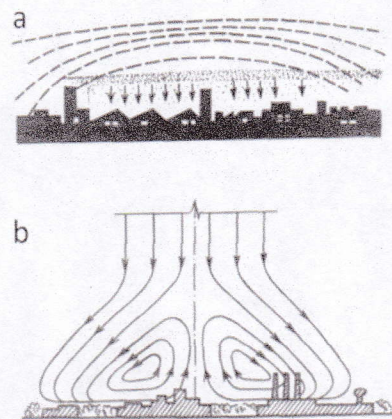


Figure. 1. "Urban heat island" formation: a - dissipation of industrial emissions in the "urban heat island" (deep surface inversion); b - circulation in the lower atmosphere over the city.

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In addition, the environmental situation is negatively affected by the stagnation of air masses caused by natural and climatic factors, such as no-wind conditions, surface temperature inversion (Fig. 2) [10]. Temperature inversion in some regions can occur throughout the year.

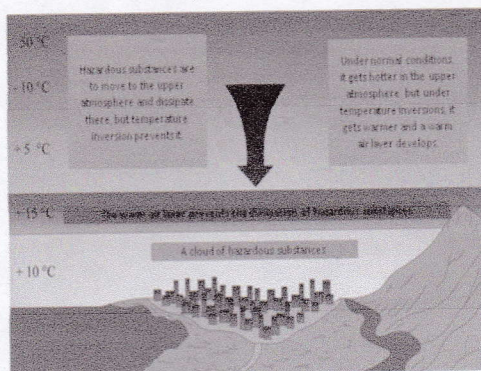


Fig. 2. Surface inversion of temperature.

Public space in residential areas is a living environment and one of the most important parts of the city's air basin. The natural wind regime in public residential areas of a modern city is affected by high density of high-rise buildings, and the air has a higher concentration of pollutants due to lack of the air exchange. Getting into the lungs of urban residents together with the inhaled air, pollutants modify gas exchange and cause oxygen starvation, thereby causing asthma or its aggravation and other lung diseases. Thus, the issue of aeration of areas with high-rise buildings is becoming increasingly important. In this regard, the most interesting are the convective currents that arise when the temperature difference between the surfaces of facades of buildings and public spaces.

In the city, the differences in the heating of open and shaded sections of streets and public space influence the local air circulation. Ascending flows concentrate above the surface of the walls exposed to light, and descending flows concentrate above the shaded walls [3]. The presence of water bodies in the cities contributes to the development of local circulation from the water body to the urban areas at daytime, and in the opposite direction at night. The speed of air flows at the outer surface of buildings, due to the difference in the temperatures of the surface of the enclosing structure and the outside air, can reach up to 10 m/s and plays an important role in the air exchange of the adjacent space (Fig. 3) [1]

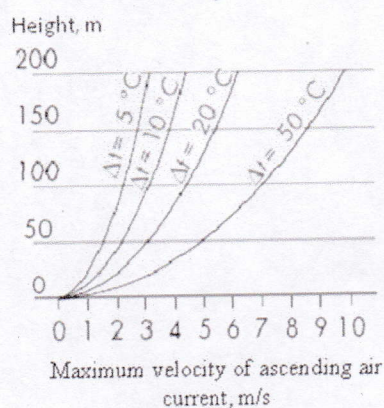


Fig. 3. Dependence of the speed of ascending flows on the height.

In the warm period of the year, the temperature of the exterior surfaces of buildings increases sharply due to irradiation with solar radiation and differs significantly from the outside air temperature. The temperature difference contributes to the formation of convective heat flow directed up the building, resulting in the emergence of the so-called near-surface (boundary) layer of heated air, (Fig. 4) [1,7,9]

The amount of solar radiation and the coefficient of solar radiation absorption by the material of the outer surface of the enclosing structures creates a temperature difference between the external surface of the building and the surrounding air.

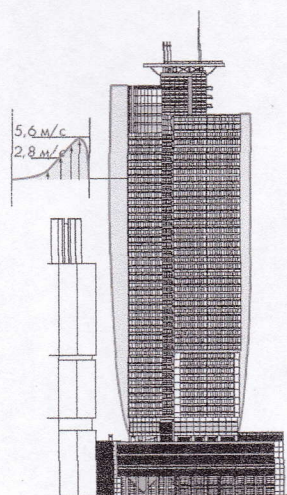


Fig. 4 An example of the velocity profile of ascending air currents at the outer surface of a high-rise building due to the effect of a temperature difference $\Delta t = 20^\circ\text{C}$.

2 Materials and Methods

The analysis and the study of the Moscow City International Business Center revealed that compactly located towers have transformed the wind regime of the area. The rapidly developing transport and engineering infrastructure seriously exacerbates the environmental situation. Due to the density of the high-rise buildings, the Moscow City Business Center and the intensity of transport communication on the territory, there appeared extensive stable zones with stagnation of the air, where wind speeds range from 0 to 1 m/s. Thus, the territory of the Moscow City Business Center has created its own local climate, with its specific microclimatic conditions on its streets and squares. This microclimate is determined by high-rise urban development. According to our research, the formation of local microclimatic conditions is facilitated by a change in the height of buildings, air temperature and wind speed.

Using the example of the Evolution Tower, the calculation of the temperature of the outside air, atmospheric pressure and wind speed depending on the height of the building has been made.

The variation in the outside air temperature and atmospheric pressure depending on the building height can be determined by the following formulas [3]:

$$t_h = t_0 - 0,0065 \times h, ^\circ\text{C} \quad (2.1)$$

$$p_h = p_0(1 - 2,25577 \times 10^{-5} \times h)^{5,2559}, Pa \quad (2.2)$$

where t_h , p_h is temperature, °C, and pressure, Pa, at the height h , m, respectively;
 t_0 , p_0 is temperature, °C, and pressure, Pa at the earth's surface, respectively.

3 Results

The calculated climatic parameters according to [4] are determined for the cities of Moscow, Khanty-Mansiysk and Vladivostok.

Using the data obtained, the graphs of the variation in the outside air temperature along the height of the building are constructed (Fig. 5,6).

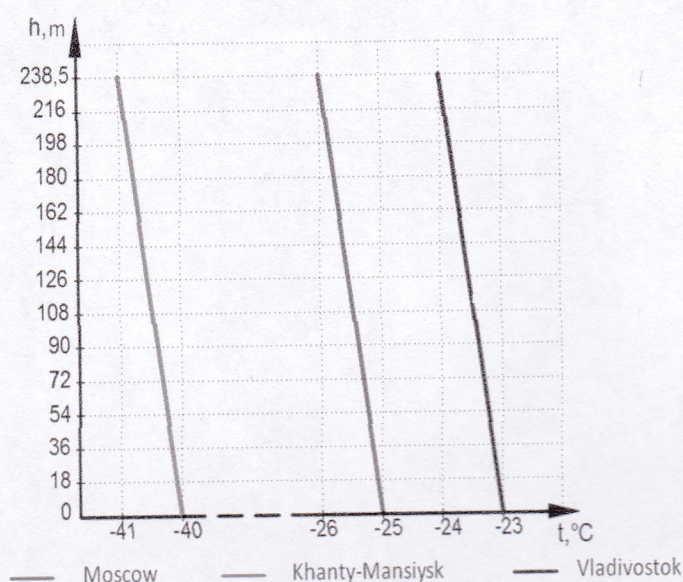


Fig. 5 - Variation in the air temperature depending on the height of the Evolution Tower during the coldest five-day period for the cities of Moscow, Khanty-Mansiysk and Vladivostok.

Various models are used to estimate the variation in the wind speed with respect to the height: the Ekman spiral, the logarithmic law, the power law. [5,6] These models estimate the wind speed V at height h if the wind speed V_0 is known at height h_0 .

The power law of variation of the wind speed with respect to height has the form [5,6]:

$$V_h = V_0(h/h_0)^\alpha, \text{ m/s} \quad (2.3)$$

where V_h is wind speed, m/s, at height h , m;

V_0 is wind speed, m/s, changing at the height h_0 , m (wind speeds are measured at a height of 10–15 m, therefore $h_0 = 10\text{—}15$ m);

α is exponent depending on the type of terrain and found experimentally; it is recommended for centers of large cities to take $\alpha = 0,33$, for suburban areas $\alpha = 0,22$, for open space $\alpha = 0,14$ [6].

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*Calming
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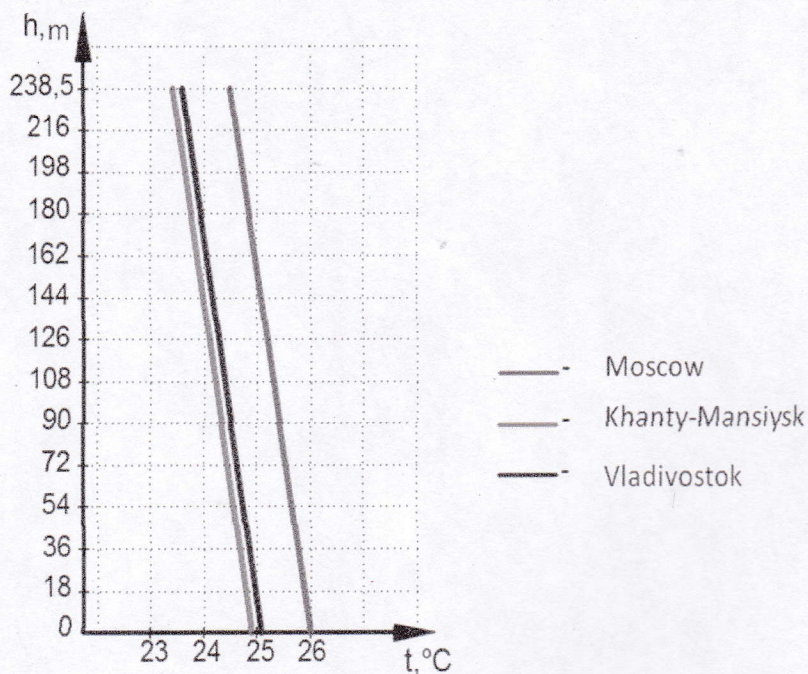


Fig. 6 Variation in the air temperature depending on the height of the Evolution Tower during the warm period for the cities of Moscow, Khanty-Mansiysk and Vladivostok.

The values of wind speed at a height of 10 m are assumed to be equal to the values from Tables 3.1 and 4.1 [4], for the city of Moscow for the warm and cold periods of the year. Based on the results of the calculation, a graph of the variation in wind speed with respect to the height of the building was constructed (Fig.7)

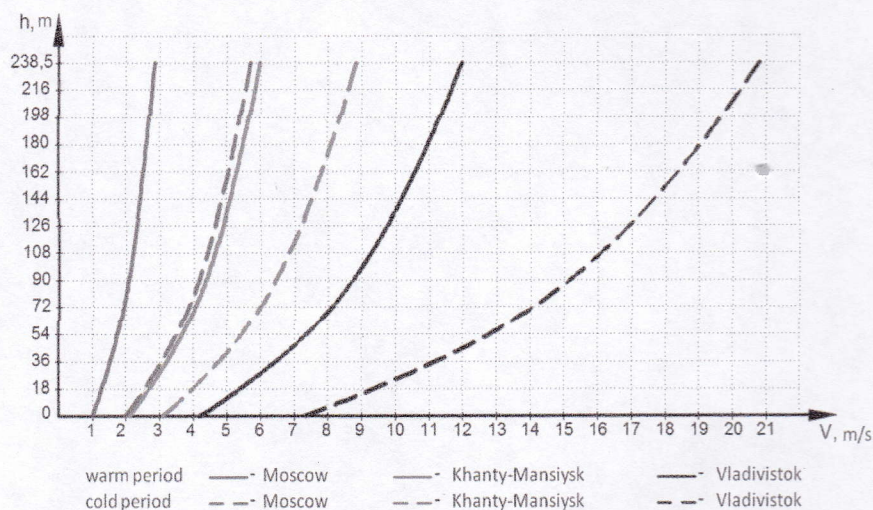


Fig. 7 Variation in the wind speed with respect to the height of the Evolution Tower the cities of Moscow, Khanty-Mansiysk and Vladivostok

As can be seen from Fig.7, with the increasing height of the building, the wind speed increases and in urban development areas this occurs more intensively.

4 Conclusions

From the findings of the study, the following conclusions can be drawn:

1. Modern urban areas with high-rise buildings have an impact both the local aerodynamics and the temperature conditions of the territory. As a result, environmentally unfavorable zones with stagnant air develop in public open spaces.
2. High-rise buildings in urban areas, being an effective system of solar heating of the vertical surfaces of buildings and horizontal surfaces of roofs, sidewalks and roads, accumulate heat and result in the formation of urban heat islands.
3. When designing high-rise buildings, it is necessary to take into account the specifics of the built-up areas, the spatial plasticity and the density of construction, which affect the aerodynamics of the terrain and the pollution of the atmospheric air.
4. The calculations and studies made it possible to evaluate the impact of high-rise buildings on the microclimate and the environmental conditions. The variation in wind speed with respect to the height of the building, the formation of ascending convective flows at the outer surface of a high-rise building are the factors that can improve the environmental situation and the microclimate of the living environment.

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October 1, 2020

The Chairman and Members of Planning Committee
 The Corporation of the City of Hamilton
 71 Main Street West
 Hamilton, Ontario
 L8P 4Y5

**RE: APPLICATION TO AMEND THE URBAN OFFICIAL PLAN
 UPPER WEST SIDE LAND OWNERS GROUP
 PUBLIC MEETING: OCTOBER 6TH, 2020**

We are providing this submission to Planning Committee in response to the staff report with respect to the above referenced matter, which is to be considered at the statutory public meeting on October 6th, 2020. In this regard, we find that the staff report does not accurately portray the planning merits of our application and it contains several conflicting and unsubstantiated conclusions which we will address in this letter and our presentations to Planning Committee on October 6th.

The City of Hamilton is positioned in the Growth Plan to capture a significant amount of growth over the next several decades (residential population of 660,000 residents by 2031; 780,000 by 2041 and 820,000 by 2051). Our land use economist (Malone Given Parsons) has determined that at least 1,710 hectares (4,225 acres) will be required by the year 2041 to accommodate community land needs (after accommodating an intensification rate of 50% within the existing urban area). Since the original "GRIDS 1" planning exercise in 2006, the Upper West Side Lands (formerly known as Twenty Road West) has been considered a candidate growth area, amongst others, to meet Hamilton's urban land needs as prescribed by the Provincial Growth Plan. The Committee is reminded that the proposed UWS community south of Twenty Road was identified in the Council approved GRIDS1 preferred growth option as a minor rounding out of the existing community. Our applications are the culmination of 15 years of planning since the approval of the UWS community in GRIDS1.

The staff report relies on the presumption that the City must fully complete its Municipal Comprehensive Review process before any decisions are made with respect to urban boundary expansions. We disagree with this assertion on the basis that:



- The report also cites provincial planning policy that priority should only be given to growth in non-prime agricultural lands. Provincial mapping and the staff report identifies that the Upper West Side area is the only growth area that is substantially within a non-prime agricultural area. To properly comply with provincial planning policy, the City must allocate growth to the UWS white belt area before it is permitted to look to any prime agricultural areas (including Elfrida and Twenty Road East) for growth; and,
- The staff report indicates that the Elfrida remains as the City's next area to accommodate growth despite no MCR having ever been completed to implement this direction. Accordingly, the principal purpose of the MCR/GRIDS2 is to implement an expansion in Elfrida. The MCR/GRIDS2 exercise is therefore being directed by staff as having a predetermined outcome. In fact, the City has advanced sub-watershed and secondary plan studies for Elfrida notwithstanding the fact that it has no planning status in the City's official plan for urban uses. The scale of the proposed UWS community is modest and is infilling urbanization of lands that are already fully surrounded by the urban area and are in the process of being fully serviced. Accordingly, there is no good reason that consideration of the UWS expansion should not occur immediately and doing so will not undermine the City's consideration of the Elfrida urban boundary expansion being the main subject matter of the ongoing MCR/GRIDS2 process.

The Upper West Side Group has no objection to the consideration of other growth areas through an objective MCR process but all areas should be evaluated and considered fairly and objectively through current and most relevant provincial planning policy. The City now must plan for growth to the year 2051 under recent amendments to the Growth Plan, and there would appear to be sufficient land requirements to fairly consider and stage growth through all candidate areas. An allocation to the Upper West Side non-prime agricultural area would be the key to satisfy Provincial Planning Policy and allow the MCR to be completed with proper consideration to all other candidate growth areas.

There are several other areas of concern with respect to the staff report including:

- Prematurity of the application;
- Lack of consideration for municipal financial impact;



- Implications with respect to on-going Local Appeal Planning Tribunal (LPAT) matters regarding appeals to the 2006 Urban Official Plan;
- Status of related employment land conversion applications;
- Implications with respect to the minutes of settlement executed through the 2015 Urban Boundary Expansion Ontario Municipal Board proceedings;
- Servicing and infrastructure related to the Airport Employment Growth District including other current employment development applicants;
- Comments concerning noise impacts from the Hamilton International Airport; and,
- Land supply to meet housing needs.

PREMATURITY OF THE APPLICATION:

Staff contend that the application is premature pending the completion of the MCR. We disagree with this notion on the following basis:

- The City of Hamilton Official Plan has never been amended to fully comply with the 2006, 2017 and 2019 Growth Plans in terms of accommodating residential land supply. Housing affordability and attainability continues to be an urgent planning issue for Hamilton and the entire GTHA;
- The 2019 Growth Plan includes provisions to enable municipalities to process one or more applications under 40 hectares in area in advance of an MCR to unlock lands for housing supply on an immediate basis. In addition, the Ministry of Municipal Affairs has made it clear that to facilitate this objective, municipalities may approve any number of 40 hectare expansions. Any 40 hectare expansion application is to be accounted for in the land needs assessment in the next MCR process. The approval of this application will therefore not jeopardize or undermine the completion of the comprehensive MCR process, which is not expected to be completed until the year 2022; and,
- The residential land use allocations necessary to implement the Upper West Side community are very modest relative to the land requirements necessary to accommodate growth for the years 2031, 2041 and 2051.



Accordingly, there is no impact on the substantive long-range planning outcomes of the MCR process. In fact, the Upper West Side lands are situated in an infill context, fully surrounded by the urban area. It would be inefficient to not fully urbanize this area before looking to other areas to vastly expand the urban area.

LACK OF CONSIDERATION FOR MUNICIPAL FINANCIAL IMPACT:

Planning staff have required the submission of a municipal financial impact statement to support urban boundary expansion applications, yet the staff report indicates that this matter is “not applicable”. The Upper West Side Group has commissioned and submitted a comprehensive municipal financial impact study that has determined that the City will secure:

- Approximately \$200 million in development charge and building permit revenues;
- On-going revenues of approximately 60.0 million per year for a net positive financial impact of \$35 million. This has a current value of \$700 million (assuming a 5% cap rate).

The approval of the Upper West Side application would clearly have significant financial benefits that would help insulate the tax payers from current negative economic conditions.

IMPLICATIONS WITH RESPECT TO ON-GOING LPAT APPEALS TO THE 2006 URBAN OFFICIAL PLAN:

The staff report states that our applications could interfere with matters before LPAT. The key matter that remains before LPAT is if the Elfrida study area policies are supportable. The Elfrida study area was prematurely identified in the 2006 Urban Official Plan as a candidate area for growth and located on prime agricultural land. The Elfrida special policy area pre-judged the outcome of the MCR and consequently the then Minister of Municipal Affairs and Housing refused to approve that part of the plan. These policies remain unapproved and without any force or legal implications. Conversely, the Upper West Side lands are fully supported by the current planning mandate for minor urban boundary expansions as set out in the 2019 Growth Plan and 2020 Provincial Policy Statement and should be dealt with expediently, outside of the on-going LPAT appeal process, in accordance with in force provincial law and policy.



STATUS OF EMPLOYMENT CONVERSION APPLICATIONS:

The report notes that the Upper West Side Group has previously filed employment conversion applications with the City and should be considered through the MCR process. The employment conversion request filed with the City in 2017 involves a small amount of land to round out the community interface within the AEGD. The current application before Planning Committee and Council does not seek to include the employment conversion matter and we agree that it should be considered during the MCR process.

IMPLICATIONS WITH RESPECT TO THE MINUTES OF SETTLEMENT EXECUTED THROUGH THE AEGD SECONDARY PLAN ONTARIO MUNICIPAL BOARD PROCEEDINGS:

Staff contend that the applicants "...may be going after the priority status of both the Elfrida lands and the Twenty Road East lands as the first non-employment lands to be added to the urban boundary". In this regard, some of the Upper West Side land owners did sign minutes of settlement at the conclusion of the 2015 OMB hearing on the basis that:

- The Upper West Side lands were not needed for employment purposes; and,
- That the land use disposition of the area would immediately be considered as part of the MCR process (now not scheduled to be completed until at least 2022).

It will be some 7 years between the conclusion of the AEGD Secondary Plan and the finalization of the MCR process according to staff's current estimate. The subject applications are now being filed under the current mandate of the Provincial Growth Plan to enable minor urban boundary expansion outside of an MCR process and do not offend the minutes of settlement. In fact, neither the in-force policies of the Hamilton Official Plan or the Minutes of Settlement assigns "priority status" to either the Elfrida or Twenty Road East lands. As has been repeatedly communicated, this provision in the Minutes of Settlement constituted a re-statement of the 2015 Council position. Notably, the inclusion by 2015 Council of Twenty Road East was done without any planning justification, rationale or due public process. As such, neither Twenty Road East nor Elfrida have any legal planning status.



SERVICING AND INFRASTRUCTURE DEVELOPMENT RELATED TO THE AEGD:

The approval of the Upper West Side community will deliver key infrastructure for the AEGD in terms of:

- The completion of the Garth Street extension from Twenty Road West to Dickenson Road which provides a key transportation link between the AEGD and the Lincoln Alexander Expressway and will be needed to support recently announced developments by the Broccolini and Panattoni groups;
- The implementation of a robust Natural Heritage System within the AEGD which will facilitate environmentally sensitive storm drainage and enhance sub-watershed protection in this area;
- The development of a road network to support AEGD and the Upper West Side Community. In this regard, the land owners are funding an Integrated Environmental Assessment in conjunction with our planning applications to define and implement this transportation system;
- The Upper West Side Group together with Broccolini and Panattoni are working together to deliver time efficient and cost effective interim and long term sanitary servicing solutions for the AEGD. Further, the Upper West Side group have delivered a comprehensive servicing strategy prepared by Urban Tech Group and peer reviewed by Scott Lewellyn and Associates, which demonstrates that there is sufficient interim servicing capacity to support Upper West Side area.

The Upper West Side group will be implementing a cost sharing agreement to facilitate the implementation of infrastructure associated with the Upper West Side Community which will ensure early and cost efficient delivery and will consider front-end financing arrangements with other development interests in the area.



COMMENTS REGARDING NOISE IMPACTS FROM THE HAMILTON INTERNATIONAL AIRPORT:

The Provincial Policy Statement states that the “infilling of residential uses”. in areas above the 30 NEF contour can be permitted if it can be demonstrated that there will be no negative long-term impact on the operations of the airport. In this regard, the Upper West Side Community is an infill residential area and would therefore comply with Provincial Policy. Appendix “D” to the Rural Official Plan indicates that the 30 NEF contour actually falls south of our residential development lands. However, mapping that forecasts noise contours to the year 2025 shows the migration of the contour further south of the subject lands. If the urban boundary applications are approved, the Airport requires that noise mitigation measures be implemented including appropriate warning clauses. A noise study has been completed by HGC Consulting which considers noise impacts from airport operations and recommends comprehensive noise mitigation measures. We will continue to work with the Airport to address any further concerns.

LAND SUPPLY TO MEET HOUSING NEEDS:

As noted previously, housing affordability and attainability are key issues in Hamilton. Staff rely on “preliminary MCR estimates’ to suggest that the City has a 15 - year supply of land/intensification opportunities to accommodate growth of approximately 60,000 units. Our extensive research into this matter concludes that it is highly unlikely that the City can achieve these targets. Current housing trends are decidedly moving towards ground related housing in response to the COVID –19 pandemic. The Upper West Side lands have the immediate potential to accommodate 5,700 people and 6,120 employees supported by development driven infrastructure investments with a positive net financial impact to the City as noted previously.

CONCLUSIONS AND RECOMMENDATIONS:

It is our submission that the approval of the subject application:

- Enables implementation of provincially directed policy for the consideration of a modest infill development that will provide an effective land use buffer between the industrial development in the AEGD and the existing residential area north of Twenty Road West;



- Fully conforms to the Provincial Growth Plan and Policy Statement and will contemporize the City's Official Plan to reflect the current mandate to facilitate minor urban boundary expansions in advance of a MCR process;
- Will not compromise the City's intent to finalize and implement an effective MCR process within the scheduled time frame that will fully consider all growth options available to meet development requirements to the year 2051;
- Assists the City in meeting its obligations under the Provincial Planning Policy to allocate growth to lands that are not designated prime agricultural. This initial allocation will unlock other candidate areas for consideration during the MCR process;
- Provides the City with an immediate and effective response to housing supply and affordability issues with a significant initial revenue stream and positive long-term financial impact; and,
- Provides for needed infrastructure development to support the AEGD by a development driven cost sharing agreement and potential front end financing agreements.

Therefore, it is recommended that Planning Committee consider the adoption of the following resolution and direction to staff:

WHEREAS the Upper West Side lands are the only growth option available to the City on non-prime agricultural lands;

WHEREAS the Upper West Side lands are fully surrounded by the urban boundary;

WHEREAS the Upper West Side lands are an infill development opportunity which will require only a minor allocation of community land to meet the City's total land needs to 2051;

WHEREAS, the approval of the application represents a significant immediate and long-term revenue source to the City of Hamilton;

WHEREAS, supporting infrastructure for the Upper West Side Community and the AEGD can be delivered through a development driven cost sharing agreement;



WHEREAS, the City must be responsive to current housing needs and supply on an immediate basis and the Growth Plan accommodates minor urban boundary expansions to address this need outside of a Municipal Comprehensive Review process,

Therefore, it is hereby resolved:

1. That Urban Hamilton Official Plan Amendment Application UHOPA-20-011 be APPROVED:
2. That staff be directed to expedite the approval process for the Urban Boundary Expansion applications for Council's consideration; and,
3. That staff be directed to continue the Municipal Comprehensive Review process with equal consideration to all potential growth options in accordance with the Growth Plan for the GTHA.

Respectfully submitted,

John B. Corbett, MCIP, RPP

c.c. Mayor and Members of Council
Joel Farber
Clients



September 30, 2020

Via E-mail (Heather.Travis@hamilton.ca)

Heather Travis
 Senior Project Manager, Growth Management
 Strategy
 City of Hamilton
 71 Main Street West, Fourth Floor
 Hamilton, ON L8R 2K3

John S. Doherty
 Direct +1 519 575 7518
 Direct Fax +1 519 571 5018
 john.doherty@gowlingwlg.com
 File no. T968115

Dear Ms. Travis:

Re: Twenty Road West Area – City-wide and Area-specific UHOP Amendment (PED20163)

As you are aware, we are counsel for 1507565 Ontario Limited, otherwise known as the Frisina Group (“**Frisina**”), whose lands form an integral component of the future Elfrida Community.

We are in receipt of your Report in this matter which will be considered by Planning Committee on October 6th. Our letter of August 21st on behalf of our client, opposing the proposed Official Plan Amendment is appended as Appendix “D” to the Report. Consistent with our client’s stated position, please be advised that Frisina fully supports Staff’s clear recommendation for denial of the Application for the reasons cited, and accordingly, our client would urge the Committee to adopt Staff’s recommendation without amendment.

Our client will have a representative in attendance to monitor the virtual meeting on October 6th, and respond if necessary, should Staff or the Committee have any questions respecting our August 21st letter.

Yours very truly,

Gowling WLG (Canada) LLP

A handwritten signature in blue ink, appearing to read "John S. Doherty", written over a light blue circular stamp or watermark.

John S. Doherty

JSD:hp

cc: Patrick MacDonald - City of Hamilton
 Client

EDC_LAW\ 2354307\1

To: clerk@hamilton.ca;

lisa.kelsey@hamilton.ca

Subject: Proposed development Twenty Road, Mount Hope, Ontario

We are long-time residents, and visitors of the area of Twenty Road West, who would like to support residential growth in the Twenty Road West area.

We understand this is an infill development area that will be urbanized. We feel the residential option is the preferred urban option rather than the industrial option. The noise, large trucks, and other adverse effects will have a tremendous negative impact.

The community needs more parks, more trees, more clean air. Our community also requires additional housing options across the city and not just in the east end.

This process has taken 15 years; 15 years of discussions, assessments, hearings waiting for the next step. We have lived, grown and gathered as a family in this area for well over 50+ years. Our goal for this see future generations of families enjoy this space as we had.

We want to be treated fairly in this process and not based on old outdated data from 2006.

We are in full support of residential development of the Twenty Road West Area and the applied for urban expansions.

Kindest regards,

Martin Sullivan

From: Warren Caldwell

Sent: October 2, 2020 11:01 AM

To: clerk@hamilton.ca

Subject: Corbett Land Strategies Application for Official Plan Amendment, City Planning Committee meeting, 6 October 2020

Dear Madame Clerk,

Please pass these comments to the City Planning Committee in time for its 6 October meeting.

I am a retired homeowner resident of Hamilton. I have no interest, direct or indirect, in the Twenty Road West group of lands nor in any lands abutting or close to them.

I urge the Planning Committee to deny the Corbett Land Strategies' application for three sets of reasons. The first have to do with how the amendment if passed would affect the City's future position in any change of municipal boundaries and/ or urban/rural boundaries. The second set concerns the effect of the amendment if passed on the intensification required in Hamilton by the Province of Ontario's proposed plan for population and employment growth. The third is about who controls land use planning in Ontario.

First, boundaries. The Corbett application would change the rural/ urban boundary inside the City by moving the Twenty Road West group of lands from the Rural Hamilton Official Plan (RHOP) to the Urban Hamilton Official Plan (UHOP). It would do so soon, certainly before the City can complete the provincially required municipal comprehensive review (MCR) that is underway and must be finished by July 2022. In planning terms this would be completely backwards. The MCR must and should come first. If it justifies and prepares for a change in the rural/ urban plan boundary, then the City would be in a position to make an informed decision one way or the other. But consider what will happen if the Corbett application is approved and two years later the City's finished MCR concludes the Twenty Road West lands should not be in the UHOP. By that time the landowners may well be far into their development which would force the City to provide costly urban services despite the manifest mistake. In other words, and putting it gently, allowing the Twenty Road West lands into the UHOP now is doing it too soon, undermining essential City work and precluding a Planning Committee decision that should be taken after the MCR.

Second, intensification. The Province requires residential intensification. But its real value is in the maintenance of agricultural and other rural uses plus wetlands and other natural habitat that we need more and more for resilience in the face of climate change. So any loss of rural land is serious indeed. Intensification inside already urbanized areas is the only practical way to go.

The Corbett application claims the Twenty Road West lands are needed for residential housing for all the extra people expected to move to Hamilton. That is simply not the case. Please consult the staff report on this matter, at page 34. Paragraph ii details what is available in the City's Vacant Residential Land Inventory. These lands are all inside the UHOP boundary. They are enough for 31,900 housing units identified in 2019 plus an estimated further 30-50,000 units, the variance depending on how different properties are rebuilt. This range total of 61,900 to 81,900 housing units

within urban Hamilton satisfies the provincial housing planning requirement right to the end of the 15 year planning period the province uses. The Twenty Road West lands are simply not needed for housing.

Third: the control of land use planning. This peculiar business of letting private landowners demand municipal boundary changes in this way comes from a very recent amendment to the Province's growth plan. It allows a landowner to demand a change in municipal boundaries, bypassing most planning studies and procedures a municipality must pass through, and, by appeal to the LPAT, have a real chance of getting away with it even if the City is opposed for the best planning reasons. Of course the Province must set standards and procedures for every town and city. But letting individual property owners act outside the planning procedures the same province forces on municipalities is folly. It gives individual developers the initiative that belongs to Councils. It completely undermines all the work done by municipal staffs everywhere. What an insult to elected councillors. What an insult to voters. Hamilton's Planning Committee should deny every application that tries this just to preserve its own position in the planning process for our City.

For all these reasons, please deny the Corbett application.

Yours truly,

Warren Caldwell
Hamilton

From: Erin Descamps

Sent: October 2, 2020 12:12 PM

To: clerk@hamilton.ca; Kelsey, Lisa <Lisa.Kelsey@hamilton.ca>

Subject: Proposed development Twenty Road, Mount Hope, Ontario

We are long-time residents, and visitors of the area of Twenty Road West, who would like to support residential growth in the Twenty Road West area.

We understand this is an infill development area that will be urbanized. We feel the residential option is the preferred urban option rather than the industrial option. The noise, large trucks, and other adverse effects will have a tremendous negative impact.

The community needs more parks, more trees, more clean air. Our community also requires additional housing options across the city and not just in the east end.

The present situation with Covid-19 only strengthens the need for single family homes with yards for kids to play in.

This process has taken 15 years; 15 years of discussions, assessments, hearings waiting for the next step. We have lived, grown and gathered as a family in this area for well over 50+ years. Our goal for this see future generations of families enjoy this space as we had.

We want to be treated fairly in this process and not based on old outdated data from 2006.

We are in full support of residential development of the Twenty Road West Area and the applied for urban expansions.

Kindest regards,

Chris and Erin Descamps

To: clerk@hamilton.ca;

lisa.kelsey@hamilton.ca

Subject: Proposed development Twenty Road, Mount Hope, Ontario

We are long-time residents, and visitors of the area of Twenty Road West, who would like to support residential growth in the Twenty Road West area.

We understand this is an infill development area that will be urbanized. We feel the residential option is the preferred urban option rather than the industrial option. The noise, large trucks, and other adverse effects will have a tremendous negative impact.

The community needs more parks, more trees, more clean air. Our community also requires additional housing options across the city and not just in the east end.

This process has taken 15 years; 15 years of discussions, assessments, hearings waiting for the next step. We have lived, grown and gathered as a family in this area for well over 50+ years. Our goal for this see future generations of families enjoy this space as we have had.

Residing in a country setting while having the amenities of urban necessities such as shopping, entertainment, and employment would allow the future and current citizens to enjoy the full extent of the Greater City of Hamilton and all it has to offer.

We want to be treated fairly in this process and not based on old outdated data from 2006.

We are in full support of residential development of the Twenty Road West Area and the applied for urban expansions.

Kindest regards,

Mary Wesley

Mary Wesley

October 4, 2020

**Public Meeting of the Planning Committee – October 6, 2020
Urban Hamilton Official Plan Amendment (File No. UHOPA-20-011)**

**RE: CITY-WIDE AMENDMENT WITH AREA-SPECIFIC AMENDMENT IMPACTING
LANDS IN THE**

**TWENTY ROAD WEST AREA (SOUTH SIDE OF TWENTY ROAD WEST, (bounded by
Glancaster Road, Upper James Street and Dickenson Road)**

I am requesting that the future urban boundary expansion be approved for the following reasons:

- **The Airport Employment Growth area is already in progress in this area on the North side of Dickenson Road and also around the airport;**
- **The need for more residential development in this area as 1500 new jobs are anticipated as Amazon sets up shop in Mount Hope;**
- **The City of Hamilton’s winning bid for Amazon to bring employment to the area comes with responsibilities from the City to provide housing;**
- **The first phase of a new 80 acre development with up to 1.6 million square feet of warehouse and industrial space is already in progress in the Airport Employment Growth area. This development will also provide new employment opportunities in the area thus requiring more residential development;**
- **Air and noise pollution and effects of industrial developments on the South Side of Twenty Road will negatively affect the senior citizens who are settled in the area;**
- **With employment growth already in progress in this area, waiting until the year 2040 is not feasible;**
- **The City of Hamilton is in great need of new tax bases especially with the Covid 19. Taxes are required now in order to get our City back on track not waiting until 2040;**
- **Our Premier along with the Minister of Municipal Affairs have requested changes to the land use planning system in order to increase housing supply for Ontario residents which will help residents achieve their dream of home ownership.**

Thank you.

Gail Sullivan

> From: Jim Playfair
> Sent: October 4, 2020 1:37 PM
> To: clerk@hamilton.ca; Kelsey, Lisa <Lisa.Kelsey@hamilton.ca>
> Subject: Proposed development 20 Road Mount Hope Ontario

>
> To whom it may concern

>
> I understand there is ongoing controversy about how the land on the south side of 20 Road West near Garth St be developed in the future . Apparently there is consideration being given to having this land zoned and developed as industrial . This would be tragic and clearly a mistake by planners and everyone else who would entertain the thought of industrial development along side of residential communities such as Twenty Place and Garth Trails .

> I strongly urge planners to proceed cautiously and allow the residents in this area to enjoy their peaceful communities without the noise and disruption of industrial development .

> I would have no objection to planners considering industrial development south and beyond Dickinson Road. Clearly the land adjacent to Twenty Road should remain residential with a nominal amount of commercial use which would be complementary to the residents living in that area.

> I hope to be on the zoom session on October 6th– regardless our community will be paying close attention to this matter moving forward.

>
> Jim and Cathy Playfair
> Garth Trails

To: clerk@hamilton.ca;

lisa.kelsey@hamilton.ca

Subject: Proposed development Twenty Road, Mount Hope, Ontario

We are long-time residents, and visitors of the area of Twenty Road West, who would like to support residential growth in the Twenty Road West area.

We understand this is an infill development area that will be urbanized. We feel the residential option is the preferred urban option rather than the industrial option. The noise, large trucks, and other adverse effects will have a tremendous negative impact.

The community needs more parks, more trees, more clean air. Our community also requires additional housing options across the city and not just in the east end. This area should be developed now instead of waiting until 2040 as this development could stimulate jobs and growth in the Hamilton area. There is a need for residential development on the west mountain, as not everybody wants to live in high rise buildings in downtown

This process has taken 15 years; 15 years of discussions, assessments, hearings waiting for the next step. We have lived, grown and gathered as a family in this area for well over 50+ years. Our goal for this see future generations of families enjoy this space as we had.

We want to be treated fairly in this process and not based on old outdated data from 2006.

We are in full support of residential development of the Twenty Road West Area and the applied for urban expansions.

Kindest regards,

Lynda Sullivan

From: John Kerchner

Sent: October 4, 2020 8:59 PM

To: clerk@hamilton.ca; Kelsey, Lisa <Lisa.Kelsey@hamilton.ca>

Subject: Proposed development Twenty Road, Mount Hope, Ontario

I am writing to you in support of the proposed urban boundary expansion for the twenty rd west area.

It is about time we start to see some residential development in this area. We need to support the airport as well as growth outside of the downtown area. Expansion of the urban boundary is exactly what the city of hamilton could use.

I think it is a good idea to look at the success of the meadowlands. Albeit a larger growth area, was it worth waiting so long to expand this area?. It was part of discussions for residential expansion for many years and if it would have been completed earlier, the city and its residents would have benefited from it for that much longer. The Twenty Rd West area has been part of a residential expansion discussion for more than 15 years. It is about time to approve this area now as the west mountain and the central mountain have no other growth areas planned. It would be a good idea to provide our residents an option to live on this side of the city. Growth in Binbrook is too far for many people. This area, the Twenty Rd West development shows the residents that the city is looking after our future and is a forward thinking team. Further delaying this development only costs the city in the long run. Build it now! This land and area has been underutilized for long enough.

From: Bob Berberick
Sent: Sunday, October 4, 2020 1:02 PM
To: Travis, Heather <Heather.Travis@hamilton.ca>
Subject: Planning Meeting & October item 7.4

Good Morning.

Here is my letter of concern.

On August 11, the Planning Committee will be discussing expanding the urban boundary. Developers want access to the lands bordered by Twenty Rd, Upper James, Dickenson and Glancaster roads.

I am opposed to this expansion and here are my reasons. If you agree, please contact your Councillor.

(Please note that I know precious little about Planning and Zoning but here are my thoughts:)

1. The city needs money. I get that. Development charges look enticing but this is only a short term solution. 30 years or more in the future, infrastructure work here will be required. The development charges won't be there to help unless of course the City of Hamilton set the rules so that their infrastructure commitment continues in the future. (Of course they wouldn't agree to that because profits are the main motivator; not making our city a better place to raise a child or age successfully.)
2. We already have a massive infrastructure deficit (not to mention upcoming additional expenses and losses due to Covid). We have numerous over built roads that have been crumbling for years. Claremont retaining wall, Main Street (and many others) are 2 glaring examples.
3. Portions of our sewer system are extremely old. Where will the money come from when (not if) they fail?
4. Our 10 year transit strategy has been paused once again signalling we are already in financial hardship.
5. 1.1 million dollars is required to fix our new stadium.
6. Commonwealth Games discussions are resurfacing likely requiring many more tens of millions of dollars.
7. I don't understand how building \$500,000 (and up) houses, makes home buying more affordable. We have many citizens of this city living on the street and in tents. How does this help them?
8. I understand that developers want to develop. Is there no way of enticing them into building "real" affordable housing (thinking Indwell)? Surely, the city has land parcels within the current boundary that would interest devs. Excess schools and parking lots that are already serviced come to mind.
9. It's time to stop considering building outside of our current boundary. The city considers roads and sewers etc. as an asset when in fact they are a liability. I have assets that I can sell. You cannot sell roads and sewers so in reality, they have no value.
10. Interest rates are at historic lows and have been for an unprecedented length of time. Also, the recent wage increases have not been keeping pace with the skyrocketing cost of houses. Even a relatively modest interest rate increase will create havoc in the housing market. This will put increased pressure on Council to keep taxes low, making it impossible to deal with our ever increasing infrastructure deficit. We need to fill the hole, not dig it deeper.

My question to you is this: how will expanding the urban boundary get us out of the current mess we, and the entire country are facing? The answer is simple: it won't.

Thank you and stay safe.

Submission to

Public Meeting of the Planning Committee – October 6, 2020 Urban Hamilton Official Plan Amendment (File No. UHOPA-20-011)

**RE: CITY-WIDE AMENDMENT WITH AREA-SPECIFIC AMENDMENT IMPACTING
LANDS IN THE**

**TWENTY ROAD WEST AREA (SOUTH SIDE OF TWENTY ROAD WEST, (bounded by
Glancaster Road, Upper James Street and Dickenson Road)**

I am requesting that the future urban boundary expansion be approved for the following reasons:

- The Airport Employment Growth area is in progress in this area already on the North side of Dickenson Road and also around the airport
- The need for more residential development in this area as 1500 new jobs are anticipated as Amazon sets up shop in Mount Hope
- The City of Hamiltons winning bid for Amazon to bring employment to the area comes with responsibilities from the City to provide housing..
- The first phase of a new 80 acre development with up to 1.6 million square feet of warehouse and industrial space is already in progress in the Airport Employment Growth area. This development will also provide new employment opportunities in the area thus requiring more residential development.
- Air and noise pollution and effects of industrial developments on the South Side of Twenty Road will negatively affect the senior citizens who are already settled in the area....
- With employment growth already in progress in this area waiting until the year 2040 is not feasible
- The City of Hamilton is in great need of new tax base especially with the Covid 19Taxes are required now in order to get our City back on track not waiting until 2040
- Our Premier along with the Minister of Municipal Affairs have requested changes to the land use planning system in order to increase housing supply for Ontario residents which will help residents achieve their dream of home ownership.

SUBMITTED BY: Ann Byrne October 4th, 2020

From: Kathleen Sullivan

Sent: October 4, 2020 10:24 AM

To: clerk@hamilton.ca

Subject: Submission to Public Meeting of the Planning Committee – October 6, 2020
Urban Hamilton Official Plan Amendment (File No. UHOPA-20-011) RE: CITY-WIDE
AMENDMENT WITH AREA-SPECIFIC AMENDMENT IMPACTING LANDS IN THE
TWENTY ROAD WEST AREA (SOUTH SIDE ...

Submission to

Public Meeting of the Planning Committee – October 6, 2020

Urban Hamilton Official Plan Amendment (File No. UHOPA-20-011)

**RE: CITY-WIDE AMENDMENT WITH AREA-SPECIFIC AMENDMENT
IMPACTING LANDS IN THE**

TWENTY ROAD WEST AREA (SOUTH SIDE OF TWENTY ROAD WEST,
(bounded by Glancaster Road, Upper James Street and Dickenson Road)

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- **Air and noise pollution and effects of industrial developments on the South Side of Twenty Road will negatively affect the senior citizens who are already settled in the area....**

- **With employment growth already in progress in this area waiting until the year 2040 is not feasible**
- **The City of Hamilton is in great need of new tax base especially with the Covid 19 ...Taxes are required now in order to get our City back on track not waiting until 2040**
- **Our Premier along with the Minister of Municipal Affairs have requested changes to the land use planning system in order to increase housing supply for Hamilton residents which will help residents achieve their dream of home ownership.**

SUBMITTED BY: Kathleen Sullivan October 4th, 2020

From: Tom Sullivan

Sent: October 4, 2020 11:42 AM

To: clerk@hamilton.ca

Subject: I support that Urban Hamilton Official Plan Amendment Application UHOPA-20-011 be APPROVED:

Hello, I ask that you please provide fair consideration of this application.

I would like to advise of my support for the Urban Hamilton Official Plan Amendment Application UHOPA-20-011 be approved for the following reasons.

This application if approved can put people to work in our community now! The Federal government is committing \$10 billion to help Canadians through this covid crisis. This project can help Hamiltonians through this Covid crisis. This should be supported.

This application fully conforms to the Provincial Growth Plan and Policy Statement and will contemporize the City's Official Plan to reflect the current mandate to facilitate minor urban boundary expansions in advance of a MCR process.

This proposal enables implementation of provincially directed policy for the consideration of a modest infill development that will provide an effective land use buffer between the industrial development in the AEGD and the existing residential area north of Twenty Road West.

This application provides for needed infrastructure development to support the AEGD by a development.

Provides the City with an immediate and effective response to housing supply and affordability issues with a significant initial revenue stream and positive long-term financial impact.

I ask that you provide your support towards this application as as it has already been 15 + years of the bureaucracy.

From: gail stevens

Sent: October 4, 2020 2:32 PM

To: clerk@hamilton.ca

Subject: Regarding Twenty Road West area south side of Twenty Road

I am in favour of Urban house development. We need more houses not industrial development . Not fair to the houses already on Twenty Road west This has taken long enough and Hamilton could use the taxes from housing. It could create jobs instead of waiting 20 years for industrial. Let's keep our mountain beautiful.

[Sent from Yahoo Mail on Android](#)

From: Sullivan, Rory
Sent: October 4, 2020 7:21 PM
To: clerk@hamilton.ca
Subject: Proposed Development Needs To Move Forward - Twenty Road
Importance: High

To: clerk@hamilton.ca;
lisa.kelsey@hamilton.ca
Subject: Proposed development Twenty Road, Mount Hope, Ontario

We are long-time residents, and visitors of the area of Twenty Road West, who would like to support residential growth in the Twenty Road West area.

We understand this is an infill development area that will be urbanized. We feel the residential option is the preferred urban option rather than the industrial option. The noise, large trucks, and other adverse effects will have a tremendous negative impact.

The community needs more parks, more trees, more clean air. Our community also requires additional housing options across the city and not just in the east end.

This process has taken 15 years; 15 years of discussions, assessments, hearings waiting for the next step. We have lived, grown and gathered as a family in this area for well over 50+ years. Our goal for this see future generations of families enjoy this space as we had.

We want to be treated fairly in this process and not based on old outdated data from 2006.

We are in full support of residential development of the Twenty Road West Area and the applied for urban expansions.

Kindest regards,

Rory Sullivan

October 2, 2020.

To Hamilton City Council;

I am writing to the Hamilton City Council to express my desire that the lands designated as agricultural on the south side of Twenty Rd. West be developed as residential rather than industrial.

There is a high demand for affordable housing for families in Hamilton. The West mountain requires more livable space to support that need. While it is true that council hopes to develop the core, the reality is that at a certain stage of life, urban living is no longer suitable for the changing needs of growing families. A suburban development on Twenty Road would not only attract families but also tax dollars that could in return be placed into some of the initiatives the council has for the core.

Hamilton would benefit from showing that it is willing to adapt to population and housing needs. The province has announced that communities with the type of land that exists on Twenty Rd. West, should be freed up for residential development. Communities like Paris, Cambridge, Brantford and Caledonia are capitalizing on people's willingness to leave the GTA. We need to be as cutting edge as well to be able to attract that demographic. By building on Twenty Rd, we will gain access to added taxable revenue sources.

The north side of Twenty Rd. W. has already been developed as residential. To add an industrial park across from a residential area does not make for intelligent planning and would lower the property values of those residents who already reside there. Not only would there be an increase in large vehicle traffic which would jeopardize the safety of those living in that neighbourhood, there would be the extra pollution and noise to consider as well.

Industrial development would be better suited on the south side of the Highway 6 bypass given the limited population in this area and the existing infrastructure. It does not make sense for an industrial park to be placed on Twenty when there is vacant land right beside a highway close to the airport. Large trucks travel that anyway. This would cut down on traffic on an already overwhelmed Upper James St.

It is important that Hamilton continue to be forward thinking. The development of land and increased population in this area could perhaps one day lead the province to consider an investment in a Go Station at the HSR depot and/or increased federal spending at the airport. Changes to zoning now will benefit the outlook for this part of Hamilton in the future.

I hope you will consider my opinion as a voting member of the Hamilton Community.

Sincerely,

Kelly Byrne
Dundas, ON



Submission to

Public Meeting of the Planning Committee – October 6, 2020 Urban Hamilton Official Plan Amenmdment (File No. UHOPA-20-011)

**RE: CITY-WIDE AMENDEMENT WITH AREA-SPECIFIC AMENDMENT IMPACTING
LANDS IN THE**

**TWENTY ROAD WEST AREA (SOUTH SIDE OF TWENTY ROAD WEST, (bounded by
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Norine Kolaski

Castangrey 5 Corp. and Castangrey 7 Corp.
10710 Bathurst Street,
Vaughan, ON
L6A 4B6
905-303-6873

October 5, 2020.

City of Hamilton Planning Committee
Hamilton City Hall
71 Main Street West,
Hamilton, ON
L8P 4Y5

By email

Re: Application for a City-wide Amendment to the Urban Hamilton Official Plan and an Area-specific Amendment for Lands Located in the Twenty Road West Area (PED20163) (City-Wide), Planning Committee Item 7.4, October 6th, 2020.

Dear Chair and Members of the Planning Committee:

As owners of lands along Fletcher Road in Elfrida, we wish to express our concern regarding the subject application. It was established through the GRIDS report and through the AEGD OMB settlement that Elfrida should be the first area to proceed with approvals for development. We therefore request that Committee and Council maintain this priority and that we be kept informed of any action on this file.

Yours truly

Castangrey 5 Corp.
Castangrey 7 Corp.



Per Maurice Stevens

c.c. Heather Travis

From: Farrell, Greg
Sent: October 5, 2020 10:56 AM
To: clerk@hamilton.ca
Cc: Kelsey, Lisa <Lisa.Kelsey@hamilton.ca>
Subject: Proposed development Twenty Road, Mount Hope, Ontario

Subject: Proposed development Twenty Road, Mount Hope, Ontario

We are long-time residents, and visitors of the area of Twenty Road West, who would like to support residential growth in the Twenty Road West area.

We understand this is an infill development area that will be urbanized. We feel the residential option is the preferred urban option rather than the industrial option. The noise, large trucks, and other adverse effects will have a tremendous negative impact. The community needs more parks, more trees, more clean air. Our community also requires additional housing options across the city and not just in the east end.

This process has taken 15 years; 15 years of discussions, assessments, hearings waiting for the next step. We have lived, grown and gathered as a family in this area for well over 50+ years. Our goal for this see future generations of families enjoy this space as we had.

We want to be treated fairly in this process and not based on old outdated data from 2006.

We are in full support of residential development of the Twenty Road West Area and the applied for urban expansions.

Kindest regards,

Greg Farrell

Request to Speak to Committee of Council

Submitted on Sunday, October 4, 2020 - 8:58 pm

==Committee Requested==

Committee: Planning Committee

==Requestor Information==

Name of Individual: Lynda Lukasik

Name of Organization: Environment Hamilton

Contact Number: 905-560-1177

Email Address: llukasik@environmenthamilton.org

Mailing Address:

22 Wilson Street, Suite 4

Hamilton, ON

L8R 1C5

Reason(s) for delegation request: I would like to speak via virtual delegation, on behalf of Environment Hamilton, to Item 7.4 Application for a City-wide Amendment to the Urban Hamilton Official Plan and an Area-specific Amendment for Lands Located in the Twenty Road West Area (PED20163) (City Wide) - which is being discussed as part of a statutory public meeting under the Planning Act at the October 6th Planning Committee meeting.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

659 Barton St. East,
Unit 102, Hamilton, ON
L8L 3A3



City of Hamilton
Planning Committee
Hamilton City Hall
71 Main St West
Hamilton, ON
L8P 4Y5

October 5th, 2020

Dear Chair and Members of Planning Committee,

RE: Outdoor Dining Districts Winter Season (PED20169) (City Wide)

We are writing in support of the extension of the Outdoor Dining Districts through to October 31st, 2021. We saw first-hand how this program was pivotal in many of our business's survival.

Unfortunately, Barton St E is not conducive to on-street patios as it is an industrial truck route with very poor walkability (as seen on page 8 of PED20169). But this program allowed our businesses to overtake alleyways and boulevards in order to operate.

We would request the following amendments:

- That this program also be available to our retail and service establishments to allow them to use the same areas to sell products / provide a service
- That all BIA areas be allowed to use this program in order to shut down a street in their BIA at least once in 2021 to support physical distancing and to allow those businesses that are not physically able to have a patio to have one for at least one day. Especially if this is a street that has been allowed to be shut down in previous years.

We also encourage adaption of the City of Hamilton Financial Incentive packages in order to allow small businesses to use them towards purchasing infrastructure, lighting, heating etc. for their patios.

Please don't hesitate to reach out should you have any questions,

Sincerely

Rachel Braithwaite
Executive Director
Barton Village BIA



CITY OF HAMILTON

NOTICE OF MOTION

Planning Committee Date: October 6, 2020

MOVED BY COUNCILLOR B. JOHNSON.....

SECONDED BY.....

Connection to Municipal Services for Ecole Elementaire Michaelle Jean School, 2121 Hwy 56, and Former Wills Motors Property, located at 2187 Hwy 56, Binbrook

WHEREAS; Ecole Elementaire Michaelle Jean School (2121 Hwy #56) falls under the jurisdiction of the Hamilton Wentworth District School Board,

WHEREAS; this school has well water that is sulfur and creates a number of challenges to maintain water quality standards for public use and suffered with septic bed issues for a number of years

WHEREAS; the property formerly known historically as Wills Motors (2187 Hwy #56) is planning a large commercial expansion to provide a number of services to the community,

WHEREAS; Ecole Elementaire Michaelle Jean School (2121 Hwy #56) is located 600 meters (0.6 kilometers) outside the north urban boundary of the Binbrook Village and therefore does not qualify for municipal sewer and water connection,

WHEREAS; 2187 Hwy #56 is located 300 meters (.3kilometers) outside the north urban boundary of the Binbrook Village and is located between the urban boundary and Ecole Elementaire Michaelle Jean School, and therefore does not qualify for municipal sewer and water connection

WHEREAS; a precedent has been set with Oakrun Bakery, which is located outside the urban boundary and was permitted to connect to municipal services at their cost.

THEREFORE BE IT RESOLVED:

That 2121 Hwy 56 and 2187 Hwy 56, Binbrook, be permitted to connect to the City Municipal Sewer and Water at the property owners cost, in a manner acceptable to the City of Hamilton.